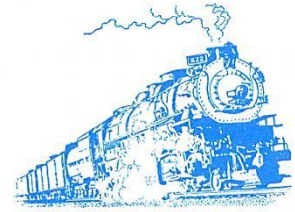


The Semaphore

South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938



JUNE 26, 2017 ■■■■■■■■■■ VOLUME 37 ■■■■■■■■■■ NUMBER 6

Coming up:

POOL PARTY AND COOKOUT AT JIM & ALICE SOUTH'S



MONDAY, JULY 17TH

OFFICIAL OPERATIONS



MONDAY & THURSDAY



JULY 24th & 27th

SUMMER OPEN HOUSE....SATURDAY, AUGUST 5th

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

PRODUCTION STAFF

Publication.....	Al Taylor
	Al Munn
	Jim Ferris
Web Page	Savery Moore
Club Photographer.....	Joe Dumas

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. ©2017
E-mail: daveclinton@verizon.net Club phone: 781-740-2000. Web page: www.ssmrc.org

VOLUME 37 ■■■■■ NUMBER 6 ■■■■■ JUNE 2017 SUMMER ISSUE

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)

BILL OF LADING

Chief’s Corner.....	3
Contests.....	3
Clinic.....	5
Editor’s Notes.....	11
Form 19 Orders.....	3
Members.....	12
Memories.....	4
Potpourri.....	5
The Operator.....	13
Running Extra.....	12

FORM 19 ORDERS

JULY BUSINESS MEETING

Monday July 10th 8 p.m.

DECODER & LOCO TUNE-UP CLINIC

Thursday, July 6th 8 p.m.

ANNUAL COOKOUT AND POOL PARTY

Monday, July 17th Jim & Alice South's

OFFICIAL OPERATIONS

Monday & Thursday, July 24th & 27th

JULY B.O.D. MEETING

Monday, July 31st 8 p.m.

SUMMER OPEN HOUSE

Saturday, August 5th 9 a.m. – 4 p.m.

AUGUST BUSINESS MEETING

Monday, August 7th 8 p.m.

DECODER & LOCO TUNE-UP CLINIC

Thursday, August 10th 8 p.m.

AUGUST NEWSLETTER DEADLINE

Saturday, August 26th

AUGUST B.O.D. MEETING

Monday, August 28th 8 p.m.

CONTESTS

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

This month's Puzzle "Some New Haven Parlor Cars" was completed by 12 members:

Will Baker	Bryan Miller
Coley Walsh	Jim South
Ron Clough	Bill Garvey
Savery Moore	Bob Farrenkopf
Stan Rydell	Don Pierce
Fred Lockhart	Doug Buchanan

Congratulations to **Coley Walsh** on winning one of Rapido's up-coming stainless steel Parlor cars (appropriate!). He chose the Amtrak version, which

had been converted to a coach by the New Haven in later years.

CHIEF'S CORNER

Fred Lockhart

Last month I had reported that Bob England was in the process of upgrading the firmware in Digitrax Command station, the UR 92 receivers and had started doing throttles. Since then he and I installed the new command station and completed the upgrade of the UR92 receivers. I asked members one evening to run trains to see if the performance had improved. The feedback was positive, as several members ran trains and did not have any problems acquiring addresses, activating turnouts by their throttle or losing control. One member had been at the club earlier in the day to run before we completed the upgrades and installed the new command station, and had many problems, in the evening ran the same train with the same throttle and battery and did not have any issues, so hopefully this effort and equipment will make a difference. Bob is upgrading firmware in the throttles, so see him and he will do it for you, it must be done so the firmware in the throttle is compatible with the new upgraded firmware in the other devices and so your throttle can access more features of the new command station.



The Electrical Committee has also completed installation of the dual, manual turnout toggles that control the turnouts into the coal dealer siding and the freight house that are off the Mountain Div. at West Middleton. Since the Operations Committee changed the locals that work Middleton yard and gave that work to them, they tend to work from the pit, but with the toggles in the aisle it was difficult to operate, well now that has been resolved, so the next operation should be easier for them.

That is it for this month,
Fred Lockhart
Chief Engineer

SEMAPHORE MEMORIES

SUMMER 2012 (5 years ago)

- First year in its history that East Broad Top RR does not operate.
- MBTA unveils Gold Star Memorial coach, wrapped with tributes and bearing the names of every soldier, marine, sailor and airman who lost their lives serving in Iraq and Afghanistan.
- Brighton to get stop on Worcester Commuter Rail line, paid for by New Balance Shoe.
- Maine rail authorities to help fund new maintenance facility in Brunswick for servicing *The Downeaster*.
- Largest railroad car built in North America completed by Kasgro Rail; a Schnabel flat 231' long, 18' high and 36 axles. Weighs 799,200 lbs empty and a load limit of 2,035,800 lbs.
- Finger Lakes Rwy in up-state NY receives former Conway Scenic U23b #2820, which had also been on the Quincy Bay Terminal.
- Final \$17 million in Federal money received for reconstruction of Springfield Union Station, expected to open in late 2014.
- EMD begins assembling locomotives in Brazil.
- "Alto Tower" on the PRR in Altoona, at the beginning of the grade around Horseshoe Curve, closes.
- MBTA drops weekend service on Greenbush and Plymouth/Kingston lines to "save money".

SUMMER 2007 (10 years ago)

- GrandLuxe Rail Journeys partners with Amtrak to offer luxury travel with cars attached to Amtrak trains.
- CT and MA governors meet to discuss commuter rail between Springfield and New Haven.
- Bombardier and Electro Motive Diesel complete framework for first SD70Ace locomotive.
- Maine lawmakers sign bill to conduct engineering study for extending rail service from Portland to Fryeburg
- U.S is 13th in World countries in developing high-speed rail.

