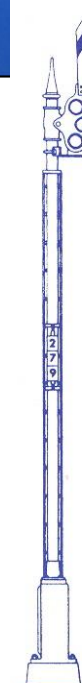


The Semaphore

David N. Clinton, Editor-in-Chief



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Southeastern Massachusetts.....	Paul Cutler, Jr.
“The Operator”.....	Paul Cutler III
Cape Cod News.....	Skip Burton
Boston <u>Globe</u> Reporter.....	Brendan Sheehan
Boston <u>Herald</u> Reporter.....	Jim South
<u>Wall Street Journal</u> Reporter.....	Paul Bonanno, Jack Foley
Rhode Island News.....	Tony Donatelli
Empire State News.....	Dick Kozlowski
“Amtrak News”.....	Russell Buck
“The Chief’s Corner”.....	Fred Lockhart

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The Semaphore is the monthly (except July) newsletter of the South Shore Model Railway Club & Museum (SSMRC) and any opinions found herein are those of the authors thereof and of the Editors and do not necessarily reflect any policies of this organization. The SSMRC, as a non-profit organization, does not endorse any position. Your comments are welcome! Please address all correspondence regarding this publication to: *The Semaphore*, 11 Hancock Rd., Hingham, MA 02043. ©2015
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CLUB OFFICERS

President.....	Jack Foley
Vice-President.....	Dan Peterson
Treasurer.....	Will Baker
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Chief Engineer.....	Fred Lockhart
Directors.....	Bill Garvey ('16)
	Bryan Miller ('16)
	Mike Dolan ('17)
	Roger St. Peter ('17)

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On the cover: Pictures from our first “Official Operations” held on a Sunday. Fun time was had by all. More pics in “The Operator”. Photos by Joe Dumas.

FORM 19 ORDERS

MAY B.O.D. MEETING

Thursday, June 2nd 8 p.m.

DECODER & LOCO TUNE-UP CLINIC

Thursday, June 2nd 8 p.m.

JUNE BUSINESS MEETING

Monday, June 6th 8 p.m.

ANNUAL BUSINESS MEETING-Elections

Monday, June 6th 8:30 p.m.

OFFICIAL OPERATIONS

Monday & Thursday, June 20 & 23rd 8 p.m.

NEWSLETTER DEADLINE—Summer Issue

Saturday, June 25th

JUNE B.O.D. MEETING

Monday, June 27th 8 p.m.

CONTESTS

Congratulations to **Dan Peterson** on winning this month's 50/50 Raffle!

15 members remembered that Amtrak celebrates its 45th anniversary this month:

Al Munn	Roger St. Peter
Dan Peterson	John Sheridan
Jim South	Jack Foley
Al Taylor	Rick Sutton
Brendan Sheehan	Bill Roach
Ron Clough	Savery Moore
Jim Ferris	Fred Lockhart
Doug Buchanan	

Congratulations and all will get an Amtrak T-shirt of their choice. Afterwards, all present enjoyed the traditional Birthday Cake from Beech Grove Shops!

FOR AUGUST: a new contributor this month is Savery Moore, who has prepared a "matching" contest: "Match the Streamliners to Their Railroads. You will find this puzzle at the end of the newsletter and there are extra copies on top of the old wooden display case in the Train Room. Don't forget your name and good luck!"

CHIEF'S CORNER

Fred Lockhart

To begin this month, I would like to thank Mike Dolan for the time he spent as Scenery Chairman, Mike built a lot of the structures that are on the railroad; all of them are excellent, well done pieces--whether they were scratch built or Craftsman kits or something in between.



Savery Moore has been appointed Scenery Chairman to replace Mike. Savery's work is excellent as well. He has been one of the members completing the details on the City of Bryant (formerly "Corner City"). He has already established a list of areas around the railroad that need to be finished. If you missed the Scenery Committee meeting he held recently, it was to present the list to members, get some feedback and recruit some help. One of the largest chores on the list is painting and ballasting track. If that would be something you would be interested in, the committee would welcome your help. If you have not done ballasting before, they can show you how it is done. The club is fortunate to have so many members interested and working on scenery and doing such great work; we always get good comments back from our visitors.

Many years ago, when the Club got this building and was thinking of a new railroad, they voted to model the transition era, and the Northeast, meaning that the structures, vehicles and such should be not newer than the mid-Fifties. A person can tell by the names of locations on the railroad that has been chosen that it is certainly set in New England. With the dairy farm and creamery at the end of the first peninsula; Hudson Falls represents older industrial areas. As you move along to Essex Jct. (real name in Vermont) with the hilly terrain, past the cut in the mountain to Richmond Mills with the old stone factory on the edge of a river. White River Jct. above it (real name in Vermont). Continuing, we have a small town with a trolley system, which could be anywhere in New England, into Cedar Hill (Conn.), the new city of Bryant. With the brick church, downtown buildings and residential structures on the outskirts, this could be any small city in New England. Continuing along,

we arrive in Boston. Our railroad infrastructure itself with its yards, industrial areas, and small passenger stations could represent any part of the several major railroads that were in existence during the era we model. A lot of effort and hard work has been done over the last sixteen years to make the railroad what it is--a first class model railroad!

That's all for this month.

Fred Lockhart
Chief Engineer

SEMAPHORE MEMORIES

MAY 2011 (5 years ago)

- Decided to try first "mid-summer" Open House
- Railroad crews making steady progress rebuilding tracks between Portland & Brunswick for extension of *Downeaster Service*.
- Model Railroading becomes #1 hobby in U.S. (sales), with plastics & die cast as second.
- Richard Steinheimer, famous RR photographer dies at 81.
- Microsoft owner Bill Gates becomes largest shareholder of Canadian National.
- CT receives \$30-million funding to begin Phase 3 of high-speed New Haven-Springfield service.
- RI receives \$28-million from Florida high-speed rail service, cancelled by their governor.
- Commuters on Franklin, Needham, Fairmount and Providence/Stoughton lines face reduced service, due to replacement of defective concrete ties from Rocla Concrete.
- NJ unveils first ALP45-DP locomotive, its first dual-powered; also the first in North America. Manufactured by Bombardier.
- GE Transportation building \$96-million manufacturing plant in Fort Worth, TX.
- RR Museum of Pennsylvania installs geothermal heating in its cavernous rolling stock hall.
- U.S. Customs looking at possibility of establishing clearance for international rail passengers at Central Station in Montreal.
- Track-laying almost complete in Cedar Hill Yard.

