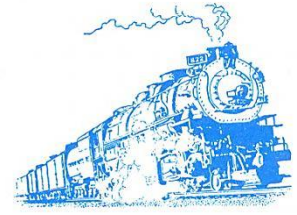


# The Semaphore

South Shore Model Railway Club

## NEWSLETTER

Home of the "East Coast Lines" since 1938



SEPTEMBER 19, 2016 ■■■■■■■■■■ VOLUME 36 ■■■■■■■■■■ NUMBER 9

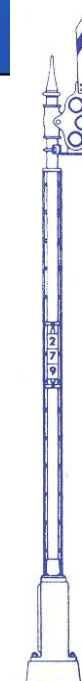


### AUGUST OPERATIONS



# The Semaphore

David N. Clinton, Editor-in-Chief



## CONTRIBUTING EDITORS

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.....	Rick Sutton, Russell Buck
“The Chief’s Corner”.....	Fred Lockhart

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	Jim Ferris
Web Page and photographer.....	Joe Dumas
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	Doug Buchanan

*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
Secretary.....	Dave Clinton
Chief Engineer.....	Fred Lockhart
Directors.....	Bill Garvey ('18)
	Bryan Miller ('18)
	Roger St. Peter ('17)
	Rick Sutton ('17)

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**On the cover:** Pics of our most recent Operations, August 15<sup>th</sup> & 18<sup>th</sup>.

Photos by Joe Dumas

# FORM 19 ORDERS

## L.D.C. MEETING

Thursday, September 22<sup>nd</sup> 8 p.m.

## SEPTEMBER B.O.D. MEETING

Monday, September 26<sup>th</sup> 8 p.m.

## OCTOBER BUSINESS MEETING

Monday, October 3<sup>rd</sup> 8 p.m.

## DECODER & LOCO TUNE-UP CLINIC

Thursday, October 6<sup>th</sup> 8 p.m.

## NEWSLETTER DEADLINE

Saturday, October 22<sup>nd</sup>

## FALL SHOW AND OPEN HOUSE

**SATURDAY, OCTOBER 29<sup>th</sup> 9 a.m.- 4 p.m.**

**SUNDAY, OCTOBER 30<sup>th</sup> 10 a.m.-4 p.m.**

## OCTOBER B.O.D. MEETING

Monday, October 31<sup>st</sup> 8 p.m.

## CONTESTS

Congratulations to **Bob Farrenkopf** on winning this month's 50/50 Raffle!

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**FOR OCTOBER:** Many locomotives have gotten "nicknames" over the years, due to how they look or sound or perform. Here are 10—identify the type of locomotive, like designation, that they belong to:

**TOASTER  
RED BARN  
BIG MAC  
COVERED WAGON  
SPONGEBOB SQUARECAB  
LITTLE JOE  
SCREAMER**

## U-BOAT SHARK HAMMERHEAD

Drawing will be for one of the original yellow-box Atlas locos w/ Kato drive! Answer forms on wooden case inside train room or any piece of paper will work. Good luck and don't forget your name on the paper.

## CHIEF'S CORNER

Fred Lockhart  
AUGUST RE-PRINT

(Editor's note: The column below is a re-print of Fred's August column, as originally given to me. In publishing the column last month, I included my own comments, which changed the tone of Fred's column. Unfortunately, I did not indicate they were my comments, as I usually do with "-Ed.". I sincerely apologize to Fred, and the members of the SSMRC, and promise it will not happen again.)

When a person or a group of persons decide they want to build a model railroad, there are some decisions that need to be made that are the foundation of the model for as long as it exists. Starting out, the first decision is what to model: prototype, prototype/freelance or totally freelance. With prototype most of the decisions are made for you if you are going to model the equipment and the railroad chosen, faithfully. For modelers, they need to choose what part of the railroad to model and how to fit it in their chosen space. With proto/freelance, most people model their favorite railroad and design a track plan that is plausible for the railroad chosen and fits their space. With freelance, modelers have a lot more decisions to make: road names, color schemes, type of operation the railroad will be designed for, type of equipment, geography and so on. In all cases, the modeler must decide the time frame era of the railroad and what part of the railroad, as most real railroads are too big to model completely, before going into the design stage. Having made all these decisions that are the foundation of the railroad, the modeler can now start the design of their model railroad. Why are these decisions so important? Well, anything important we do in life needs a plan and to fulfill that plan a person must adhere to it. When a plan deviates from those basic

decisions, the end result isn't always what we were looking for.

In our case, as a model railroad club and a *museum*, it is even more important to adhere to the decisions made many years ago. It takes so long to build a model railroad of the size we have and it can be too easy to loose site of the original concept. The scenery work is the "finish work" of the railroad\ and it should be believable to the viewers. When viewers of the railroad recognize the discrepancy, it would send a confusing message, like if we were to have a 1999 Ford Windstar van or a 2005 Corvette in Bryant City, as that area is a masterpiece that depicts our original concept of a "transition era" model railroad.

I know what some readers are already thinking, why do we allow modern equipment on the railroad? Most clubs do; it is a necessary evil to maximize membership. How many of you would have joined if the newest locomotive you could operate was a GP9?

As a model railroad club *in the property we have to use*, it is my opinion that we need to convey the most realistic and plausible model railroad, under the umbrella of a non-profit educational museum, to even our most casual visitors.

That's my opinion. My hopes are that I am not alone in that opinion.

Fred Lockhart  
Chief Engineer

## CHIEF'S CORNER

Fred Lockhart

First, this month I want to thank our Editor, Dave Clinton for explaining to the Club what happened with my August column and for re-running the column this month, as I had written it. Much appreciated.

Now for what's been happening over the summer at the club on the railroad: First up is scenery. The Scenery Committee has continued on their projects, including the residential area for West Middleton which has been constructed at the work bench and looks like it may be quite close to being installed on the railroad permanently. As usual, the work from the group is excellent and quite detailed.

The swamp project across the tracks is also progressing along. I have seen Steve working there and at times he is placing one weed or stalk of grass at a time so it takes quite a lot of effort to get it correct, but as usual, the work is excellent. Bryan has been working on the Mountain Div. track that is in front of Cedar Hill freight yard, putting scenery on the slopes and is about to ballast that section of track, which will complete another section of the railroad. Savery Moore, Chairman of the committee, recently had a meeting to update his crew and any interested members on areas that can be worked on in the next couple of months, while he is recovering from soon-to-be-had surgery: a lot of ballasting, small yard structures for Cedar Hill freight, platforms for Cedar Hill Union Station, re-configuring and detailing structures in the steel mill area, to name a few. In his absence, Bryan Miller, the asst. Chairman, will co-ordinate all the projects.

The Electrical Committee has painted and applied the track diagram to the Cedar Hill Passenger Terminal model board, and have started wiring the LED's. While that has been happening at the work bench, the under-the-bench work wiring has been ongoing. When each part is done, they will be connected with a 50-pair flat cable with plug-in connectors, like found on computers, on each end to marry the board to the railroad. The Committee has also been replacing some Tortoise switch machines that have failed to power the frogs in the turnouts, creating dead track sections, which can be annoying at times.

The Engineering group of the Layout Design Committee has been working on some improvements to the Trolley track configuration, as well as the Larson Branch. These improvements will be presented to the club members at a full L.D.C. meeting, which is scheduled for this Thursday, September 22<sup>nd</sup> for the Club members' approval.