SUMMER 2002 (15 years ago)

- Amtrak's president David Gunn threatens to shut the railroad down, without requested appropriation.
- St. Johnsbury, VT to Whitefield, NH ex-MEC "Mountain Division" trackage embargoed by Guilford.
- Both Narrow Gauge tourist railroads in Colorado shut down because of forest fire danger.
- Former "Bowl-a-Wey" bowling alley in lower Jackson Square opened as main office for contractors of Greenbush rail line.

• Amtrak donates F40PH, a first for this type loco, to California State Railroad Museum.

• New MBTA Commuter Rail stations opened in Southboro and Westboro on Worcester line.

• Eric Tedeschi joins SSMRC.

SUMMER 1997 (20 Years Ago)

- Sheetrock installed in members' area, along with new wooden doors.
- MBTA opens new Operations Center at 45 High St.
- New "Silver Line" announced by Mayor Manino.
- Groundbreaking for Newburyport Commuter Rail extension.
- Amerail rebuilds T's Pullman-Standard cars.
- Amtrak leases 50' plug-door boxcars to revive "Railway Express by Amtrak".
- T's new GP40MC locos being constructed at AMF in Montreal, from CN GP40s.
- Groundbreaking for new Rensselaer, NY station.
- Robert Prince becomes first Afro-American to head T.
- Conrail officially splits, with half each to NS and CSX.
- Amtrak's *Night Owl* becomes *Twilight Shoreliner*, with new "Viewliner" sleeping cars.
- Guilford Transportation bids to purchase and operate Amtrak's Northeast Corridor.

SUMMER 1992 (25 Years Ago)

- Members vote 34 to 1 to sign agreement for Building 51 facility in Hingham.
- First Cookout & Pool Party held at Jim South's, ending 9-years of Summer Party at Editorial Offices.
- Conway Scenic RR turns ex-DL&W "MU" coach into dining car "Chocora".
- U.S. Transportation Secretary Andrew Card presents T with certificate to start construction of Plymouth and Middleboro rail lines of the Old Colony.
- Horseshoe Curve "Visitor's Center" opens.
- D&H completes first year under CP Rail ownership.
- Worcester contemplates restoration of Union Station, with talk of extending Commuter Rail from Framingham to Worcester.
- The "Mountain Division Scenic RR Company" suddenly leaves Bartlett, NH, taking much investor money with it.

SUMMER 1987 (30 Years Ago)

- Don Pierce voted into membership.
- Belchertown, MA voters reject \$7 million New England Auto Terminal, to be located on the CV.
- VIA Rail Canada accepts last of its new F40s.
- Delays in car production delay start-up of Commuter Rail to Providence.
- Budd Company of Red Lion, PA, delivers its last passenger car; a rapid transit car for Chicago.
- Maine purchases 126-mile ex-MEC line Brewer top Calais and 51-mile Brunswick to Rockland line.
- Wolfboro RR's steam locomotive #250 moved by flatbed truck to Hobo RR in Lincoln.
- Plans unveiled for new Rte 128 RR station.

- David P. Morgan retires as Trains editor.
 - MBTA breaks ground for new JFK/UMass Red Line station.
 - Longest RR covered bridge in U.S., located in Swanton, VT on St.J&LC, burned down by partying teenagers.
 - First "Summer Issue" of *The Semaphore*.
 - MBTA plans 1,000-car parking garage for Red Line terminal station.
- SUMMER 1982** (35 Years Ago)
- Bay Colony RR, owned by George Bartholemew, begins operating 111-miles of track, serving 60 rail shippers, previously served by Conrail.
 - W. Graham Claytor named president of Amtrak.
 - Grand Trunk RR buys Milwaukee Road.
 - Pinsley RR Co. awarded 24-miles of Conrail trackage between Westfield and Holyoke, becoming "Pioneer Valley Railroad".
 - New "Trolley Committee" excitedly refurbishes old SSMRC trolley line, with goal to have operational for Fall Open House.

ENGINE TUNE-UP CLINIC

This month, **Joe Dumas** was first with his Stewart undecorated F3 B-unit. This old Stewart stuff used Kato drives, so the DH165KO is basically a drop-in decoder. Soldering the wire clips to the decoder strips is highly recommended. He also brought a "Model 40" center cab switcher, in which he had previously installed a decoder. He decaled this for Boston & South Shore and had it ready to be over-sprayed to protect the decals.

Barry Doland brought his Athearn RTR CF7, which was custom-painted in B&M maroon and gold. He wanted to install a used MRC sound unit, but found it did not work. So, he installed a DH126P into the 8-pin plug, and away he went silently.

Bob Farrenkropf brought a BLI Pennsy K4 steamer from the original run. This locomotive had been running fine with factory sound, but now didn't want to run at all. It was suggested that he return it to BLI, as their service department is excellent.

Paul Agnew brought his Athearn "Blue Box" GP38-2, decorated in the handsome D&H "Lightning-stripe" scheme. He had the new DH126, with the old Athearn harness, that Digitrax used to make. He was still successful with his installation...another one for the roster!

Thanks to **Paul Cutler III** for his assistance and for preparing the Model Shop beforehand. Our next clinic will be **Thursday, July 6th, 2017**. Sign-up sheet on Bulletin Board. Everyone is welcome!