MAY 2006 (10 years ago)

- 20,000-sq.-ft. expansion of North Station begins.
 - "American Orient Express" changes name to "GrandLuxe Rail Journeys".
 - Belfast & Moosehead Lake Railroad Preservation Society formed to keep B&ML operating tourist trains.
 - UP and BNSF plan \$100-million expansion of their joint Powder River Basin coal track to three and four main lines in many areas.
 - Cape Cod Central introduces its new logo.
 - Railpower introduces its first diesel road switcher, a 2,000 HP unit that can run on one, two or three engines, depending on the load demand.
 - Caterpillar buys Progress Rail Services, Inc., a supplier of remanufactured locomotives; they had recently bought EMD, also.
 - Utah's commemorative quarter released, depicting the Golden Spike Ceremony.
 - Conway Scenic rennumbers ex-QBT #21, a U23b, to its original L&N railroad number: 2820. It was rebuilt for the L&N in 1975.
 - South Korea-based Rotem Co. builds new rail car manufacturing plant in Philadelphia; company is subsidiary of Hyundai Automotive Group.
 - Jack Doyle joins SSMRC.
- ### **MAY 2001** (15 years ago)
- Amtrak rebuilds AEM7 electrics to 7000 HP, from 5,700 as delivered.
 - Raymond Evans dies, last of the four children brought up in the Willard Section House in Crawford Notch.
 - Bombardier acquires Chrysler's subsidiary Adtranz.
 - Edaville RR sold for \$3-million to a group of investors called Cranrail Corp., which includes Jack Flagg and Jon Delli Priscotti.
 - MBTA adds four round-trips to Worcester service, bringing to 10 daily RTs.
 - Providence T service also increased by four trains, to a new total of 11 RTs.
 - Athearn brings out "Genesis" Pacific steam loco.
 - Runaway 47-car CSX freight train travels 70 miles in Ohio, before being stopped. (Idea for movie "Unstoppable" produced 9 years later).
 - Guilford becomes an all-EMD railroad, with retirement of remaining GEs.
 - VIA Rail Canada places order for 21 P42DC "Genesis" locomotives with GE.
 - Jon Delli Priscotti loses control of Quincy Bay Terminal RR; MWRA awards contract to run railroad to Twin Rivers Technologies.

● Lease of West Barnstable RR station awarded to Cape Cod Chapter NRHS, who plan on refurbishing **MAY 1996** (20 Years Ago)

● Amtrak creates first "Cab-baggage" control unit out of retired F40 locomotive.

● Tom Wylie joins SSMRC.

● Bob England joins SSMRC.

● Old Colony Middleboro and Plymouth lines delayed 9 months to install ATS equipment.

● Marshfield resident Jack Flagg (later of Edaville's rebirth) proposes a railroad "park" in downtown Marshfield business section. (Guess we'll settle for Peter's caboose!)

MAY 1991 (25 Years Ago)

● Amtrak's 20th anniversary.

● Colorful and very active member Bob Persson suffers heart attack and dies at age 53.

● Amtrak leaves Grand Central Terminal, consolidating all NYC service at Penn Station.

● Governor Weld signs \$5-billion transportation spending package, which includes money for restoration of all three Old Colony Lines.

● Amtrak orders 140 "Superliners" from Bombardier

● Fore River RR #16 offered free to the City of Quincy by Fore River Shipyard contractor.

● Hingham voters approve use of Building 51 by SSMRC.

MAY 1986 (30 Years Ago)

● SSMRC "Traveling Railway" exhibited for one week at Hanover Mall.

● ECL "Car Card" system introduced, complete with waybill pockets.

● Strike by M.O.W. workers against Guilford threatens to spread across the country.

● Amtrak cancels *Montrealer*, due to poor trackwork north of Springfield, MA; owned by Guilford.

● "Citizens Advisory Committee" meets for first time to discuss Old Colony RR restoration.

● "Minuteman '86" NMRA Convention held in Boston. Display of prototype equipment in Braintree yard for a week. (Ye Ed worked there as a "guide"!)

● Hingham residents form group called "S.T.O.P." to derail Old Colony restoration through the Town.

MAY 1981 (35 Years Ago)

● Ray Welliver reinstated as Regular member in SSMRC, after 10-year absence. Ray is now an Honorary member, living in Florida.

● Portable Layout travels to North Conway Model Railroad Club show in NH.

● Operation night best ever, with 25 members taking part. John Governor conducts first "critique" session afterwards.

● John Governor taking names for terminal point of the "Southern Division". (Became "Cedar Hill").

● Two NMRA officers visit SSMRC to determine if we would be a visit destination if Boston awarded 1986 NMRA Convention; in competition with Toronto.

SPECIMEN BALLOT

OFFICIAL BALLOT

OF THE

South Shore Model Railway Club & Museum

June 6, 2016

Instructions to voters: Vote for NO MORE THAN ONE (1) PERSON PER POSITION (except DIRECTORS-- no more than TWO (2) people) by placing an "X" in the box next to the candidate of your choice. IF YOU MAKE A WRITE-IN CANDIDATE, you MUST PLACE AN "X" in the box next to the write-in candidate's name. If these instructions are not followed, your ballot will not be counted. Thank you!

PRESIDENT

JACK FOLEY*

VICE PRESIDENT

DAN PETERSON*

TREASURER

WILL BAKER*

SECRETARY

DAVE CLINTON*

*Denotes incumbent

CHIEF ENGINEER

FRED LOCKHART*

DIRECTORS for 2-Year Term VOTE FOR TWO (2) CANDIDATES

BILL GARVEY*

AL McCARTY

BRYAN MILLER*

JOHN SHERIDAN

BILL SIMS



Absentee Ballots available from the Secretary.
Contact: daveclinton@verizon.net or 781-749-7986

DECODER & ENGINE TUNE-UP CLINIC

Joe Dumas brought an original P2K GP18 in MoPac colors. After replacing all the cracked axle gears, he found that the loco works in the forward direction, but not in reverse. A very strange occurrence. To add to the misery, in order to get at the motor, all the weight block and wiring must be disconnected. Also, this is a “hard-wire” DCC job, being the unit is over 20 years old. Joe will contemplate whether worth the effort, since he got the loco on the W.E.T.

New member **Rob Cook** brought his MRC F7 decorated in “lightning-stripe” NYC, in which he had previously installed a decoder. He didn’t like the brightness of the L.E.D., so he installed a different one and was very pleased with the result and better intensity. While he was at it, he installed a DH123 in the sister loco F7 and used the same L.E.D., head-shrinking it to the stock metal headlight tube. Now he had a nice pair of passenger locos for “The New England States”.

Long-absent attendee, **Jack Foley** brought a P1K RDC3 dressed in Canadian National colors. Our old instructions for cutting the foil on the board at the 3 “X” marks, and installing a 270-ohm resistor on the blue line for lighting, along with wiring the DH123 wires to the appropriately-numbered solder holes still worked! He was pleased with the results.