The end of October is our Fall Show and Open House. Yep, it will be clean-up time again, and members working on projects should store their own materials so they can find them after the show. Plan your projects, so general clean-up will be complete the week before the show. You will hear more about clean-up as we get closer to the Show.



That's it for this month. If I forgot someone's project let me know and I will be sure to mention it next month.

Fred Lockhart  
Chief Engineer

## SEMAPHORE MEMORIES

### **SEPTEMBER 2011** (5 years ago)

- Washington's Union Station suffers damage in earthquake that hits D.C.
- Maine Narrow Gauge RR receives grant to restore steam loco #7
- Shore Line Trolley Museum in East Haven receives heavy damage from Hurricane Irene.
- Mass D.O.T. receives \$32-million grant to expand and upgrade South Station.
- Grand Trunk station in Lewiston, ME, to be renovated as a restaurant.
- Canadian National merges three railroads into single U.S. subsidiary: Duluth, Missabe & Iron Range; Duluth, Winnipeg & Pacific; are absorbed into Wisconsin Central Railway.
- The Alco Historical & Technical Society announces establishment of The American Locomotive Company Heritage Museum in Schenectady, NY.
- Tropical Storm Irene wreaks havoc on the Vermont Rail System; all restored and re-opened within three weeks, except for 3-span bridge over White River, which takes another two weeks.
- MBTA a year ahead of schedule replacing crumbling concrete ties on Old Colony lines.
- Cape Rail announces new management team, including Jon Delli Priscoli, named to the board of directors and as the company's new CEO.
- After Edaville RR was up for sale for a year, with no takers, owner Jon Delli Priscoli changes mind and opens the park on October 1<sup>st</sup> and adds new rides and events.

### **SEPTEMBER 2006** (10 years ago)

- Alexander Kummant takes over as Amtrak's President, after David Gunn fired previous November.
- Amtrak operates last "Metroliner" between D.C. and New York. *Acela Express* takes over.
- Bath, ME, station planned for restoration.
- Experimental, high-speed "magnetic levitation" train runs off "track" in Germany, killing one and injuring 20.
- 26 Private cars move through Palmer, MA, heading to Steamtown in Scranton, PA.

### **SEPTEMBER 2001** (15 years ago)

- Fore River Transportation takes delivery of two B23-7s.
  - Work starts on building World's highest railroad, between Tibet and China.
  - CSX abandons ex-New Haven Lowell branch, between Framingham and Sudbury.
  - Delaware Lackawanna RR assumes operation of 10 miles of former DL&W mainline track from Analomink, PA, through the Delaware Water Gap to Portland, PA, interchanging with NS.
  - Trinity Industries and Thrall Car Manufacturing Company merge operations.
  - Fourteen SSMRC members and friends take first-time ride on Amtrak's *Acela Express* to New York, returning via the Inland Route *Bay State*.
  - Paul Pando and Larry Strumpf join SSMRC.
  - Dave MacDonald honored with "Life Membership"
  - Greenbush Line foes, led by former State Secretary of Environmental Affairs John Bewick, file lawsuit against the MBTA and restoration of the line
- ### **SEPTEMBER 1996** (20 Years Ago)
- Then member Kevin Linagen schedules first "Open House" at Quincy Bay Terminal RR in the Quincy Shipyard.
  - Amtrak takes delivery of locomotive #1, a "Genesis II" P42-type from GE.
  - CP Rail name disappears in favor of the heritage "Canadian Pacific Railway" name.
  - Union Pacific officially takes over Southern Pacific.
  - Foxborough "NIMBYs" file suit against Amtrak's high-speed service plans.
  - Bob England joins SSMRC.
  - Juveniles release brakes on six Budd RDCs on the Hobo RR, crashing them over Rte 112 in Lincoln, NH.
- ### **SEPTEMBER 1991** (25 Years Ago)
- Skip Burton joins SSMRC.
  - Two Club Car Boxcars offered in SSMRC paint.
  - "Mountains of Fun in '91" –series on NMRA Denver Convention, by Ron Clough begins.
  - Original Springfield Terminal RR (of Springfield, VT) files for abandonment.
  - Amtrak rededicates Philadelphia's restored 30<sup>th</sup> Street Station.
  - FRA approves implementation of rule on certification of locomotive engineers.
  - Steve Polechronis, project manager and driving force behind the Old Colony restoration, leaves MBTA for California position.
- ### **SEPTEMBER 1986** (30 Years Ago)
- First Semaphore-sponsored rail trip announced for October 5<sup>th</sup>: Cape Cod & Hyannis RR from Braintree to Hyannis in our *own* car--\$10 RT!
  - John Governor institutes Operations on the Thursday of each month, following the 3<sup>rd</sup> Monday Operations
  - NS withdraws bid for Conrail.
  - Atlas introduces Alco "S" locomotives in HO.

- Amtrak splits *Broadway Limited*, making *Capital Limited* a separate train from D.C. to Chicago.
- Amtrak wins contract to operate MBTA Commuter Rail services.
- Fames designer Raymond Loewy dies.
- Wolfeboro RR sells equipment to California short line and its line to the State of New Hampshire.
- New Hampshire Northcoast RR rebuilds ex-Conway branch to Ossipee gravel pits with 112-lb rail.
- SEPTEMBER 1981** (35 Years Ago)
- Timothy Mellon acquires bankrupt B&M for \$24.2 million.
- Cash box for “tonic” stolen out of refrigerator.
- Members Chet Price, Milt Hall and Charlie Johnston take “Portable Layout” to exhibit at Westinghouse Shops in Readville, MA.

## ENGINE TUNE-UP CLINIC

**Al Gray** was our first “victim” tonight. He brought in his Athearn Genesis Union Pacific Veranda Turbine for a decoder. As is typical of Athearn these days, there was a 9-pin plug, so after removal of the “dummy plug”, Al simply plugged in a DH126D and everything worked great. He was happy to finally get this loco SSMRC-ready, as he has had it for several years.

It must have been “Turbine night”, as **Jim Ferris** brought in the same loco to “tune up” the lights. His grandchild didn’t think that the lighting was very bright, and he’s right. It appears that Athearn has used a special, short mini-bulb inserted into a bracket made particularly for this loco. I do not know of, or have, bulbs which would fit the bracket, so he re-assembled the loco and called it a day. Sometimes we can’t do what is desired, and this is one example. I don’t believe there was even room for a surface-mount L.E.D.

**Rob Cook** showed up with a Kato RS2 in NYC lightning-stripe scheme; a very rare item. He had recently installed a sound decoder but didn’t like the way the loco picks up power, using brass strips running along the underside of the catwalk, with the tops of the trucks rubbing against them. These are

subject to dirt and oxidation, causing poor contact. He ended up hard-wiring the end of axle contacts directly to the track inputs on the decoder. This involved delicate soldering and using special NWSL 29-gauge “super flexible wire”. Should be no problems now with conductivity!

**Bob Farrenkopf** brought three diesels to be “speed-matched”, which **Paul Cutler III** did for him. Bob also lubed one of the locos, a P2K GP38, which was very dry.

**Will Baker** brought his Atlas New Haven S2 for new “whisker” couplers to replace the awful split-knuckle ones provided by Atlas. A little tricky getting the coupler boxes out and in on this small locomotive but he was successful and registered the loco to boot!