SIEMENS' NEW SC-44 CHARGER locomotives will soon be put into service on Amtrak's *Cascades* route in Washington and Oregon. On May 21, the brand new passenger locomotives were unveiled to the public at Seattle's King Street Station. The locomotives were built in Sacramento, Calif., and recently arrived in the Pacific Northwest. Steve Morrison, director of business development for Siemens, says the locomotives are among the cleanest diesel-electric locomotives ever built and the first high speed passenger locomotive to receive Tier IV emissions certification from the U.S. Environmental Protection Agency. "We're excited to continue our 160 rail history by helping to usher in the next generation of clean, smart, and efficient rail travel on the Amtrak *Cascades*," Morrison says. (TN)



SAN FRANCISCO MUNI'S PAINT shop is putting the finishing touches on recently rebuilt PCC No. 1059, to be decorated in "Boston Elevated Railway" livery, Market Street Railway reported. It's the latest Presidents' Conference Committee car to be rebuilt as one of 16 cars in a rehabilitation contract with Brookville Equipment Co. The cars are used on Muni's F-Market & Wharves historic streetcar line that runs six miles between Fisherman's Wharf and the Castro District. No. 1059 was built by St. Louis Car Co. in 1948 for Philadelphia Transportation Company as car No. 2099. No. 1059 should be entering breaking-in activities in the next few days that involve running the car without passengers for

1,000 miles to test all systems and ensure the car meets Muni's specifications before they accept it for service. Two PCCs from the rebuild contract, Nos. 1051 (painted for San Francisco Municipal Railway) and 1056 (painted for Kansas City) have already reentered service. Two of the next three cars from Brookville will wear new vintage liveries from cities that once ran PCCs. Car 1062 is the next car due, and will wear Pittsburgh's red and cream livery. It will be followed by 1055, which will wear its as-delivered Philadelphia paint scheme. (TN)

●●●●●●●●

CSX TRANSPORTATION CEO E. Hunter Harrison has said that hump yards can justify their existence only when they classify more than 1,400 to 1,500 cars per day. One glance at the volume levels at CSX's top 10 terminals shows why the railroad is quickly moving to convert its hump yards to flat-switching facilities: The only hump that clears Harrison's hurdle is Waycross, Ga. And out of the other 11 hump yards CSX operated last year, only three — Selkirk, N.Y.; Nashville, Tenn.; and Willard, Ohio — processed more than 1,400 cars per day, according to CSX's annual report. But they are likely to handle less traffic under Harrison's operating plan. "It's not just changing it for the sake of changing switching operations," Cindy Sanborn, CSX's chief operating officer, told an investor conference today. "It is part of the larger plan of making transit across the network faster." CSX is making sweeping changes to its operating plan, including bypassing intermediate terminals to move traffic as efficiently, quickly, and reliably as possible. "If there's not enough cars that want to go there to support the infrastructure needed to maintain and utilize the hump, then we simply don't need it," Sanborn says. "We can move over into flat-switching operations." CSX has not yet said how much it expects to save by closing humps. But when Harrison was at CP, and idled four of the railway's five humps in late 2012, he pegged the annual savings at \$10 million or so per yard. At the time, the Canadian dollar was roughly on par with the U.S. dollar, which suggests that CSX could achieve similar annual savings from shutting down humps, which are both maintenance- and labor-intensive. The total is a big number: \$100 million annually if 10 humps are idled. CSX's carload traffic has been in long-term decline, reducing the need for hump yards. (TN)

●●●●●●●●

THE BRITISH GROUP that built *Tornado* — the relatively new 4-6-2 that just recently became the first steam locomotive to run at 100 miles per hour in a half-century — is building a new 2-8-2 they say will be the most powerful locomotive in the United Kingdom. The A1 Steam Locomotive Trust is currently building a P2 Mikado that will be dubbed No. 2007, the *Prince of Wales*. The locomotive is being modeled after a group of passenger locomotives built in the early 1940s and scrapped in the early 1960s. The group hopes to complete the locomotive by 2021 at a cost of more than \$6 million. Just recently, the group raised more than \$250,000, enabling work to begin on the locomotive's crank axle. (TN)

●●●●●●●●

MORRIS COUNTY, N.J., has awarded a contract to operate its locally owned railroads to the Dover & Rockaway River Railroad for the next five years, the Daily Record reports. The D&RR takes over for the Morristown & Erie, which has operated the three county owned branch lines for 30 years. The contract includes the Dover & Rockaway Branch, the High Bridge Branch and the Chester Branch. The D&RR will take over operations on July 1. The change comes a year after local officials clashed with the M&E for storing cars containing butane and propane on tracks in Mount Olive and Roxbury, N.J. That leaves the M&E with only its wholly owned 9-mile Whippany Line and trackage rights over NJ Transit branch lines. The D&RR, which also owns the Black River Railroad and the Belvidere & Delaware River Railway, and the M&E, were the only two bidders. (TN) The M&E also operated the Maine Eastern on Maine State-owned tracks for 10 years, until last year. —Ed.

●●●●●●●●

THE WORCESTER/FRAMINGHAM line of the Commuter Rail system has become a problem child of the MBTA, with nearly 20% of the trains late during the first two weeks of May. This stood in stark contrast to the rest of the network run by Keolis Commuter Services, which reported a 94% on-time record. Riders are very frustrated, as promised improvements and rate hikes have not improved the situation over the years. (BG)

●●●●●●●●

ON MAY 22, 2017, after 146 years, the Ringling Brothers, Barnum & Bailey Circus folded its tent for the last time after a final show at Long Island's