First-timer **Don Pierce** brought two locos to be checked out. The first was his Rivarossi Southern Pacific Cab-forward (no one else had them!). This loco did not have a decoder but worked just fine on DC; he plans on using it on his home layout only. The other loco was a beautiful NJ Custom Trash New Haven I-4, which had been custom-painted and had DCC and sound installed. The loco worked great and we registered it for the record.

Savery Moore brought his nice UP “Big Boy” by Athearn for a tender tune-up. He noticed that the wheels on the tender’s large rear truck were not

turning. Upon close inspection, after disassembling, he found that the electrical contact “wipers” were pressing too hard against them. He adjusted them accordingly and successfully fixed the problem.

Long-timer **Paul Agnew** brought a really nice DL&W (I’m biased!) P1 4-8-4, called a “Pocono” on the Lackawanna. This brass model had been custom-painted and had sound and DCC installed. The problem was a non-working headlight. After testing the connection, Paul came to the conclusion that the L.E.D. was defective, so he replaced with a new one. Still didn’t work. Upon closer inspection of the plug connection between the loco and tender, it was discovered that a broken wire caused the infirmity, and testing the old L.E.D. showed it worked. After fixing the wire, the new one lit up. Oh, well, that’s the nice thing about the clinic that I have found. There’s always something new to learn and take away for future ideas.

Thanks to **Paul Cutler III** for straightening out the work stations and for assistance during the clinic. Our next clinic will be **Thursday, June 2nd**. Sign-up sheet on Bulletin Board. Everyone is welcome!



SINCE 1980, the iconic AEM-7 electric locomotives have distinguished themselves carrying passengers between Washington, Philadelphia, New York, New Haven, Boston, Harrisburg and everywhere in between. Together with the introduction and growth of Acela Express, they have built on the legacies of the Pennsylvania and New York, New Haven & Hartford Railroads as the Northeast Corridor has expanded into the 21st century as a first-class passenger railroad. Now, after 37 years and over 220 million miles of service, they are being replaced by the new, advanced next-generation Siemens Cities Sprinter locomotives. It is time to give a proper sendoff to true workhorses of America’s Passenger Railroad. On Saturday, June 18, 2016, Amtrak will salute these remarkable

machines with a special 'Farewell to the AEM-7.'Excursion. (RRE)

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AS CIRCUS OFFICIALS guided elephants through the streets of Charleston and back to four stock cars on a small spur track in Charleston's north end Sunday evening; it signified the end of an era for elephants and stock cars as part of the Ringling Bros. and Barnum & Bailey Circus. It was the final time that elephants would be loaded on the company's Red Unit circus train, a tradition that has lasted for more than 140 years. In 2015, managers elected to discontinue the use of elephants in circus performances in 2016 and as a result, it has reduced the need for stock cars on the train. The company's Red and Blue unit circus trains each have four stock cars for transporting elephants and horses. Sabrina Cullen, public relations manager for Feld Entertainment Inc., says that the stock cars will be going to the company's rail facility in Florida. "A total of four stock cars will leave the train at this time, Cullen adds. "The red unit will have 56 cars and the Blue Unit 57." As the Red Unit left Charleston, W.Va., early Monday morning, it will be traveling to Wilkes Barre, Pa., for what is believed to be the final show featuring the elephants, while the Blue Unit's last performance with the elephants is expected to be in Providence, R.I. (TN)

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EFFORTS TO RETURN the run of the *Ski Train* from Denver to Winter Park Resort along the original Denver & Rio Grande Western mainline is getting a funding boost from the Colorado Transportation Commission. The agency recently awarded a \$1.5 million state grant to the *Ski Train*, the Associated Press reports. The funding will be used to improve a passenger platform in Winter Park, Colo., at the ski area. Winter Park Resort spokesman Steve Hurlbert says "the grant from the Colorado Transportation Commission doesn't mean the train is a certainty, but it does show state support." The resort is currently in negotiations with Amtrak and Union Pacific to restart the train. A tentative target date of January 2017 has been established, the article says. The 62-mile route follows UP's Moffat Tunnel Subdivision west from Denver, through Moffat Tunnel, and into Winter Park. The annual Ski Train ferried skiers to and from the resort each season from 1940 to 2009 until it was abolished due to operating costs. (TN)

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A STRING OF STILL-SHINY, graffiti-free tank cars rest incongruously amid white apple blossoms with Oregon's glaciated volcano shimmering in the distance. No, the tank cars are not waiting for the new season's pressing of apple cider. They are stored here in aptly named Parkdale, earning Iowa Pacific's Mount Hood Scenic Railroad lucrative daily storage fees, while their owners wait, expensively, for recovery of the energy transportation business. What has been a calamitous downturn for fleet owners and Class I carriers is becoming a bonanza for short lines with spare sidings, or even, as in the case of Mt. Hood, underutilized main line track. The car storage boom means that Mt. Hood's summer passenger excursions will turn back to Hood River well short of their usual destination at Parkdale. "We are in business to make money, and right now, the money is in car storage," Iowa Pacific CEO Ed Ellis told *Railway Age*, as the blossoms of April transitioned to the tiny fruit sets of May. For Iowa Pacific and other short lines with trackage to spare, car storage is a countercyclical boon to the big carriers' gloom. Ellis estimated that 50,000 coal hoppers and an equal number of tank cars have become temporarily, or permanently, redundant. (RA)

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VISITATION AT STEAMTOWN National Historic Site is up 35 percent during the first three months of 2016 and Superintendent Deborah Conway attributes that in part to steam returning to the park (duh!-Ed). In December, the park completed its restoration of Baldwin Locomotive Works 0-6-0 No. 26 and the switcher was rededicated on April 17 to kick off National Parks Week. Through March 31, more than 10,000 people have visited the park this year. (TN)