**Barry Doland** brought back his Atlas B&M S2 for lighting, as he had previously installed a decoder in it. He went with the 3mm L.E.D.s in “golden white”, kind of an “old-fashioned” lighting that more imitates the lighting before halogen lighting became popular. These worked very well and the end of the L.E.D. had the appearance of a lamp lens. A 1K resistor was used in series in the blue wire.

Guest **Ross Hall**, a former member now living on the Cape, brought his brass B&M P4 Pacific. Since **Paul Cutler III** has had prior experience with this loco (wiring my copy), he took over and helped Ross hard-wire a DH126D in the tender, using a 6-pin mini-connector to the locomotive. Brass is always a “joy” to work on (not) and they were able to get the loco to operate, leaving lighting for another session. It was good to see Ross, who had been an active member since the early ‘80s and just moved a couple years ago.

Thanks to **Paul Cutler III** for his assistance and for preparing the Model Shop beforehand.

Our next clinic will be **Thursday, October 6<sup>th</sup>**. Sign-up sheet on Bulletin Board. Everyone is welcome!

# POTPOURRI

**AMTRAK CONFIRMS** that it will participate in running a seasonal weekend *Ski Train* from Denver to Winter Park, Colo. The *Ski Train* ran seasonally every year between 1940 and 2009 along the Denver & Rio Grande Western's Moffat Route. The train and ski resort at Winter Park received grants within the past year enabling the train to be compliant with the American with Disabilities Act. (TN)



**AMTRAK IS CONTRACTING** with Alstom to produce 28 next-generation high-speed trainsets that will replace the equipment used to provide Amtrak's premium Acela Express service. The contract is part of \$2.45 billion that will be invested on the heavily traveled Northeast Corridor as part of a multifaceted modernization program to renew and expand the Acela Express service. "Amtrak is taking the necessary actions to keep our customers, the Northeast region and the American economy moving forward," said Amtrak President and CEO Joe Boardman. "These trainsets and the modernization and improvement of infrastructure will provide our customers with the mobility and experience of the future." The new trainsets will have one-third more passenger seats, while preserving the spacious, high-end comfort of current Acela Express service. Each trainset will have modern amenities that can be upgraded as customer preferences evolve such as improved Wi-Fi access, personal outlets, USB ports and adjustable reading lights at every seat, enhanced food service and a smoother, more reliable ride. This procurement comes as demand for Acela Express service is as popular as ever, with many trains selling out during peak travel periods. The new trainsets will allow for increased service including half-hourly Acela Express service between Washington, D.C. and New York City during peak hours, and hourly service between New York City and Boston. "As more people rely on Amtrak, we need modernized equipment and infrastructure to keep the region moving," said Chairman of the Amtrak Board of Directors Anthony Coscia. "These trainsets will build on the popularity and demand of the current Acela Express and move this company into the future as a leader in providing world-class transportation." The new trainsets will operate along the Washington — New York — Boston Northeast Corridor initially at speeds up

to 160 mph and will be capable of speeds up to 186 mph and thus will be able to take advantage of future NEC infrastructure improvements. In Wilmington, DE, Vice President Joe Biden announced \$2.45 billion in federally secured loans to support Amtrak's purchase of new high-speed trainsets for the Northeast Corridor, station upgrades, and track improvements. The "Avelia Liberty" model trainsets will be designed and manufactured by the French company Alstom at its Hornell and Rochester, New York facilities, creating 400 local jobs. The loan comes from the Railroad Rehabilitation & Improvement Financing (RRIF) loan program, which looks to provide low cost loans to passenger and freight railroads to leverage infrastructure investment. (TN/NARP)



**THOSE ELECTRO-MECHANICAL** sign boards that have announced the arrival and departure of Amtrak trains since Amtrak was Amtrak, are gradually going the way of E units and the Pointless Arrow logo. The boards, Passenger Information Displays in Amtrak-speak, are gradually being replaced around the system. Amtrak spokesman Mike Tolbert says the signs are being replaced by modern digital displays on a station-by-station basis. Split-flap or Solari boards — the name comes from the Italian company that first made them — were invented in 1956. Since then they have become icons in airline and railroad terminals around the world. Amtrak's program is nothing new. The Baltimore Sun reported that Amtrak replaced the signs in Baltimore Penn Station in 2010. Travel media outlets say Philadelphia's 30th Street Station is next. A project to replace liquid crystal display simulated Solari-style boards at New York's Penn Station, themselves replacements for the electro-mechanical versions, recently made news because it caught the eye of a Twitter follower and the transportation reporting arm of online news organization, Politico. Tolbert says the New York Penn display project is huge. Four wall-size video departure displays, nine large and 10 medium-size departure displays, and 13 gate boards. There are also medium-sized arrival boards. Amtrak is adding vocal messaging to aid visually-impaired patrons to comply with the Americans with Disabilities Act. Progress is progress, but for those who long for the clacking sound of letters and numbers, there is some comfort online. Dixieland Software has created an Amtrak Solari Board simulator. [Type in the station code and watch the letters flip on a specially designed website.](#)

(TN) This works cool and is in "present time".

<http://dixielandsoftware.net/amtrak/solari/index.html>

(type in BOS for the city and watch Boston's Solari Board!-Ed.

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As the National Park Service celebrated its 100th anniversary last month, steam rail preservationists celebrated the sight of a rare steam doubleheader on the tourist railroad's main line from Williams to the Grand Canyon. The double-headed passenger train



featured Grand Canyon Railway 2-8-0 No. 29 and 2-8-2 No. 4960. Local sources say it was the first time the railroad has operated a double-headed steam train in more than a decade. The celebration catered to diesel fans, too. Amtrak's *Exhibit Train* made its first appearance to the Grand Canyon on Aug. 25 to 28 to join in on the centennial festivities. The train, as well as admission to the park, was free to the public during the weekend.

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**THE OVERALL INFRASTRUCTURE** needs of the Northeast Corridor far exceed a Department of Transportation loan that Amtrak received last week, according to information from a federal commission that oversees Boston to Washington high speed route. In a capital investment plan published in April for the fiscal years 2017 to 2021, the Northeast Corridor Commission said the corridor needs \$5.3 billion over the five years to restore and keep basic infrastructure — track, catenary, stations and signals — in a state of good repair. Funds on hand cover roughly half that amount. Last month, Amtrak announced the \$2.45 billion loan from the Department of Transportation when new Alstom Avelia Liberty trainsets were introduced to the public in Wilmington, Del. The loan sets aside \$90 million for track upgrades, and \$80 million for safety improvements. The corridor needs an additional \$18.5 billion for “special projects,” the commission said. Only

\$2.4 billion is available. The projects are specific locations or structures that need to be repaired or replaced. Included in the list are:

- Replacement of a 1907 bridge across the Connecticut River, \$658 million.
- Replacement of the Susquehanna River Bridge in Maryland, \$850 million.
- Tunnels under Baltimore built in 1873, \$4 billion.
- North Portal Bridge over the Hackensack River in New Jersey, \$1.2 billion. (TN)

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**THE FEDERAL TRANSIT ADMINISTRATION** (FTA) on Sept. 1, 2016 issued its final Buy America policy guidance advising transit agencies and transit vehicle manufacturers how to implement a phased increase in domestic content requirements for transit rolling stock procurements from 60% to more than 70% by the year 2020. The phased increase is required by the Fixing America's Surface Transportation (FAST) Act and is the first increase since 1991. Under the FTA final policy guidance, the Buy America domestic content requirements for transit rolling stock procurements for railcars and buses will be based on the scheduled delivery date of the first production vehicle. The domestic content minimum for fiscal years 2016 and 2017 is more than 60%; for fiscal years 2018 and 2019, it is more than 65%; and for fiscal year 2020 and beyond it is more than 70%. (RA)

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Norfolk Southern has released an image of the latest version of its prototype "mane" paint scheme: a mane with a Tuscan Red stripe behind the cab. According to a NS Facebook post, the scheme is known as the Roanoke prototype. The locomotive wearing the new colors is NS AC44C6M No. 4002. GE built the locomotive as standard cab D9-40C No. 8789. NS's East End Shop in



Roanoke, Va., rebuilt the locomotive and workers in NS's Juniata Shops in Altoona repainted the engine.