Nassau Veterans Memorial Coliseum and passed into the history books. The next day, the circus's famous 60-car Red Train operated for the last time; it had been for years one of two, the other being the Blue Train. Tuesday, May 23, 2017, the final run of the Red Train, with reporting marks RBBX, occurred. It was assembled in Garden City, Long Island, on the Long Island Rail Road Mitchell Field Secondary, between 2:00 and 4:30 pm. At about 9:00 pm, under cover of darkness, it moved on to Harold interlocking in Long Island City, Queens, for interchange with Amtrak. Subsequently, RBBX was shepherded from Harold, under the East River, through Penn Station New York, then through the Hudson River tunnels, past Secaucus Junction, and onward to its final destination as a complete Red Train at Conrail's Oak Island Yard. There, it was broken up, as many of its 40 passenger cars had previously been auctioned off to new owners, which have 30 days to remove the Ringling Bros. symbols and re-stencil them. The rest of the train, consisting mostly of flat cars, departed Oak Island in the pre-dawn hours of May 24, and headed south via CSX to set-off points at Rocky Mount, N.C., and Jacksonville, Fla. Any remaining flat cars returned to Ringling Bros. rail headquarters in Florida and were unloaded. Some of the cars were successfully auctioned off. Those not scooped up by new owners will be scrapped. The economics of operating a massive road show and the discontinuance of performing Asian elephants are what many believe led to the demise of Ringling Brothers, Barnum & Bailey Circus, which for generations called itself "The Greatest Show on Earth." In 2001, a group led by the Humane Society of the United States sued the Circus over alleged mistreatment of elephants. The suit was dismissed in 2014. But in March 2015, the Circus announced that all elephants would be retired in 2018; the retirement date was subsequently moved up to May 1, 2016. On Jan. 14, 2017, the Circus announced it would close in late May, and would lay off more than 462 employees. Declining attendance combined with high operating costs and loss of the elephants were cited as reasons for closure. The final performance on May 21 came at the end of the "Out of This World" tour. With great sadness, an era in American family entertainment has ended. (RA)

●●●●●●●●

THE CALIFORNIA STATE Railroad Museum is now recognized as a Smithsonian affiliate. Located in the Old Sacramento State Historic Park, the railroad museum is joined by 216 other organizations throughout the country that are dedicated to educational outreach, artifact loans, traveling exhibits, and collaborative research with the Smithsonian, according to a museum news release. "We are proud that the railroad museum is now an official Smithsonian affiliate," says Ty Smith, museum director for the California State Railroad Museum. "Aligning the railroad museum with the Smithsonian Institution will help us further our mission of connecting people to California's railroad heritage." The California State Railroad Museum collection includes 19 steam locomotives and a fleet of passenger and freight cars, among other artifacts. Each year, about 600,000 guests visit the museum. (TN)

●●●●●●●●

SIEMENS EARLIER THIS MONTH said it completed the 100th locomotive at its Sacramento, Calif. rail manufacturing hub. The Charger SC-44 unit, for Florida's privately-funded passenger rail operator, is 100% Buy America-compliant utilizing components from more than 40 U.S. suppliers in 20 states. The loco is part of BrightRed, the fifth and last passenger trainset to be delivered by Siemens. The third and fourth trainsets to join the roster – BrightGreen and BrightOrange – arrived at BrightLine's Workshop b in West Palm Beach, Fla., in May. Trainsets BrightBlue and BrightPink were previously delivered to Brightline's Florida operations facility. Siemens at Sacramento also has built the SC-44 to be deployed on Amtrak's Cascades service, among others. Illinois is the lead agency in a multi-state procurement for the Chargers with Wisconsin, Michigan, Missouri, California and Washington. The Midwest states will receive and own 33 of the 4,400-horsepower locomotives, which were purchased through \$216.5 million in federal funding and are being assembled by Siemens in Sacramento, Calif. Delivery of all 33 locomotives is expected to be completed by the end of 2017. (RA)

●●●●●●●●

TWO OWNERS OF THE COG Railway announced recently they are selling their interest in the attraction to long-time partner Wayne Presby, and are retiring. The Cog has prospered since 1983, under the ownership group that includes the Bedor

and Presby families. "A dedicated and expert group of managers and staff have made it possible for us to restore an aging and tired business founded in 1869 and make it a leading attraction in the White Mountains of New Hampshire", said Joel Bedor. The Bedor and Presby families, and other investors, purchased the railway from Ellen Teague in 1983. Since then, Joel Bedor has served as the company's treasurer and earlier as its president and chairman of the Board. Catherine Bedor was the Cog's marketing director, while their son was an engineer and more recently the chief financial officer. Eight years after buying the Cog, the families and other investors, purchased the nearby Mt. Washington Hotel, making substantial improvements before selling it in 2006. Gareth Slattery, the Cog's general manager believes the railway will see a double-digit increase in ridership, as it did in 2016. The increase will be possible, thanks to the completion of a four-year switching project at the summit and construction of a sixth biodiesel locomotive, and another coach. (470)

●●●●●●●

ROSS ROWLAND is the man behind some of the biggest steam events ever organized during the diesel era. Now he is reviving the name of his most iconic effort to help promote a proposed three-year, cross-country tour behind steam. Rowland first proposed what he dubbed the Yellow Ribbon Express back in 2015. The exhibit train would hit 125 cities in three years and raise money for veterans who have been injured since 9/11. Rowland is currently looking for corporate sponsors to fund the construction and operation of the train and in an effort to bring more attention to it he has redubbed it the American Freedom Train, or "the American Freedom Train 2.0." "The name fits our mission perfectly," Rowland said. He also said that in the internet age, the American Freedom Train name is easier to promote and find online than the originally proposed Yellow Ribbon Express. He says the entire effort will cost about \$100 million and that all of the money raised from exhibit ticket sales will go to veteran's charities. Rowland initially had hoped to have the train running by 2017 but at this point he is hesitant to put an exact date on when it will happen. He says once the train gets corporate sponsorship it will take two years to construct and organize. While some have said it's a lofty goal, Rowland says he will not be deterred and reminds people the he was rejected by dozens of

companies before Pepsi signed on to be one of the original sponsors of the 1975-1976 Freedom Train. The highlight of the proposed train for railroad enthusiasts will be the motive power. Rowland says the new American Freedom Train will be headed up by two main line steam locomotives, including his own Chesapeake and Ohio 4-8-4 No. 614. "It's going to be a steam-hauled extravaganza," he says. (TN)