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FRESH FROM THE SUCCESSFUL restoration of its 1891 Portland Forney No. 9, the Wiscasset, Waterville & Farmington Railway Museum has launched an audacious campaign to finance not one but two new boilers. The 21 Campaign is designed to raise funds for a new boiler for Forney No. 10 as well as one for No. 11, a reconstruction of the original WW&F No. 7, which was scrapped in 1937. The goal is to raise \$130,000 to have two new boilers constructed sequentially as funds come in. The museum has contracted with the nearby Boothbay Railway Village, which is a code-certified boiler shop, to construct the boilers. The museum

will lend Boothbay its two riveting machines, and through a cooperative partnership, museum volunteers will participate in parts of the project. No. 10, a 1904 Vulcan Iron Works product, has been the museum's workhorse since its arrival at the museum in 1999. Its small size, just 12 tons, is ideal for the museum's operations. A recent ultrasonic inspection of the boiler revealed multiple defects dating from its manufacture in 1959, necessitating immediate replacement before the engine can again be steamed. Initial donations will be directed to a new boiler for No. 10. Once it returns to service, all efforts will turn to building a boiler for No. 11, one of the largest and most expensive components of the engine. No. 11 is a replica of rear tank Forney 2-4-4 No. 7, one of two engines Baldwin built for the WW&F in 1907. The Build 11 Project has been underway informally for several years. Numerous drawings and patterns have been produced, and the pony truck wheelset and several small components have been manufactured. (TN)

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YOU CAN ARGUE over who is the best CEO in the railroad industry. But there's no argument about who is the industry's best paid leader: That's Canadian Pacific CEO E. Hunter Harrison, by a longshot. Harrison earned more than \$19.9 million last year in Canadian dollars, or about \$15.4 million in U.S. dollars based on current exchange rates. In distant second was Union Pacific CEO Lance Fritz, who earned \$10 million last year. Harrison's outsized pay caused a stir at CP's annual meeting last month. By the slimmest of majorities – 50.1 percent to 49.9 percent – shareholders rejected CP's executive compensation packages. Companies only rarely lose these say-on-pay votes, which are non-binding resolutions that give investors a voice in how top executives are paid. (TN)

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AN EVENT HELD IN BURLINGTON, Vt., placed the spotlight on a \$10 million Transportation Investment Generating Economic Recovery (TIGER) that will be used to extend passenger rail from New York City to Burlington. U.S. Transportation Secretary Anthony Foxx, Federal Railroad Administrator Sarah E. Feinberg, Vermont Governor Peter Shumlin, U.S. Senator Patrick Leahy (D-VT) and U.S. Congressman Peter Welch (D-VT) attended the event. The TIGER grant was

awarded to the Vermont Agency of Transportation in October 2015 as part of the seventh round of grants. The funds will be used to extend Amtrak's Ethan Allen Express passenger train service all the way to Burlington, Vt. Currently, the service begins in New York City and stops in Rutland, Vt. The \$10 million grant will fund approximately 11 miles of new rail track along the state-owned line and three passenger platforms in Middlebury, Vergennes and Burlington. The project will also reduce long-term maintenance costs for the state, allow passenger trains to operate up to 60 miles per hour and enhance safety at multiple railroad crossings. (RA)

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THE PLANNED MBTA Green Line Extension (GLX) has been approved to proceed in a simplified version following months of project re-evaluation. The GLX project was hampered by major cost overruns, prompting the MBTA FMCB and MassDOT to adopt a resolution in December 2015 halting progress on the project until a series of conditions could be resolved under which the project could proceed. The IPMT's report to MassDOT and MBTA FMCB said, "The redesigned GLX project includes revisions to the stations, the vehicle maintenance facility, the viaducts and bridges, power and signal systems and the Community Path. The redesigned project is believed to be in conformity with the FFGA, as well as the federal Environmental Assessment and state Environmental Impact Report requirements and includes all stations on the Medford and Union Square branches. The station locations, platform size and functionality remain unchanged under the redesign program. "In addition to significantly reducing project costs and schedule, the new and simplified project design presents fewer construction risks going forward." The biggest change for the project was the cost estimate. Previous estimates has put the GLX cost at \$2.738 billion in contrast, the FFGA has available funds for a \$1.992-billion project. The simplified version has estimates costs to be between \$2.231 and \$2.88 billion. The majority of the cost savings comes from reduced station estimates (down 70 percent), bridge costs (down more than 40 percent), retaining walls and Community Path (down more than 65 percent), maintenance facility (down 59 percent) and a six-percent reduction in other project elements. (RA)

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A COMPREHENSIVE PLAN to repair tracks and infrastructure on the Washington Metro this summer can't come soon enough. In a letter addressed to the Washington Metropolitan Area Transit Authority, Federal Transit Administration acting administrator Carolyn Flowers says there are three segments of the Washington Metrorail system that need "urgent repairs." In a letter dated May 11, Flowers identifies three segments needing immediate attention to "reduce the risk of smoke and fire events and to ensure the safety of passengers and employees." The letter addresses three segments of track located between Medical Center to Van Ness on the Red Line, Potomac Avenue to the D&G junction on the Blue/Orange/Silver Line, and Ballston-MU to East Falls Church on the Orange/Silver Line. Federal inspectors say that the first two segments need their drains, troughs and manholes cleaned, mud and debris removed from tracks and safety walkways, sealed cracks and cleaned tunnel liners, improvements to drainage pumps, inspections to traction power cables and welds, replaced insulators, third-rail components and fasteners. Corroded rail and defective tie plates are also need replacement urgently. (RA)

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FOLLOWING AN EIGHT-YEAR SEARCH, Rocky Mountaineer Railtours says it is commissioning European rail manufacturer Stadler to build 10 bi-level GoldLeaf dome cars for its *Canadian Rockies* daylight tour trains out of Seattle and Vancouver, British Columbia. Artists' renderings show that Stadler's proposed versions attempt to improve upon — but not significantly depart from — designs pioneered by Colorado Railcar for Alaska land cruises. The first deliveries are expected to be in time for the 2018 summer season. Rocky Mountaineer bought its first GoldLeaf dome in 1995. It has a full-length seating area under curved glass upstairs over a kitchen and dining room on the lower level. Colorado Railcar and its Grand Luxe land cruise train subsidiary ceased operations in 2008 and entered bankruptcy with 16 GoldLeafs in service. Though demand for the popular cars warranted more purchases, the Canadian operator could not find a company to fill the void left by the specialty manufacturer. Stadler will build the new fleet at its plants in Switzerland and Germany. "Tailor-made is one of our core business areas," Stadler Rail Group CEO Peter Spuhler says, "and

we are convinced we will deliver on all wishes and needs to the complete satisfaction of our new business partner together with our Stadler team." Rocky Mountaineer's president, Steve Sammut, adds, "Working with (Stadler) allows us to re-invent our most luxurious class of service from the ground up." Existing

GoldLeafs have been undergoing periodic mechanical and cosmetic refurbishing during off-season maintenance



periods, and Rocky Mountaineer continues to convert single-level former Canadian National *Daynighter* coaches to single-level SilverLeaf cars with roof-line glass and larger side windows. (TN)