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**AS MASSACHUSETTS OFFICIALS** celebrated the "topping off" ceremony of a \$95 million new railcar manufacturing plant in Springfield, Mass., last week, the factory's owner—China's CCRC—explained hiring plans: production workers will be hired in October, and sent to China for advance training by February. Once completed, the factory will manufacture 284 subway cars for the MBTA: 132 for the Red Line and 152 for the Orange Line. In 2014, CRRC received a \$566 million contract to manufacture 284 subway cars for the MBTA. The 204,000-square-foot factory will employ 150 workers in Springfield, Mass. The first cars are scheduled to be delivered in 2018. "Topping Off" is the term used by ironworkers to indicate that the final piece of steel is being hoisted into place on a building, bridge or other large structure, and in this case the factory has now reached its maximum height. Construction of the factory is running ahead of schedule, with other projects including a 2,240-foot dynamic test track, and staging/storage area to be built. The project is projected to be completed in the fall of 2017. "Replacing cars nearly four decades old will help deliver a more reliable and comfortable rider experience," said Governor Charlie Baker. "We remain focused on investing in the core infrastructure at the T to improve our transit system that so many people rely on and we are pleased to celebrate this that also creates local jobs and supports Springfield's economy." (RA)

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**AT 3 P.M. SHARP** on a sunny Sunday, September 4th, across from Battleship Cove and in the shadow of the Braga Bridge, the train whistle sounded for the final time. The Old Colony and Fall River Railroad Museum that President Jay Chatterton began 30 years ago was closing shop for good. Chatterton, a retired teacher, detailed some of the train car history like average folks would describe the rooms of a house they'd lived in for decades. The Bay-Window Caboose was built in 1963 and painted turquoise from the New Central System. After Conrail donated it to the museum in 1991, they painted it red, replete with the Old Colony and Fall River logo on it, Chatterton said. About four years ago they raised the funds and restored the original color, he said. The Buddliner of the New Haven Railroad, named "Firestone" for the Firestone plant that used to stand in the nearby area, contains its 86 navy blue seats in original and mighty fine condition. A plate on it says it was built on March 17, 1953. "I rode it in from

Middleboro in 1992," Chatterton said like the wistful memory of one's first car. "Only 600 were built." On this final Sunday, 29 people, from children coming free to seniors paying reduced \$2.50 admission came in Saturday and Sunday. Full price admission has been \$3 and kids up to 12 just \$1.50. "That's the same amount we had yesterday (Saturday)," Chatterton said — and it's the most we've had in over a year. "There used to be 45 people a day and we were open four days. Now, we average five people and open two days," he said. "We just can't pay our bills anymore," Chatterton said of their nonprofit. He said their organization remains in existence and they will follow the bylaws that the railroad cars are sent to a similar operation. "They all have a home," he said. (HN)

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**THE MBTA** will progress work on the second phase of the two-phase project to rehabilitate the Merrimack River Bridge, the North Approach Bridge and the Washington Street Bridge, which comprise 12 spans over approximately 1,042 feet across the Merrimack River from Bradford to Haverhill, MA. The bridges were originally constructed between the late 1800s and 1920s and are in need of repair due to advancing age. Beginning the weekend of Sept. 9-11, construction work on three bridges over the Merrimack River and Washington Street in Haverhill will affect traffic patterns for motorists. Work is scheduled for alternate weekends from Sept. 9 through Nov. 20. Contractors will work on all three MBTA bridges on the Haverhill Commuter Rail Line, jacking up the structures to replace bearings as part of a major project to strengthen, clean and paint the bridges in downtown Haverhill. In 2014, the joint venture LM Heavy Civil Construction, LLC. and Cooperative Muratori & Cementisti - CMC di Ravenna was awarded a contract to perform the work. The superstructure work consists of repairing of deteriorated steel structural members, strengthening the existing structural members, replacing portions of the existing superstructure, replacing existing bearings, replacing the deteriorated rivets and painting of the superstructure. The substructure work consists of repairing/strengthening and repointing/grouting the mortar joints. Trackwork consists of removal and reinstallation of existing bridge ties and replacing the existing jointed rail with continuous welded rail. The project began in 2014 and is expected to be completed by the spring of 2017. (RA)

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**IN AN INDUSTRY PLAGUED** with bankruptcies and furloughs, an unexpected \$90 million-investment will

help two Appalachian coal mines reopen for business in West Virginia and Virginia. Kentucky-based Ramaco LLC is leading the initiative. The two facilities are the Elk Creek Mine in southern West Virginia and the Berwind Mine on the West Virginia-Virginia border. The Elk Creek mine is located on CSX Transportation's Logan Subdivision on track that has been out of service since the 1990s. The Berwind Mine is located near a Norfolk Southern branch line on the railroad's Pocahontas Division. "It's a fairly big deal, frankly, for southern West Virginia," Ramaco CEO Randall Atkins tells the Associated Press. Both mines will produce metallurgical coal for use in steel making, AP reports. The coal will not be used for electricity generation. The \$90 million private investment will allow crews to begin test mining at both sites early in 2017. Work on reopening the Elk Creek mine is supposed to start even sooner, company officials say. "We will start construction at the Elk Creek property just as soon as we get all the equipment lined up there," Atkins says. It is too early to confirm how much of the coal will be shipped by rail. According to the article, the company plans talk with potential buyers in the next few weeks and could begin shipping coal in 2018. Officials say they expect the mines to operate for about 17 years. (TN)

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**KEOLIS COMMUTER SERVICES**, contract operator of MBTA regional/commuter trains, is testing specialized virtual reality glasses for maintaining cars and locomotives. The glasses, developed by Cambridge-based AMA XpertEye, are being used by field maintenance personnel to transfer live video and other information to senior technicians located the main maintenance facility. The glasses provide screen captures and image annotation, with the encrypted data transmitted via the Internet, allowing Keolis maintenance staff "to more quickly and efficiently diagnose issues, reducing repair times on equipment in remote locations, minimizing service impacts, improving overall system reliability and reducing maintenance costs across the network" Keolis said. If the trial proves successful, Keolis will look at distributing the glasses widely throughout its Boston operation with an eye toward expanding their use at other operations in North America and around the world. (RA)