●●●●●●●

PRESIDENT DONALD TRUMP joined U.S. Department of Transportation (USDOT) Secretary Elaine Chao and other infrastructure stakeholders at USDOT headquarters to close out Infrastructure Week and push the regulatory reform element of his infrastructure plan. "We are here today to focus on solving one of the biggest obstacles to creating this new and desperately needed infrastructure, and that is the painfully slow, costly and time-consuming process of getting permits and approvals to build," said Trump. "It is a long, slow, unnecessarily burdensome process." To move the planned reform along, USDOT published a notice in the *Federal Register* on June 8th requesting infrastructure stakeholders, as well as the public, "to identify non-statutory requirements that the department imposes and that should be removed or revised." USDOT will accept input on how to improve the permitting process through July 24, 2017, and will use the input to "identify and reduce unnecessary regulatory obstacles that too often stand in the way of completing important infrastructure projects across the nation." (RA)

●●●●●●●

R. J. CORMAN RAILROAD Co. LLC is commemorating its 30th anniversary this year. The company that the late Rick Corman founded in January 1987 with the acquisition of a branch line has blossomed into a diverse organization with numerous divisions. R. J. Corman Railroad Co. LLC, a holding company for short line railroads, is a subsidiary of R. J. Corman Railroad Group LLC, which altogether employs more than 1,500 people in 23 states. Railroad Group companies provide a myriad of services to the railroad industry, including industrial railcar switching, emergency response, track material distribution, track construction and rehabilitation, signal design and construction, railroad worker training, and building eco-friendly locomotives. Today, R. J. Corman operates 11 short line companies in nine states totaling nearly

1,000 track-miles. The largest railroad in the R. J. Corman system is the Pennsylvania Lines, consisting of 243 miles of track that run through the ridges and valleys of north central Pennsylvania. (RA)

●●●●●●

ALMOST 36 YEARS after it launched the TGV, Train a Grande Vitesse or “high speed train,” brand of high speed rail, French national carrier SNCF has announced that the name will be history by 2020. In its place will be inOUI, a re-branding effort aimed at attracting 15 million new customers by 2020. Since its launch in 1981, TGV services have been the benchmark for high-speed trains in Europe, however TGV ridership has been threatened by growing cheaper long-distance coach and bus services. (TN)

●●●●●●

THE LONG-AWAITED METROLINK F125 locomotives made their main line debut over the weekend on test runs over the Metrolink Pasadena Subdivision. No. 905 was spotted testing in Glendora on Saturday the 10th. The locomotives, built by Progress Rail in Muncie, Ind., are funded through a mix of local and state funds. The F125 features include U.S. Environmental Protection Agency Tier 4-compliant emissions compliance, AC traction systems, an extended range blend and dynamic brakes with head-end power regeneration capabilities, and advanced crash energy management technology. Metrolink is the only commuter railroad to order the F125 to date. (TN)



●●●●●●

CANADIAN PRIME MINISTER Justin Trudeau says the government’s C\$1.28 billion investment in Montreal’s planned REM (Réseau Electrique Métropolitain) light rail system will ease the burden on commuters and contribute to the fight against

climate change, according to a report from CBC News. The LRT project, financed primarily by the CDPQ (Caisse de dépôt et placement du Québec, which manages the province’s public and parapublic pension and insurance plans and has offices in eight countries), also has funding from the Quebec government. It will connect downtown Montreal to the city’s suburbs and international airport. Trudeau confirmed his government will fund the “ambitious” plan, known by its French acronym REM, on June 15 at Montreal’s Central Station, writes CBC News reporter Benjamin Shingler. Following is Shingler’s complete report. “In addition to making it quicker and easier for millions of Quebec residents to get around, the REM will reduce the number of cars on the roads, help ease traffic and make the air cleaner,” Trudeau said. “With this historic investment, we’re taking a huge step in the right direction.” On [June 15], Trudeau said the investment is consistent with his government’s broader commitment to improving public transit across the country. The price tag for the 67-km (41.5-mile) rail line, which would link downtown with the South Shore and the West Island, has risen to C\$6 billion in order to add more stations in the city’s downtown area. Quebec has already committed around C\$1.3 billion to the project. The CDPQ (which manages more than C\$270 billion) has pledged close to C\$3 billion. The LRT project now includes 27 stations. The first trains are expected to run in 2020, though there have been questions about the timeline. Couillard said [June 15] that work will begin this fall and the first trains will be running by the end of 2020. (RA)

●●●●●●

MBTA IS LOOKING to hire a firm to help it determine the future needs of its commuter rail operation in Boston. MBTA Acting General Manager Brian Shortsleeve says the study will enable the agency to figure out what future services and investments will be needed. The Commuter Rail Vision study will examine a wide variety of topics, such as the type of fleet needed to optimize the existing network and deliver new service, the system upgrades needed to accommodate various service expansions, if some sections of the network should be electrified, and where potential new stations should be located. “Now is the appropriate time to think about the future needs of people in terms of our Commuter Rail system,” says Commonwealth Transportation Secretary and

MBTA CEO Stephanie Pollack. "Commuter Rail is going to play a more important role than ever before in the years ahead as people seek to reduce their carbon footprint, look for more efficient travel options, and strive for more life-work balance by putting the time spent commuting to good use in either relaxing or finishing up with office responsibilities. This study, led by the Office of Transportation Planning and supported by MBTA Railroad Operations, is proposed to take 2 years and cost \$3 million. MBTA hopes to award a contract to the winning bidder in September. (TN)

●●●●●●●

WITH THE WORDS "the following Assignments will be Abolished as of July 2nd at 2131", more than 125 years of Canadian Pacific Railway operated commuter trains in the Montreal, Quebec,-area dating back to the 1880s will come to an end. From the next day onward, Bombardier will be providing crews to operate Réseau de Transport Métropolitain, commuter trains on both Canadian National and Canadian Pacific trackage throughout their regional system. On the same date, Canadian National's Mountain division will also operate that company's last CN operated commuter train in the area. While it was originally planned for Bombardier to use new-hires for this service, earlier this spring they hired 50 2-man crews from both railways to take on the task, citing an inability to find crews who were already qualified on the territory and rules certified. (TN)