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VIA RAIL CANADA says that 2015 was the first time in seven years the railroad reported an increase in both ridership and revenues for all trains. In a recent annual report, the railroad  says that passenger-miles were up by 1.7 percent year-over-year and revenues increased 6.2 percent when compared to the year before. As a result, the railroad's requirement for government operating funds fell 11.7 percent when compared to the previous year, or \$13 million less than planned. "There are many reasons to be optimistic, including the focus that our Government has on strengthening the Canadian economy through job-creating investments and sustainable transportation," says Eric Stefanson, VIA Rail's former Interim Chairman. "This year, the Government of Canada confirmed additional capital funding of \$102 million for VIA Rail. This investment will be used to improve the infrastructure VIA Rail owns, as well as services in and around the Ottawa area. Keeping Canadians mobile is imperative to a strong and healthy economy." (TN)

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A LEHIGH & NEW ENGLAND Alco S2 has made its way home to Pennsylvania. Lehigh and New England No. 611 recently concluded its journey from Emporia, Ind., to the Allentown & Auburn

Railroad at Topton, Pa., via flatcar. The locomotive had been sidelined at a grain elevator site in rural Indiana for the past six years until being acquired by the Lehigh New England Preservation Society. Now, the preservation group will work with the Allentown & Auburn Railroad and the Lehigh Valley Chapter of the National Railway Historical



Society to restore the locomotive to operation and its original L&NE paint scheme. The No. 611 was among the first diesel locomotives for the L&NE. The locomotive served the Northeast coal hauler and bridge line until its abandonment in the 1960s. Then, the locomotive began a new journey in Michigan serving as a switcher for Ford Motor Co.'s River Rouge steel mill complex. In later years, the locomotive would operate for the Toledo, Lake Erie & Western Railway Museum before ending up at the former Emporia Grain mill in Emporia. (TN)

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A FORMER DENVER & RIO GRANDE WESTERN turntable in Colorado is headed for the Illinois Railway Museum. Museum representatives bought the 130-foot long turntable at auction in late March for their property in Union, Ill. The turntable had previously been in use at the Union Pacific Burnham Shops in Denver, a facility the Union Pacific closed in February. The American Bridge

Co. turntable was delivered to the D&RGW in April 1943, replacing a smaller turntable that had served the Burnham roundhouse. The turntable was refurbished in 2013 after being out of service for several years. The refurbishments costs were valued at \$500,000 to \$750,000. (TN)

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WHILE AMTRAK CELEBRATES its 45th anniversary this month — the passenger railroad is also celebrating two recent honors from business magazines recognizing the railroad as a top employer. The railroad recently made the list as one of the Top 50 STEM Jobs Approved Employers by STEM Jobs magazine. The education publication provides tools and resources for those in science, technology, engineering, and math education. The railroad placed sixth on the list. In addition, Forbes magazine's first-ever America's Best Employers 2015 recognized the railroad as a top employer. The recognition as a top employer highlights workplace environment, safety, customer service, and financial excellence. (TN)

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LATE NIGHT SERVICE on the Washington Metrorail system will be a thing of the past after June 3. The Washington Metropolitan Area Transit Authority will be shutting down its Metrorail system seven days a week beginning at midnight on June 3. The transit line closures every night of the week is a response to Federal Transit Administration and National Transportation Safety Board safety recommendations. Those recommendations challenges agency official to eliminate maintenance backlogs and restore the system to good operating condition. By eliminating late-night service, maintenance crews will have a larger work window to make more extensive repairs. (TN)

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IT'S A CLEAR TRACK AHEAD for the Western Maryland Scenic Railroad this spring thanks to new funding that will return Chesapeake & Ohio 2-6-6-2 No. 1309 to steam. The railroad recently received a \$400,000 boost from the state of Maryland through a grant program that requires the railroad to match state funds. Western Maryland Superintendent John Garner tells *Trains News Wire* that he and Chief Mechanical Officer Kevin Rice alongside other officials are in the process of restarting the restoration work cycle for No. 1309 and will pre-order stay bolts and other materials needed to move the restoration forward. The project has been

at a standstill for the past six- to- eight weeks as crews work on preparing diesel locomotives and passenger cars for the 2016 season. Shop crews will soon concentrate their efforts on No. 1309's restoration with stay bolt purchases, additional wheel work, in-cab improvements, and electric work comprising of some of the additional key projects remaining. All of the big ticket items were bought and paid for in advance — now we are just down to reassembling [the locomotive] once we get the stay bolts back in," he says. Garner currently projects that No. 1309 will be completed sometime between the end of the 2016 season and the start of the 2017 season now that additional funding has been secured. (TN)

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I ENJOYED THESE ARTICLES in this month's RR magazines and can suggest them to you:

TRAINS

The State of the Railway Preservation Industry
First Impressions of an Alco PA
Narrow Gauge History, Ready to Ride
WP&Y story
Steam Locomotives are Hungry for Good Coal
Once Upon a Time in Southern Oregon
On the beautiful Siskiyou route
When Alco Outperformed EMD

MODEL RAILROADER

How to Model Rail Fences
Build a DCC Testing & Programming Station
How to Cast & Color Plaster Rocks
Choosing Speakers for Sound Installations

RAILROAD MODEL CRAFTSMAN

Muddy Putty
Making economical landform filler from sawdust
Railroad Signals, Part 6

News sources: Boston Globe, Boston Herald, Amtrak "News", Trains Newswire, Railway Age, Railpace Newsmagazine, RRE "Callboy", "The 470", Patriot Ledger, Wall Street Journal.

RESULTS OF PLACE NAME VOTE

Paul Cutler III

Here are results of this month's vote on naming 11 locations on our railroad; the winners are:

- 1). **Bryant City - 17 votes**
- 2&3). **Cedar Hill - 23 votes**
- 4). **Minot Jct. - 27 votes**
- 5). **Ruggles - 19 votes**
- 6). **Bethlehem Iron Co. - 16 votes**
- 7). **Cliffside - 21 votes**
- 8). **Highland Oaks - 15 votes**
- 9). **Governor Jct. - 17 votes**
- 10). **White River Jct. - 21 votes**
- 11). **Hillside Jct. - 15 votes**

A total of 38 voters participated. Thanks to all for voting and to the committee members, who selected the ballot choices.

EDITOR'S NOTES

1. Don't forget our **Annual Meeting** on June 6th, when we elect Officers and Directors for our next FY, as well as approving a Budget for the year.
2. Good test of our **new electronic sign** was made on Tuesday, May 3rd, when we had a visit from a dozen residents of Allerton House Senior Care Center in



Hingham. We had a great turnout of 18 (mostly) retirees to operate the Railroad for these guests. They all had a terrific time, and some had been to our Open Houses and were amazed at the progress. Activities coordinator, Maryellen, asked if someone would be interested in speaking about trains on "National Train Day" (2nd Saturday of May) at Allerton. Yours truly volunteered and, after robbing the



display case of several exhibits, made a ¾-hour presentation to a very interested group of 12; some had been to the Club the previous week. Overall, good PR for our Club, as well as supporting our status of being a non-profit, educational organization. The best thing is that both events seemed enjoyable to the attendees.