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**METRO-NORTH COMMUTER** Rail Road is bringing back the "bar car", by converting 10 of its latest car, with a prototype to be in use by late 2018 and all in service by 2020. For 50 years, bar cars ran on certain evening commuter runs, catering to the tired commuter

heading home to the posh suburbs of New York. The cars were retired in 2014 because they could not be coupled to a new fleet of cars. (They had horn-hook couplers, instead of Kadee "Whiskers"-Ed.) BG

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

### TRAINS

Controlling the Corridor  
Railroading for 60 Years  
Smoke Plumes & Mushroom Clouds  
D&RGW Narrow Gauge  
Freedom Train 40 Years Later  
Commentary  
Bring Back Alfred Perlman

### MODEL RAILROADER

Add DCC & Sound to a Brass Steam Locomotive  
A Space-saving Urban Track Plan  
DCC Corner  
Speed-matching

### RAILROAD MODEL CRAFTSMAN

White River Division  
Railroad Signals, Part 9

News sources: Boston Globe, Boston Herald, Amtrak "News", Trains Newswire, Railway Age, Railpace Newsmagazine, RRE "Callboy", "The 470", Patriot Ledger, National Association of Railroad Passengers, Baltimore Sun. New Bedford Herald News.

## **EDITOR'S NOTES**

1. PLEASE **sign-up for Show and Open House** duties and come out and help. There are only two times a year when we are desparate for your help, and this is one of them. Afterall, it is income from these events that helps keep our dues from going up every year. Even if you can spread flyers around your local area, that is a big help. Thanks!
2. Please read both "Chief's Column" entries this month and let Fred or me know if you have any questions.

3. The October newsletter will be published on our regular schedule, which this year will be the Monday before our Fall Show & Open House.

.....*David N. Clinton*

## MEMBER NEWS

**Savery Moore** is going into the hospital for rotator-cuff surgery this Friday, so we wish him well and will be thinking of him and praying for successful surgery and a quick return to the Club. Good luck, Savery!

### Birthday Celebrations

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

Dan Peterson .....	October	17 <sup>th</sup>
Eric Wilde .....	October	25 <sup>th</sup>
John Holmes .....	October	25 <sup>th</sup>
Bill Hallsen.....	October	28 <sup>th</sup>

### RUNNING EXTRA

## Moorman as an answer to prayers for Amtrak

Three railroaders, and former Amtrak presidents say Wick Moorman will be good for the passenger railroad By [Bob Johnston](#) | August 22, 2016 [Trains](#) Newswire

Three men who had significant operating experience when they were tapped to preside over the company during turbulent times approve of the Amtrak board of directors' choice of Wick Moorman as the company's latest leader.

"It's the answer to my prayers!" says David Gunn,

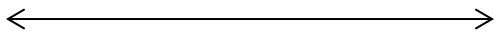
who *Trains News Wire* reached at his Canadian home. "I was afraid [the board] was going to choose some kind of 'turnaround artist' that didn't know the back or front of a train." Gunn was hired in 2002 when Amtrak was on the verge of bankruptcy and crippled by deferred maintenance after nearly a decade without an operations-oriented executive at the helm. Fired in 2005 when he publicly disagreed with then-President George W. Bush's plans to spin off the Northeast Corridor, he points to the fact that under Moorman's leadership, NS has continued to be a well-run, well-maintained railroad. "They have always had a long-term strategy to keep it that way. They've avoided this operating ratio nonsense," Gunn says, "where if you improve it for 60 seconds you've won, even though you've destroyed the railroad. Wick understands the importance of maintenance. If you don't, you're out of business." Gunn says he hopes Moorman stays a long time because many employees are retiring, "and you have to hire people who understand the business, like it, and believe in the importance of passenger rail."

Paul Reistrup concurs, telling *Trains News Wire*, "I can't think of a better man to fill that role. And one fine thing: he likes passenger trains." The former Baltimore & Ohio passenger executive who became Amtrak's second president in 1975, thinks the company's biggest priority is replacing aging passenger cars, "just like it was when we put Amfleet into service and ordered the first set of Superliners. Amfleet was based on the original Metroliner design from the 1960s and the fleet is getting tired, so that would be my first priority," Reistrup says. "Next would be to replace all the remaining fixed catenary on the Northeast Corridor — that stuff dates from the 1930s — with constant tension catenary like they installed from New Haven to Boston," he says. Reistrup says that other pressing infrastructure needs include replacing the Baltimore tunnels and working with politicians to build new tunnels underneath the Hudson River.

Former Illinois Central President Alan Boyd succeeded Reistrup in 1978. Now 94, he tells *Trains News Wire*, "A hell of a problem back then was railroads who didn't want to run our trains on-time. And these were all people I knew," says Boyd, adding, "The worst one was the Southern Pacific ... We finally had to take them to court—and won—

over [dispatching] the Sunset Limited.” Boyd says that one of Norfolk Southern’s predecessors, the Southern Railway, which was then-led by later Amtrak President W. Graham Claytor Jr., had character that couldn’t be beat. “It was the best one back then,” he says.

Boyd says Moorman must be prepared for political battles saying he often went to friends in Congress to get money re-appropriated that President Jimmy Carter left out of his executive budget. Even when money came to Amtrak, it was often insufficient to keep certain long-distance trains running.



## So what does the “X” in “CSX” really mean?

William C. Vantuono, Editor-in-Chief Railway Age Magazine

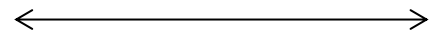
Last December, in my From the Editor magazine column (“Time to choose a name,” December 2015), I attempted to explain how CSX was named.

I looked it up on Wikipedia, which I’ve found to be a reliable source. Here’s what I found, and quoted: “The name came about during merger talks between Chessie System, Inc. and Seaboard System Railroad, Inc., commonly called Chessie and Seaboard. The company chairmen said it was important for the new name to include neither of those names because it was a partnership. Employees were asked for suggestions, most of which consisted of combinations of the initials. At the same time a temporary shorthand name was needed for discussions with the Interstate Commerce Commission. CSC was chosen but belonged to a trucking company in Virginia. CSM (for Chessie-Seaboard Merger) was also taken. The lawyers decided to use CSX, and the name stuck. In the public announcement, it was said that ‘CSX is singularly appropriate. C can stand for Chessie, S for Seaboard, and X actually has no meaning. But X could be used as a short term for the word Express, taking off the E, giving out Xpress, putting the X in use. T had to be added to CSX when used as a reporting mark because reporting marks that end in X mean that the car is owned by a leasing company or private car owner.’”

Turns out Wikipedia (and I, by default) are only partially correct. My thanks to Ken Charron, Vice President—Commercial Counsel, Genesee & Wyoming Railroad Services, Inc., for educating and enlightening me. It’s well worth sharing:

*I noticed in your editorial from the December 2015 issue of Railway Age that you struggled to understand the meaning of all three letters in “CSX.” After getting the obvious references in the first two letters, you acknowledged that “[t]he lawyers decided to use CSX...”, and so I wanted to tell you that my father, Edward Charron, was one of those lawyers in-house at Seaboard Coast Line that worked on the merger, and I remember him telling me at the time (and for many years after) that, “the ‘C’ in ‘CSX’ stood for ‘Chessie’, the ‘S’ for ‘Seaboard’ and the ‘X’ was for ‘Consolidated.’” Thus, “CSX” meant “Chessie Seaboard Consolidated” to reflect that a true merger had taken place. I hope that this is helpful if the issue ever arises again.*

So, now we all (well, at least anyone reading this) know what the acronym “CSX” really stands for. Thank you for allowing me to, as my late colleague and friend Luther S. Miller often told me, “make the obvious less obscure.”