●●●●●●●

ONTARIO IS LOOKING to spend \$21.3 billion to electrify GO Transit's commuter rail network. Transportation Minister Steven Del Duca visited the GO Transit Willowbrook Facility on Thursday to announce that the province has commenced the GO Rail Network Electrification Transit Project Assessment Process. "Electrified service will allow us to run faster, more frequent rail service across core sections of the GO rail network, while reducing greenhouse gas emissions by removing diesel service where possible," Del Duca says. "Electrification is an important step forward for regional rail in Ontario. It is critical that we get it right." The province is considering using fuel cells to power the electrification. This fall the province will bring together industry leaders in fuel cell technology for a symposium to explore the potential application of hydrogen fuel cell technology to electrify the GO rail network. (TN)

●●●●●●●

ONE-HUNDRED AND SEVENTY-FIVE years after Queen Victoria became the first British monarch to travel by rail, Queen Elizabeth marked the anniversary with a train ride, On Tuesday, June 13th, the Queen took a train from Slough to Paddington, the same route her great-great-grandmother took in 1842. The trip was a full six minutes faster than the original. In honor of the anniversary, the train's locomotive was renamed after the reigning monarch. Passengers aboard the train who chatted with the Queen say they were surprised to learn of her knowledge of railways and her preference for rail. (TN)

●●●●●●●

OVER THE PAST TWO YEARS, five people have died in Mansfield as the result of fatal encounters with passenger trains, at least two were suicides. Local officials have been looking for ways to prevent these deaths, and recently met with representatives of the FRA and the MBTA Police. (SC)

●●●●●●●

AMTRAK HAS NAMED longtime aviation executive Richard Anderson as its president and chief executive officer, effective July 12. Anderson, 62, former chief executive officer of both Delta and Northwest Airlines, will serve in a co-CEO capacity with current CEO Wick Moorman through Dec. 31, 2017, at which time Moorman company's operations, streamlining the organizational structure, and helping recruit his successor. "Richard brings to Amtrak his experience running one of the largest global commercial air carriers," said Amtrak Chairman of the Board Tony Coscia. "The board believes he is the right leader at the right time to drive the quality of customer service that our passengers, partners and stakeholders expect and deserve while continuing our path towards operational and financial excellence. The board also appreciates all that Wick continues to do to improve Amtrak's safety culture and strengthen our operating performance, including the important renewal work at New York Penn Station." Anderson most recently was executive chairman of the Delta Air Lines board of directors after serving as the airline's CEO from 2007-16. He was executive vice president at United Healthcare from 2004-07 and CEO of Northwest Airlines from 2001-04, which later merged with Delta. Anderson, an attorney, also served in the legal division at Continental

Airlines and was a former county prosecutor. "It is an honor to join Amtrak at a time when passenger rail service is growing in importance in America. I look forward to working alongside Amtrak's dedicated employees to continue the improvements begun by Wick," said Anderson. "Amtrak is a great company today, and I'm excited about using my experience and working with the board to make it even better. I'm passionate about building strong businesses that create the best travel experience possible for customers." (TN)

●●●●●●●●

GE TRANSPORTATION has signed a letter of intent with the Egyptian Ministry of Transportation and Egyptian National Railways to build 100 GE ES30ACi light Evolution series locomotives at a price tag of \$575 million. The new units will be used on both freight and passenger trains, according to a GE Transportation news release. The letter of intent also calls for a 15-year agreement for GE to supply parts and technical support for locomotives in Egyptian National Railway's entire fleet. GE personnel will also work with the railroad on training and improving technical skills for the railroad's more than 275 engineers and other employees. It is the largest agreement between the locomotive supplier and the Egyptian railroad. The railroad currently operates approximately 80 GE Evolution series locomotives. The new GE ES30ACi units are equipped with a 12-cylinder, 3,200 horsepower engines. (TN)

●●●●●●●●

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

TRAINS

Pinsley

Different Day, Different Power

MODEL RAILROADER

none

RAILROAD MODEL CRAFTSMAN

Pan-Pastel Weathering

Lighting for Your Layout

PASSENGER TRAIN JOURNAL (2017-2)

Hell Gate Hits 100

Intercity: Goodbye, Old Friend

Amtrak Timetable

My Life at Amtrak

Hoosier Holiday: Let's Go to Indianapolis

Chasing Spring on Amtrak's *Coast Starlight*

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

EDITOR'S NOTES

1. Jack Foley wants to acknowledge the **generosity of those who donated** to the new L.E.D. lights and new Shop vacuum system in the Wood Shop:

Bryan Miller
"Gunny"
Bill Garvey
Jack Foley

Fred Lockhart
Al Taylor
Dave Clinton
Paul Bonanno

With donations over \$6,500, we were able to properly up-grade those two items in the Club. Thanks all, and sorry for omitting Paul's name last month.

2. I'm still looking for a **picture of you in your youth** (not baby pictures) for a fun contest of "guess who it is". In a future newsletter. I'd like to run a page of pictures, where you would match the name with the picture. No prizes but just fun. So if you could give me a picture of you in younger years (like elementary), I will scan it and return it right away. Thanks for considering!
3. Apologies for the **late newsletter this month**. Hopefully, all problems will be a bad memory for the August issue, due out the 28th.
4. I hope everyone has a **great summer** and gets some "training" in! Please keep us in mind for anything interesting or special train pictures you feel would be of interest to our readers.
5. Sign-up sheet for our **Pool Party and Cookout** is on the Bulletin Board.

.....*David N. Clinton*

MEMBER NEWS

Our condolences to **Ron Clough** on the passing of his brother, Larry, earlier this month. Larry always attended our Shows and supported the Club by purchasing our Club Cars. His friendly face will be missed, not only by Ron and his mom but by all of us who knew him and his mild mannerisms.