3. The **Bad Order Shelf** has again come to the attention of the Operations Committee and Chief Engineer. Please check the shelves behind the door to the Model Shop, in case anything you have left on the layout has been bad-ordered. It is your responsibility to repair and replace the car on the Railroad or take it home. There is the policy available to the Club which allows the organization to attach ECL ownership to anything not claimed and remaining on the shelves for more than 60-days.
4. Here's a list of the "Place Name" winners, from last month's "election":
(Courtesy Paul Cutler III)

- 1). Bryant City - 17 votes
- 2&3). Cedar Hill - 23 votes
- 4). Minot Jct. - 27 votes
- 5). Ruggles - 19 votes
- 6). Bethlehem Iron Co.-16 votes
- 7). Cliffside - 21 votes
- 8). Highland Oaks - 15 votes
- 9). Governor Jct. - 17 votes
- 10). White River Jct. -21 votes
- 11). Hillside Jct. - 15 votes

5. Happy Memorial Day to all—the official start of the summer vacation season. Consider taking a train trip this summer; there are many choices from tourist railroads to long-distance Amtrak and VIA Rail Canada trains. We'd love to hear about your travels in a future newsletter!

.....*David N. Clinton*

MEMBER NEWS

Birthday Celebrations

The following members have made it through another year and deserve congratulations:

- Jack Bryant June 5th
- Jim Fabyan June 6th
- Al Munn June 7th
- Matt Sisk June 10th
- Mike Dolan June 11th
- Dave Clinton June 13th
- Rich Herlihy June 14th
- Barry Doland June 20th
- Savery Moore June 20th



THE OPERATOR



APR. 3/16

ECL OPERATING DEPARTMENT

NO. 168



OPERATION REVIEW

By Paul Cutler III

For the first time ever, we tried a weekend operation session. We ran both the 2-hour Monday and Thursday operations in one afternoon, with a 1-hour lunch break between. It was very successful with 18 operators signing up.

Operations Review – Sunday, April 3rd, 1st Shift

We were 30 minutes late starting because I was late getting there. Why? I had to shovel my driveway. We actually had a couple inches of snow fall that morning; so much for picking an April Operation session to avoid the snow. ☹ The fast clock started at 11:30 A.M., with yours truly in the big chair flying solo. It started crazy and got worse...before it got much better.

Coley Walsh ran trains 502, 510, 716, HB-2, and HM-4. Only HB-2 was more than 10 min. late, so he had a pretty smooth day. That one train must have run into some trouble between Middleton and Boston as it lost an additional 30 minutes of time along the way. Train 716 also suffered a derailment up at the Steel Mill.

Bob Farrenkopf had fun, and he doesn't care what anyone says. ☺ The troublesome 101 mail train had some coupler and derailment problems that tied up the Mountain Division for a while. He also ran 43, BM-3, 525 and MS-9, with the latter having problems getting into the Steel Mill. He went past E-60 and got a whole train length past the switch. In the process of backing up, he derailed a few cars when he threw a switch under his own train, further delaying BH-1 trying to enter Cedar Hill. "Oops!" Bob.

Engineer **Dave Clinton** was running with Fireman **Rob Cook** and they operated LM-4, 701, BH-7, MH-3, and BH-1. Both of them miraculously escaped death when 701 derailed up at White River Jct. The NH passenger train came off the tracks at E-57, which is unfortunately close to Knapp's Trestle. Both a coach and the (brass) Parlor-Tavern-Observation fell off the 50-foot high trestle, crashing into the rapids below with a mighty **SPLASH!** A wreck crew (and a morgue team) was dispatched and picked up the



That's a long way down.

pieces (the roof popped off the coach!). After everything was re-railed, the FL9 accelerated for approx. 6 feet, picked the points at E-58, and flipped over on her side. (insert sad trombone sound here) Train 701 was understandably one hour late. Next, BH-7 had mismatched UP units where one was much faster than the other (since fixed). The other trains ran fine.



"I think I'll take a nap here."

Paul Agnew operated 34, HB-6, 725 and LM-2. Two were late and two were on time. Train 34 got stabbed at E-53 waiting for 101...which promptly came uncoupled at the Dairy Curve. After that, **Paul** was approaching the end of the Gallery when he saw a coal train being run by **Chip Mullen** heading his way up the single track line. "Oops!" me (I should have stopped him at E-7...I'm glad Paul was paying attention). I got **Chip** to back up to allow **Paul** to pass by. When he got to Boston, he left the throttle cracked open on the VIA FP9 which then ran off the end of the track. "Oops!" Paul.

Rookie **Chip** ran BS-5, 524, and 547. He had trouble getting out of Boston with BS-5 falling off the rails in the yard. **Chip** then had another derailment at Essex Jct. (with the engine this time), then almost had that head on as described above. The two commuter trains were far less exciting, being on time. It was a good first engineering experience for him.



Chip fixing a coal derailment.

Chris Barlow ran CH-2, ML-1, and 29 because we were short of engineers to begin with before switching over to MX-3 in Middleton Yard. On ML-1, one of the locos was not MU'd...which is interesting because **Chris** is the one that MU'd them earlier. Haha!

Ben Saint-Cyr made a rare appearance to run MB-4, 58, and 734. MB-4 had starting problems because the Middleton Yardmaster was confused about which direction Boston was. Then when it finally departed, the caboose stayed behind. Sigh. The other two trains were on time.



Ben who?

Late arrival **Al Munn** ran one train, commuter 533. It left on time and arrived 4 minutes early. I think I'm shocked.

Over on MX-2 with **Jay Pease** in control, he suggested changes to the switch list just five minutes before the operation started. Um, next time, Jay. **Jay** started on time, and first had to negotiate Essex Jct. Yard track space with Larson's "frazzled" JX-2 crew. After that, things went well

other than one car that was picked up in error and will be sent back later. **Jay** remarked, "There's always tomorrow, as we say on the P&W." He tied up at 1526, a good 25 real minutes early.

Bryan Miller was operating the Hudson Falls switcher, JX-2. "I still have a lot to learn," he said. **Bryan** and **Jay** had to work together to move the empties around, but eventually got it figured out. He had the usual assortment of minor derailments. Next time, **Bryan** said he'll use a shorter engine than a GP7.