## The right leader for Amtrak

Rush Loving, The Baltimore Sun 8/30/16

Amtrak has been a financial orphan since it was born out of the bankruptcy of Penn Central 45 years ago. Passenger rail does not — cannot on most routes — make money, so Congress created Amtrak to take over the passenger trains. The new company got no support from many political leaders, especially Republicans, who saw the railroad as a safe harbor for the unions.

Amtrak never received permanent funding as a line item in the federal budget. Every time it has needed money, the company has had to go hat-in-hand to Congress. Moreover, only four men with railroad experience have ever headed Amtrak. Most of the rest, including Amtrak’s retiring president, have had political backgrounds. Now the company’s board has appointed a railroader as its new president — Charles “Wick”

Moorman, a soft-spoken Mississippian who used to head Norfolk Southern.

Running Amtrak is not an easy job. The company lacks the independence of a private corporation, and Mr. Moorman sometimes will have to draw on his ample reservoir of diplomacy. Two administrations have pushed out presidents. The Clinton White House did in one because he stood up to the unions. The George W. Bush administration forced out railroader David Gunn, one of the best presidents in Amtrak's history, whose outspoken advocacy of common-sense policies annoyed the politicians.

Mr. Moorman faces some daunting challenges. He will be taking over a railroad that suffers from a serious case of mismanagement. It has a dismal safety record. Amtrak needs the operating discipline that Mr. Moorman lived by during his 45-year career at Norfolk and one of its predecessors, the Southern Railway.

Moreover, Amtrak's service has declined to some extent, especially on some long-distance trains. Food quality often falls short, and dining cars have even been eliminated from the Silver Star, which connects Baltimore with Florida. The prices of bedrooms on its sister train, the Silver Meteor, have been jacked up so high even travelers on expense accounts cannot afford them. Mr. Moorman knows the importance of good service and is qualified to fix such problems.

Mr. Moorman understands finance and is the ideal choice for the task of raising the billions that will be needed to build two new tubes under the Hudson River to replace a storm-damaged tunnel that was built a century ago. He must oversee a multi-billion-dollar project to turn the Northeast Corridor into a 180-mile-per-hour high-speed line. Moreover Amtrak needs annual funding to cover its operating deficits and to provide capital for upgrading tracks and trains outside the Northeast Corridor.

Simultaneously he must deal with the freight railroads that carry Amtrak trains on their systems. The relationship between Amtrak and those carriers has deteriorated as passenger trains have been delayed by a surge of freight traffic. He also faces the challenge of expanding Amtrak's partnerships with the states that have enabled the railroad to expand its services. At Norfolk Southern, Mr. Moorman worked with the state of Virginia and Amtrak to bring passenger trains down

his railroad's main line from Petersburg to Norfolk. So he knows how it's all done.

Mr. Moorman's least recognized challenge is the need to redefine Amtrak's role in America's transportation system. Our highways are jammed these days. The nation's most flagrant case is Washington, including suburban Maryland, where motorists waste an average of 82 hours a year sitting in traffic jams.

Building more roads to accommodate the traffic will not work. Studies show every new lane on a highway only attracts more vehicles.

Over 25 years ago truckers realized that any cargo going more than 300 or 400 miles should be handed over to a railroad. Similarly motorists need to take the train. Where there is good passenger service, such as on the Northeast Corridor, motorists do use Amtrak rather than drive. But elsewhere few do, largely because there is no frequent rail service available. Amtrak can fill that need with more trains.

That will require more subsidies and more capital funding. To achieve this, Amtrak will need a permanent spot on each year's federal budget and regular annual funding from states as well. The airlines are subsidized already with government money for air traffic control and airports. Billions of public funds are spent on highways every year. Amtrak requires the same.

To obtain that status Amtrak needs to launch a carefully orchestrated campaign to make the public and our political leaders aware of the critical role it can play unclogging our highways. In the long term this will be even more important to Amtrak than creating better service and establishing higher standards of operating discipline. But before Amtrak can make itself recognized as a key mover in the nation's transport network, the quality of the company's management must be elevated to first class. By creating a well-run railroad first, Mr. Moorman can deal with all Amtrak's other challenges as well.



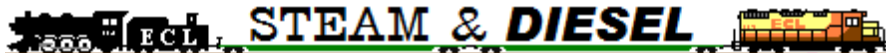
# THE OPERATOR



AUG. 15 & 18/16

ECL OPERATING DEPARTMENT

NO. 170



## OPERATION REVIEW

By Paul A. Cutler III

Popular club lore is that members won't show up at summer operation sessions because we're too busy outside. Well, not this time! ☺ We had 22 operators on Monday and 16 on Thursday. *Woohoo!* Usually, we only get half that (*and you don't want to know who that 1/2 guy is; very messy*).

### Operations Review – Monday, August 15<sup>th</sup>

**Will Baker** continues his training up in the tower as Boston Dispatcher (one of these days, **Will**, we'll have to try you out on the Mountain Div. *It's easy! Trust me! Would I lie?*). Holding down the big chair was **yours truly** as Chief and Mountain Dispatcher.

Up first in our hit parade is **Larry Strumpf**, a 5-train engineer. The first 3 were uneventful, but commuter #525 was delayed due to the wrong DCC address (6025 vs. 6205, and then held in Boston for an inbound freight. The freight arrived on-time, but the commuter was late(r) leaving (*hint: freights are to wait for passenger trains; this isn't Amtrak*). Then on his last train, BH-1, **Larry** forgot to check the red signal at E-7, but no harm, no foul.

Over in Middleton, **Jack Foley** and **Jim South** were holding down the fort. **Jack**, who forgot it was Operation Night until he got to the club (*someone buy that man a day planner or something...*), reports that he had an unexpected visitor in the person of **Al Munn**. Seems local freight MX-2 left E-13 thrown when they left Middleton, returned to Middleton, then left Middleton again (*long story*). **Al**, with Express Train #101, was running late so he was pushing it. He entered East Middleton at speed and managed to get all the way to the West Middleton yard ladder before shorting out against a switch. For the record folks, that's a 1/2 scale mile. While it wasn't **Al's** fault for leaving E-13 red, he still gets an "Oops!" for not noticing where he was for 30 actual feet. ☺ He was routed out of West Middleton via switch E-2.

Up in Cedar Hill Passenger, old club hand **Skip Burton** got back in the groove watching over the terminal. All trains were reasonably on-time with the exception of #101 being 48 min. late. Train #716 (**Al Munn**) had to be held at the Steel Mill for a westbound train, making it 20 min. late into Cliffside.

Cedar Hill Freight was in the hands of **Fred Lockhart** with **Stan Rydell** as his brakeman-in-training. All

the trains were reasonably on time, and nothing disastrous happened. **Fred** had time to turn all the freights to get them ready for Thursday's Operation session. All in all, a good night for the terminal.