Birthday Celebrations

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

JULY

John Childs..... 11th
 Fred Lockhart 11th
 Al Taylor 16th
 Roy Colella 18th

AUGUST

John Roberts.....2nd
 Jim Ferris.....14th
 Kurt Kramke (H).....16th
 Jim South18th
 Al McCarty.....20th
 Bill Roach.....26th

RUNNING EXTRA

Will T's tests spur a Seaport transit plan?

Trials of Red Line cars on an old track give advocates new hope

By Jon Chesto
GLOBE STAFF

For a railroad track that hasn't been used in years, Track 61 sure has a lot of important fans.

The roughly 1.5-mile spur cuts across the Seaport District from the southwestern edge of South Boston. Former governor Deval Patrick's administration had wanted to revive it to shuttle conventioners between the Seaport and the Back Bay; Mayor Martin J. Walsh's administration suggested connecting it to the MBTA's Fairmount Line to extend commuter service to the Seaport.

Now the track is coming back to life for an entirely different use: testing new Red Line subway cars that are being built for the Massachusetts Bay Transportation Authority in Springfield. The MBTA recently decided to invest \$32 million to revive a portion of Track 61 from the Cabot Yard repair facility near Broadway Station to Cypher Street behind the Boston Convention & Exhibition Center.

The work will include an electrified third rail along Track 61 to power the Red Line cars, a new shed, and other improvements. The testing will start at the end of

2018 and run through 2023, MBTA spokesman Joe Pesaturo said.

But the return of trains to the waterfront has raised hopes among some advocates that Track 61 will eventually be used to address the Seaport's increasing traffic congestion.

"You're keeping that rail line alive as a rail line," said Kathy Abbott, chief executive of Boston Harbor Now. "Everybody understands and appreciates that there's a need for new transportation options for that new corner of the world. This small piece of rail could provide an answer, in some form."

Originally a freight line that was part of the industrial rail yards along the South Boston Waterfront, Track 61 has been unused for many years while

around it a new neighborhood of glass-walled offices, luxury condos, and hip restaurants has sprung up. Representative Nick Collins, a South Boston Democrat, said he hopes the Massachusetts Convention Center Authority and private landowners along the track will help pay for improvements that will enable train service through the Seaport, all the way to the Raymond L. Flynn Marine Park.

"Moving people through the city is going to be more and more difficult as the city grows," Collins said. "We need to get ahead of these transportation issues. Having rail, long-term, that continues to the waterfront, we think is critical." The MBTA's \$32 million investment will start to pave the way for that.

Several factors complicate reviving Track 61 for passenger service. Governor Charlie Baker has been reluctant to embark on MBTA expansions until the state can solve the T's persistent budget shortfalls. There aren't specific projections on the cost of turning Track 61 into a passenger line, but such an endeavor would be likely to cost tens of millions of dollars, at least.

There is also a technical challenge: Traffic on Track 61 would

TRACK 61, Page B11



SOURCE: City of Boston

JAMES ABUNDIS/GLOBE STAFF



Track 61 passes by the convention center (upper left). Originally, it was a freight line that served the South Boston Waterfront. DAVID L. RYAN/GLOBE STAFF/FILE

Boston Globe 6-12-17

THE OPERATOR

MAR. 26/17

ECL OPERATING DEPARTMENT

NO. 173



OPERATIONS REVIEW

by Paul A. Cutler III

Yeah, it's June and here I am writing about the March Operation. Darn deadlines...I keep missing them. So without further ado, here's the review...

Operations Review: Sunday, March 26th 2017, 1st Trick

Yours truly was up in the tower as Chief Dispatcher, with **Paul Pando** as the Trainmaster.

John Roberts as engineer was assigned train BM-3, but then he vanished for half an hour for, um, a pit stop. Folks, in the future, if something important pulls you out of a the layout room, please return the Train Order to the Trainmaster. Sometimes it does matter that trains leave in a timely manner.

Paul Azevedo has returned to the club (yes, another Paul; that's 5 for this operation alone), and he trained with **Dave Clinton** as his fireman for a train (after all, the layout is a little bigger than the last time **Paul** was a member) before he took off the training wheels. His only real errors were blowing by Boston by a train length before realizing that he needed a switch, then doing the same thing at the Steel Mill with the ore train. Both of these things are to be expected with quasi-rookies. **Paul** then went home after lunch.

My father, **Paul Cutler, Jr.**, ran 5 trains in the first trick. Ironically, as a retired letter carrier, he got to run the mail train. Then the Sharknoses on BH-7 just wouldn't stay coupled as the lead unit's rear coupler broke, then derailed a B-unit twice due to a low gladhand. On the B&O passenger train, he forgot to throw the #1 switch which derailed the entire train, all while **Paul Az.** was trying to enter the yard. "Oops!" **Dad.**

Dave Clinton and his other fireman, **Peter Palica** ran several trains as an engineer. HB-6, the TOFC job, was their only trouble at E-61 where they had a car jump the tracks. Later, **Dave** left to get our yummy sandwiches and left **Peter** to run a commuter RDC train by himself. **Peter** had a minor derailment, then didn't know quite what to do when he called dispatch at White River Jct. and no one answered (and that would be because I was down from the tower fixing a short at the Steel Mill). Still, **Peter** muddled through and completed the run.

Another dynamic duo was **Bob Farrenkopf** with his friend from the Roslindale club, **Mal Sockal** as his fireman. Both seemed to have a good time, judging by the smiles.

Paul Agnew ran three trains. One of which was the VIA train that inconsistent rolling cars that has a derailment at the West Middleton diamond. With a twin RDC train, he had some throttle issues but got over the pike okay.

Chris Barlow started by running JX-2's cars over to Essex as MX-2, and then because we were a little short of engineers at the time, switched to mainline jobs. After a couple more guys rolled in, **Chris** switched back to MX-2 and completed the train.