Bryan in Hudson Falls

Local freight rookie **John Sheridan** took HX-2 out for a spin. He was unfamiliar with the job, and it took a while to figure out what he could and could not do. As a result, he never got out of the Steel Mill...but he did finish it. ☺ One problem he had was the length of BS-5 blocking his switches. The train was approx. 10 cars longer than it should have been. "Oops!" **Ops Set-up Crew** (someone added cars to that train, I swear).

HX-1 in Larson was captained by **Jeremy Cahill**. It's been a while since he's done that job. It has now been split into two trains instead of one giant one, so he had an early quit. A few minor derailments and a paperwork error over at E-41/E-42 on his Train Order were the only things to mar his day.



Jack in charge.

Middleton Yard was helmed by **Jack Foley**, who didn't have too many problems once he remembered which way is East. ☺

Up in Cedar Hill, **Savery Moore** was the Stationmaster. He reported that the incoming trains were usually 20 to 30 min. late, and most trains left on time. All but one inbound train was turned for 2nd Shift; **Savery** used the turntable to turn four locos and two cars while doing so (it made set-up for 2nd Shift much easier).

On the freight side of Cedar Hill, **Fred Lockhart** was the Yardmaster. CH-2 was a cinch to switch as all cars were bound for HX-4. It also helped that Track 4 in the A/D yard was empty for once. On HB-6, the L&N locos were consisted to the rear unit instead of the lead. Even better, they were in "tug-o'-war" mode. "Oops!" **Ops Set-Up Crew**.



Fred in charge.

Trainmaster **Paul Pando** handed out all Train Orders, and we almost ran the extra. Not bad considering we were really short of engineers at the beginning (just imagine if we had started on time instead of a half-hour late).

I was dispatching both divisions from the tower, and I was tearing my hair out (which was also on fire, I think...) right at the beginning. Trying out a new weekend operation with a snow storm (I got stuck behind a snow plow conga line on I-95) played havoc with my schedule. Fortunately, we had eight engineers by the end of Session #1, which helped us make up all the lost time at the beginning. *Whew!*

Operations Review – Sunday, April 3rd, 2nd Shift

Lunch was served at 1:30 P.M., and 2nd Shift was started at 2:30 P.M. One suggestion was made to add a little more lunch time between shifts. *Mmm...maybe? It's already a five hour day as it is.* This second shift was sort of the opposite of the first, starting out very quiet before getting exciting later on.

Most operators picked up where they left off before lunch, with only **Savery** really changing jobs to regular engineer and **Jay** jumping over to Cedar Hill's HX-4.

Rob Cook and **Dave Clinton** were partnered up again for the first three trains before **Rob** took off the training wheels and went off on his own. MB-4, HM-4, and Extra 1510 (1st Section) were the dual effort trains, while the Extra 1510 (2nd Section) and LM-2 were **Rob's** solo runs. Yes, not only did he run the Extra, he liked it so much he ran it twice. *Yay!* **Rob** got to stab HX-2...twice...with the same train!

Dave then ran 525 and 547. He had trouble with the



Dave looking for his train.

two NH RDCs on 547 because they were MU'd to the trailing unit address out of Boston. However, that's always the case with them because they run as the lead address from Middleton and don't get physically turned around in Boston (they just get run "backwards" all the way; after all, they are Budd cars). **Dave** also had trouble getting into Middleton because the emergency replacement Yardmaster wasn't familiar with the yard (*couldn't be helped*).

Savery Moore got to run five trains on the main for change: 34, 716, HB-2, 533 and ML-3. The first three were uneventful, but 533, a little green NH Brill Doodlebug, had apparently activated a Star Trek-type cloaking device somewhere under the Steel Mill (*must be Function #29?*). He had waited and waited for it to appear at the Leg #2 cut-out, yet it never showed. He zeroed the throttle and went looking. Somehow, it got by **Savery**, snuck through Richmond Mills and Essex Jct., and was just passing through the West Middleton tunnel when **Savery** found it again. No doubt this ticked off the waiting passengers at both missed stops. "Oops!" **Savery**. He also jumped into Cedar Hill Passenger on occasion to help out the Yardmaster.



It is so stealthy!

It was the second time around for **Chip Mullen**, who ran SM-2 and 29 (*how opposite can you get? An ore drag and a fast passenger run*). Both trains arrived one minute early. Nice!

Coley Walsh ran 502 and 43. The first was on time while the second was about 30 minutes late due to a meet.

Al Munn got some throttle time with 100 and 524. The first had some trouble getting into Boston due to the very long UP City of Everywhere...but it did eventually fit. The second train was on time.

Engineer **Ben Saint-Cyr** got to operate all freight trains: ML-1, HB-6, MH-3 and BH-1. ML-1 had the power on the wrong end at Middleton (*I thought I changed that?*). HB-6 was

delayed leaving Cedar Hill due to a busy Bethlehem Jct. Later on, **Ben** had a heckuva derailment at Essex Jct. with a double stack car. It rolled right over, throwing the two containers across



the other mainline track, blocking both of them and delaying BH-7 coming the other way. *Wowza.* With BH-1, he found E-53 left thrown and called it in. I simply threw E-54 and got him out the other end of the siding, but I'm glad he called.

Bob Farrenkopf received Train Orders for 701, 58, 725 and SB-6. The last one was the problem child, having trouble getting out of the Steel Mill (due to the reverse toggle not being reversed) and then dropping seven cars and the caboose going by Ruggles.

Three train engineer **Paul Agnew** started with first run of the little green "school bus" (it's a Doodlebug). It had the wrong DCC address printing on the Train Order (3310 instead of 3320). *And that's why we write them in pencil.* He then tried to terminate on the wrong track in Boston, but he caught it in time. With BH-7, in addition to barely avoiding the fouled mainline with HB-6's derailment, almost had a head on with train 58 at East Middleton. Eastbound



Paul laughing at something.

Extra 1510 had come down the Mountain and crossed over to Track 2 at E-6. Right behind him was 58, so I left E-6 red, knowing that Westbound BH-7 was coming on Track 1. Instead, someone cleared E-6, routing 58 into the path of the oncoming BH-7(!). Fortunately, 58 had a station stop to make at East Middleton, or we might have had a three train pile up in the Hudson Falls tunnel. Lastly, 734 had some low couplers that may have been caused by the long drop off the trestle on the first shift. **Paul** had multiple uncouplings in very inconvenient places that caused him to be over an hour late on a commuter run. Well, that and the local freight that kept getting in the way. *Ahem! Cough, cough...HX-2....cough.*

Chris Barlow finished MX-3 from 1st Shift, and got started on MX-4 before taking over for the early-leaving **Jack Foley** as Middleton Yardmaster. It was **Chris'** first time being Yardmaster, and it kind of threw him off for a few. *Don't worry, experience will smooth that out, Chris.* His only complaint was that the Operations Set-Up Crew had left not one but two engines sitting on the coal hopper track (*we'll clear that next time*).