Four-train engineer **Al Munn** had a, well, um... interesting time. Before #101 got to Middleton, he almost had a head-on collision with the local freight MX-2 at Essex yard (fortunately they saw each other and stopped). Normally, MX-2 leaves at 6:00, but due to throttle battery trouble, it didn't leave until 6:30. This set-up the trouble with **Al**, as MX-2 wasn't able to duck into Essex yard in time. Originally, the local freight wanted to back all the way into East Middleton. I overruled that, since he was only a few feet from Essex yard's M-1. Finally, we got MX-2 into Essex, but in the confusion, E-13 was left red, which misdirected **Al** into Middleton. *Whew...* On his next train, the delayed 716, a converted troop sleeper (Monon) derailed in Middleton, possibly due to tight trucks. MH-3 was fine, but on his last train, a pair of RDC's on 547, they were MU'd to the wrong address. **Al** had a long night.

**Savery Moore** was originally going to do Middleton, switched to Cedar Hill Passenger, but instead ran 5 trains as an engineer. On MB-4, he got to Boston early but had to wait for two late passenger trains to leave, making **Savery** 36 minutes late. Train 734 was a 4-car Amtrak train that really needed two locos (*those Amfleet cars barely roll*), and derailed twice.

Engineer **John Sheridan** ran three trains, including passenger trains 34 & 29, plus freight BM-3. The passenger trains were about 20 min. late, but the freight was on time.

**Barry Doland** ran three trains as well: BH-7, LM-4 and 701. The last car of 701 derailed leaving Middleton and again near Knapp's Trestle. Then he rear ended BS-5 at Cliffside, resulting in a 1-car derailment. "Oops!" **Barry**. Just to make it more interesting, **Barry's** radio headset could receive all transmissions...he just couldn't talk to anyone. *No big loss?*

**Steve Wintermeier** ran one train, local #725. It left 6 min. late and arrived 10 min. late. No problems for **Steve**.

Engineer **Dave Clinton** had 5 trains and all of them ran great. *So he says...*

**Paul Agnew** snuck in at the end and ran the extra, #504. He didn't actually get it running until after 1800 hours, but ran it around the layout anyways. His throttle went to "Idle" about a hundred times, meaning he had a bad battery, and he had to go through the passenger leads at Cedar Hill because the lift bridge was up. He wasn't the only one running after hours as HX-2 was completing their run. Of course they met head on at Cliffside. That got fixed, but **Paul**

got down to Middleton and derailed at E-11. After that, he was almost done, but on the track ahead at Essex Jct. were four freight cars left there by MX-2. Sigh. So he 0-5-0'd them into Essex Yard and proceeded up the line to back into E-71 and tie up at 2000 hours (for those scoring at home, that's 20 real minutes after the rest us stopped). **Paul** had a long, complicated run considering he was almost completely alone in the layout room. *Imagine if he had run more than one train?*

For the real professional part of our program, we turn it over to **Jay Pease**. He switched the White River Jct. local freight, HX-2. He enjoyed the Steel Mill part (*that's rare*), and when switching "Hallmark Distributers" noted that the switch needs a little work as it derails some cars. Over at White River, he didn't switch the freight house because he couldn't physically reach the siding (*I bought some Code 83 Kadee magnets this week*). **Jay** reported a dead spot at E-57 that prevented him from switching the cars for the Dairy. The strangest part of the night was that he switched from a B&M GP7 with dirty wheels to...an FL9...because F-units make such good road switchers. **Jay** did earn an "Oops!" for forgetting his glasses.

My dad, **Paul Cutler, Jr.**, switched out HX-4, the Cedar Hill local freight. It was a first for him, and as a benefit for being the father of the Operations Chairman, started the job 45 minutes before the fast clock started. **Dad** did all the pick-ups then set out the TOFC ramp and the engine terminal. He reported that switch 302 and 307 kept derailing cars.

Hudson Falls ran "fine", according to **John Holmes**. There was dirty track as usual, and he had trouble with switch #3 (wasn't throwing all the way). All pick-ups and drops were completed. *Yay!*

**Chris Barlow** ran MX-2 in Essex and Richmond Mills. He had trouble getting started with a bad battery and had that almost head-on with **Al**, but I can't really blame him for E-13 because it was getting pretty hairy down there.

**Bob England** ran the Larson Branch with HX-1. He finished up a little late, but then he started a little late.

Trainmaster **Paul Pando** had nothing to report, other than having trouble with his radio button. Up in the tower, we were getting only one or two words before it would cut out.

The aforementioned **Will Baker** had a comment on the operation as Boston Dispatch, namely that radio discipline was lacking with many operators talking over each other. This was probably magnified by the fact that we had so many engineers (nine of them). Normally, having this many engineers is nothing but a good thing, but this might be one of the only negatives we experience due to that.

As Mountain Dispatch, **I** thought it was one of the best Monday operations we've had in a long, long time. It was mainly due to the nine engineers we had. Normally, when we have a problem like we had with 101 and MX-2, it sets back the entire night with the lateness of this first train. With nine engineers, we were able to recover quickly from this delay and no other trains were held up due to manpower. When we have just 3, 4 or 5 engineers, we can get tied up quickly with trains being late before the Trainmaster can even hand out the Train Order. Both **Will** and I were very happy

with how it all turned out...even if I did get a little sick up in the tower due to the heat (**Fred** has since opened the A/C damper for more cooling, but we still need an air return).

## Operations Review – Thursday, August 18<sup>th</sup>

Back in the tower again, **yours truly** was dispatching. We had 5 engineers, which was just enough.

**Larry Stumpf** outdid himself with 7 trains run as an engineer. *Sheesh*. And they were mostly uneventful (a low gladhand, a derailing TOFC), other than the last train: BH-1. It uncoupled twice (once underground), which caused delays. **Larry** sped up to make up time, but E-10 was left thrown in Middleton, meaning he entered the passenger track at high speed. The Yardmaster grabbed it, which resulted in a very realistic boxcar pile-up when the train stopped almost instantly. At this point, **Larry** outlawed on time and we had to call in another crew.

**Bob Farrenkopf** ran five trains himself. The first had an MU consist come undone leaving Boston that delayed him. This consist was tested only 1 hour before and it was fine. *Weird*. Then **Bob** lost 4 cars off the rear because an ATSF passenger car had some illegal couplers (*the couplers have since been replaced*). On his next train, rookie Middleton Yardmaster **Savery Moore** missed a switch which sent **Bob's** Cedar Hill-bound train towards Great Lakes. "Oops!" **Savery**. **Bob** got about halfway there before we got it straightened out. Lastly, he found that two trains had the same DCC address on their Train Orders. "Oops!" **Ops Setup crew**.

Tying **Larry**, **Dave Clinton** ran 7 trains, too. A MEC caboose derailed on a straightaway on HM-4, but that was **Dave's** only trouble for the night.

**Rob Cook**, a relative newbie to flying solo, ran five trains. But that's not all. He also had **Peter Palica** as a trainee/fireman, who ran "The Comet" as #510 and the Alaska RR passenger train on #43. **Rob** blew a couple station stops with his first train, #502, but backed up for the second one. Lastly he ran Extra 504. **Rob** went right past E-17/E-19 at Essex (*forgot to take that left turn at Albuquerque*), but backed up to finish the run.

Running five trains, **Will Baker** had a fun night. He only had a little trouble getting out of Boston because **Rob** shut off the power block under him in Boston (*Rob is now entering the witness protection program*).