In Hudson Falls, **Bryan Miller** finished up and then went over to help out HX-2 up in White River Jct. as brakeman.

Jay Pease did HX-4, the Cedar Hill local switcher. He said, "Love that



Jay making fun of my paperwork.

job. Nobody bothers you." *Psst: that's why I always loved switching Union Yard at the old club.* **Jay** said you really need something reliable for the transfer table switcher as the Trackmobile wasn't cutting it (we recommend the Plymouth switcher instead). He picked up all cars, but didn't get to spot the ones at the transfer table. Avram's Baking Co. was blue-flagged due to a faulty switch machine. Then he had more comments on the paperwork.



Jeremy quickly switching.

On the second trick in Larson, **Jeremy Cahill** finished up almost 30 minutes early. That's even faster than he did during the first shift. His only reported issue was with Southern boxcar 23550, which lost a drawbar. **Jeremy** set the car aside...and then it magically disappeared to the Bad Order shelf.

John "The Blockader" **Sheridan** got busy out on the Mountain Division mainline for the 2nd Shift. First he was causing chaos over at the Dairy Siding, and then he brought his talents to White River Jct., where one switch move caused an hour-long delay to three different trains. ☺☺☺ Of course, it didn't help that **John** was suffering from a break-in-two that just wouldn't re-couple. *Hint: bad order the car if it is trouble, and maybe a reminder of the superiority of trains section of the rule book?* **John** finished all but the last siding.

Jack Foley ran Middleton until 4 o'clock when he had to run. There was only 30 minutes left, but that's when 5 trains arrive and one leaves, so it's a rather busy time. **Chris** jumped in to help out (see above).

Cedar Hill master Yardmaster **Fred Lockhart** wore two hats for most of the night, taking care of most of the passenger action as well as all the freight. He reported that 2 to 3 trains were 1 car too long, and that HX-4's only access to the transfer table was over the turntable (not an optimal situation). All trains were within 30 fast minutes of being on time, which is not bad at all.

Paul Pando, the Trainmaster, not only handed out all Train Orders, but handed out two Extras as well. This is the highest number of trains we've ever run during an operation session with 30 mainline trains. Add in the six local freights, and we operated almost 40 trains in two hours. Not bad for a bunch of amateurs (and **Jay**, our only current professional). ☺

As dispatcher, I was pretty pleased with the entire operation, once I got over the stress of getting there. I definitely want to do a weekend operation again, and all the participants agreed. However, we mostly agreed that doing one in the warm weather months was probably not feasible due to the weekend activities most members have during the summer, so our next operation in June will be back to Monday and Thursday night. See you then!

Paul Cutler III 

New locomotive to make Cape run

Was refurbished and rebuilt after engine failure

By Steve Annear
GLOBE STAFF

A brand-new locomotive will be pulling train cars to Cape Cod during the weekends this summer.

Well, almost new.

The MBTA has rebuilt and refurbished a locomotive and given it a snazzy new paint job. The locomotive will be responsible for bringing CapeFlyer trains between Boston and the Cape beginning Memorial Day weekend, and used for regular commuter rail service on week-days.

The locomotive is 29 years old, and suffered what officials from the Department of Transportation called a "catastrophic engine failure" in 2014.

But after two months of labor, it was restored. The vehicle received a new engine, and its major components were rebuilt, transportation officials said.

Joe Pesaturo, a spokesman for the Massachusetts Bay Transportation Authority, said a new locomotive typically costs about \$6.5 million. It cost less than \$1 million to rebuild this unit, he said in a statement.

Frank DePaola, general manager of the MBTA, said the project represented "the type of investments the MBTA must make to improve reliability and deliver the level of service our customers deserve."

He said under the latest capital investment plan, the MBTA



DEBBIE TUDMACKI FOR THE BOSTON GLOBE/FILE 2013

The old locomotive (above) ferried passengers between Boston and Cape Cod. The new one will start the route on Memorial Day weekend.

will spend \$765 million annually to upgrade and modernize its aging infrastructure and vehicles.

Under that plan, 10 more locomotives will receive a similar overhaul.

The state's rehabilitation efforts aren't the only thing that makes the train unique. The locomotive is also the first of its kind with MassDOT colors, off-

icals said. No other units will get a similar design.

While the vehicle is expected to make its debut this month, officials said people may spot the locomotive making test runs before that.

Steve Annear can be reached at steve.annear@globe.com. Follow him on Twitter @steveannear.



By J.D. Capelouto
GLOBE CORRESPONDENT

Come this June, it will be full speed ahead for Amtrak's new electric trains on the Northeast Corridor, as the iconic AEM-7 locomotives are retired after almost 40 years on the rails.

The new trains, called Cities Sprinter, are safer and more energy-efficient, but are not expected to be faster, Amtrak said. Both have maximum speeds of 125 miles per hour.

The 54 AEM-7 electric trains have carried passengers between Washington and New Haven since 1979, Amtrak spokesman Mike Tolbert said. In 1999, the section of the Northeast Corridor from New

Haven to Boston was electrified, allowing the AEM-7's to serve travelers to Boston.

"AEM-7s have built on the legacies of the Pennsylvania and New York, New Haven & Hartford Railroads as the Northeast Corridor has expanded into the 21st century," Amtrak said in a statement.

Amtrak will mark the retirement of the AEM-7's with a special farewell trip June 18, the company said.

The train will leave from Washington in the morning and travel to Philadelphia, where it will turn around and head south. It will stop at the mechanical shops in Wilmington, Del., on the way back to



AMTRAK

Amtrak has been using the AEM-7 electric locomotive for Northeast service since 1979.

Washington, Amtrak said.

These shops were the maintenance home of the AEM-7 trains.

Tickets for the trip are available to the public and can be purchased from Amtrak for \$155 for adults.

Amtrak expects the final Cities Sprinter train to be delivered this summer, Tolbert said. Eventually, 70 of the new trains

The new electric locomotives are considered safer and more energy-efficient, but will not be faster.

will run in the Northeast Corridor.

Tolbert said the trains have total cost of \$466 million.

J.D. Capelouto can be reached at jd.capelouto@globe.com. Follow him on Twitter @jdcapelouto.

Boston Globe 5-12-16: "New locomotive", but it's 29 years old! Article picture is one of two MP36s, that the T got from Utah about five years ago. Here's a pic of the rebuilt GP40-MC.