Essex Jct. was finished up by **John Holmes**, who repeated **Chris Barlow's** request for switch number signs in Richmond Mills (*on the way*). After getting MX-2 done, he finished up **Larry's** run of BH-1. There was a car on it that kept uncoupling, and it was bad ordered...eventually.

**Al Taylor** finished up HX-4 in Cedar Hill. No trouble was reported.

The Larson Branch almost got operated. Leaving two hours into the Ops, **Bob England** and **Al Gray** ran HX-3 all the way from Cedar Hill to Larson before they noticed that they actually had the pick-ups from Monday's HX-1 instead.

A rare “Oops!” for **Fred Lockhart**, Cedar Hill Yardmaster, who had Monday on his mind and pulled the wrong cut of cars out of the yard. By the time **Bob** and **Al** got back to Cedar Hill, they said, “To heck with it,” and shut it down for the night. ☺

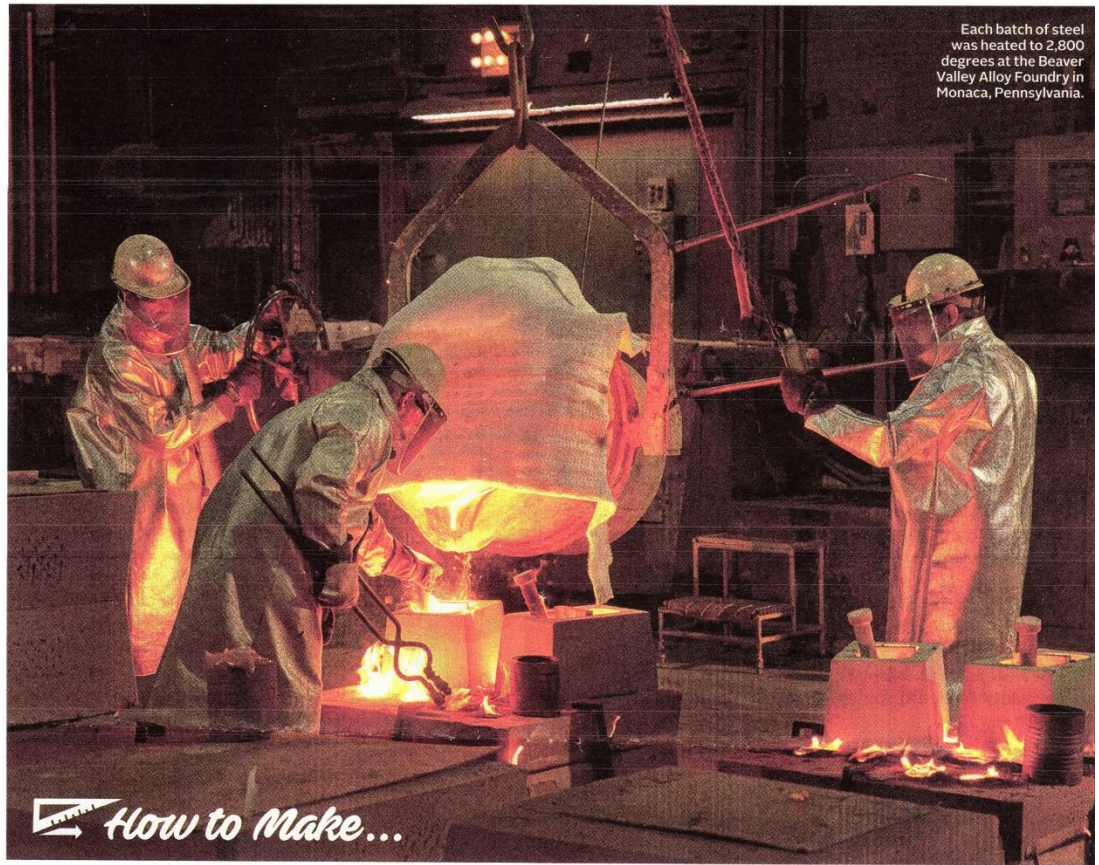
In Middleton, **Savery Moore** had his hands full...literally. He had to grab BH-1 to prevent a big collision, which led to a pile up instead; otherwise the RDC’s would have been smashed (*a fair trade off*). **Savery** said it was busy and fun. Plus he switched out MX-4, one of the Middleton local freights, and said that switch Blue 7 and the REA switch have dead points. **Jim South** was the Assistant Yardmaster in Middleton, and reported that the UP-5 doesn’t work at the west end and that the turntable railings need work.

**Fred Lockhart** in Cedar Hill had all but one train come in, and that’s because the last one (BH-1) had to be recrewed. It did eventually get to Cedar Hill, but it was after everyone else went home. **Fred** also mentioned that the paperwork for the yard has to be aligned with some switches as several are incorrectly marked.

**Paul Pando**, Trainmaster, said it all ran pretty good. He handed out all orders and we even ran the extra.

As Chief Dispatcher, I was impressed with how well things went. Many trains were on time or early; with few operators talking over each other (we’re always better at that on the Thursday session). I was also impressed that we had 16 operators. It resulted in a fun time by all, and isn’t that the point?

FYI: Our next operation will be on a Sunday, since that worked so well before. It’s scheduled for November 13<sup>th</sup> at 11:00 A.M., a 1 hour lunch break at 1:00 P.M., and another 2 hour session at 2:00 P.M. (the Patriots don’t play until 8:30 P.M.). One more thing: this next operation is “All Steam”...so leave your diesels at home and bring out the steam! ☺ It is always fun to see new stuff on the layout.



Each batch of steel was heated to 2,800 degrees at the Beaver Valley Alloy Foundry in Monaca, Pennsylvania.

How to Make...



BY KEVIN DUPZYK

**A** torpedo on land. That was the Pennsylvania Railroad T1 steam locomotive. The dual-engine, 6,110-hp train could hit 140 mph, only 10 mph slower than the fastest American passenger trains today. Then diesel came along, cheaper and lower maintenance, and the steam era suddenly ended. In the 1950s the T1s were scrapped. In 2013, a group of people who call themselves railfans formed the nonprofit T1 Steam Locomotive Trust. Their mission is to build a new T1—and to give it the attention and place in history they say it deserves. But to resurrect the train, they first

had to resurrect the steel that built it.

The alloy originally used to build the T1s was a nickel steel cast by a now-defunct Pennsylvania company, General Steel Castings. The trust was able to find the recipe, but no one had poured it in 40 years, so they resorted to trial and error. A foundry outside Pittsburgh, Beaver Valley Alloy, had the expertise and the Pennsylvania heritage for the job. It heat-treated the original recipe with a two-part process of normalizing—heating the steel to a critical point, then letting it air cool—and drawing (a second, lower-temperature heating). Then it tested the results for hardness by pressing a diamond-tipped rod into the steel

and measuring the resulting indentations. To fine-tune tensile strength and elongation rate (how much the steel stretches before breaking), a separate lab put foot-long test bars of the steel through a battery of medieval tortures.

Over six long months, samples went to the lab and were tested. The steel was constantly repoured and heat-treated in slight variations until it was perfect: held at a peak normalization temperature of 1,310 degrees Fahrenheit. The train won’t be finished until 2030, but in February the trust cast the first of eight drive-wheels. It was an impressive specimen: 80 inches in diameter. It’s the first such drive-wheel made in America in 70 years.