In Hudson Falls having an "awesome" time was **Jay Pease**. The train ran without problems as he disclosed the secret of Hudson Falls: use two small engines, one at each end. **Jay** had some help from **Joe Dumas** as his brakeman out in the aisle, and all cars were switched.

Speaking of Middleton, **Jack Foley** ran the yard once more. He left no written comments, but told me that Green Switch 1 had a dead spot. This was later fixed as it was found that a feeder wire had been ripped off the bus wire.

Down in Larson, **Bob England** ran HX-1. He got a late start, but eventually finished up. For the first time, we tried out Car Cards for a local freight instead of a switch list. This is pretty much what we had at the old club, and will eventually save the operations set-up crew a lot of work. Still, it takes some getting used to. In addition to that, **Bob** had some throttle issues that required him to plug in often. Perhaps a permanent extension cord could be placed therein?

In Cedar Hill passenger, **Savery Moore** had a good time with all but one train falling within 5 minutes of departure or arrival time. He managed to get three observation cars turned on the turntable during the session for use during the second trick. "It was fun," said **Savery**.

On the freight side of Cedar Hill, **Fred Lockhart** found a busted point in the B-yard right at the beginning (of course), but he was able to get around it. Otherwise, it was a quiet night, other than an overloaded circuit breaker apparently caused by the 4-unit set of ECL RSD-15's.

Trainmaster **Paul Pando** had nothing to add other than to report a slight misalignment on the layout elevator that he nudged over a bit after a couple trains derailed in the area.

Things went generally well as Chief Dispatcher. I had to deliberately derail a westbound train by throwing E-7 under it in West Middleton, but it was to avoid a head-on collision with an eastbound passenger train coming down from the gallery so I'll call that the lesser of two evils. Radio

communication was good and the layout mostly behaved. Yay!

Operations Review: Sunday, March 26th 2017, 2nd Trick

After a great lunch (thanks, **Dave!**), I climbed back up into the tower as Chief Dispatcher with **Savery Moore** as a dispatcher trainee. But as time went on, we kept losing operators.

John Roberts ran two trains and then departed. I wouldn't mind so much if the engineers would only let the dispatcher know when they were leaving. That way, we don't continue to look for them.

Bob Farrenkopf and his friend **Mal Sockal** also ran two trains and left (after notifying dispatch).

Paul Agnew ran 6 trains: running trains UP #100, VIA #29 (which derailed twice), NYC HB-6, NH HB-2, PRR SB-6, and Extra D&H #2101. The VIA train lost control rolling up to the bumper at Cedar Hill, and we found that the thumbtacks are working as bumpers (if you know what I mean). **Paul** reported some "stop and goes" with his trains and he's not sure why. With the ore train, he had shorting troubles in the Steel Mill. On the Extra freight, **Paul** made a fast transit...he looped the layout in just 45 fast minutes doing 80mph plus (!). To be fair, he was the only train on the layout and he was well past the 1800 hour quitting time, so roll on, big train, roll on...

Chris Barlow ran 7 trains; 4 passenger trains and 3 freights. He reports no troubles.

Dave Clinton and **Peter Palica** ran 7 trains together. They also reported no problems.

Middleton's MX-3 & MX-4 was operated by **Jay Pease**. He got all cars for both trains switched out (with the help of **Joe Dumas**) except for the R.E.A. siding across the mainline. **Jay** noted that Blue 9 in East Middleton keeps derailing cars when thrown. And when he had nothing else to do, **Jay** filled in as Yardmaster, too.

Paul Cutler, Jr. tackled HX-4 in Cedar Hill. He only completed the pick ups, but that is only to be expected for one day of a two day job.

Jack Foley was in Middleton for half the trick, staying until 3PM. We made plans for this during lunch, and had **Savery Moore** ready to jump in the pit from dispatch as a trainee. **Savery** said he "did nothing" for the 30 minutes he was in Middleton...mainly because we were running short of engineers. So he was dispatched to run trains instead with **Jay** taking care of Middleton's switches.

Speaking of **Savery**, he ran three trains. Oddly enough, they were all Middleton jobs (the very ones he was waiting for as yardmaster). The Rutland commuter was a little slow, barely making the 59mph schedule.

Holding down the fort in Cedar Hill, **Fred Lockhart** ran both sides after **Savery** left for Middleton. **Fred** reports that he loves the new CTC board at the passenger terminal, but E-362's LED's are not working. He also said he'd get the new spot lights moved around to shed some light on the terminal that are in the shadow of said CTC board.

Trainmaster **Paul Pando** said that he was almost blown over after getting close to watch the speedy Extra 2101 roar by the Dairy. All trains were dispatched.

For the hour he was up in the tower, **Savery** said that "I've got a lot to learn." Hopefully we'll get him some real time up there and get him qualified because, hey, I like to run trains, too.

As Chief Dispatcher, we had trouble with having enough engineers. BM-3 didn't leave for 90 fast minutes past the scheduled time because we had no one available to run it. Fortunately, it didn't cause a layout meltdown and with **Savery** stepping up to run trains, we did get back on schedule by the end...so much so that we actually ran the Extra. *Hooray!* We really need at least 4 engineers, preferably 5, to run the current schedule. Still, other than that, we had a grand old time on the East Coast Lines. Minor layout issues, a few derailments, but no collisions. I call that a win.

See you next time!



Old track's revival heartens advocates

► **TRACK 61**
Continued from Page B8

have to navigate the spiderweb of rail lines in the Cabot Yard area, where the T services vehicles, without interfering with the existing traffic.

The type of vehicle that could carry passengers also remains up in the air. The Patrick administration had wanted to purchase self-powered train cars that run on diesel — like commuter rail train sets, but smaller and more flexible — for Track 61 and for the Fair-

mount Line.

But the Baker administration nixed that purchase in 2015, without pursuing another way to revive Track 61 for mass transit.

Transit advocates say the state should consider using electrified self-powered trains, known as electric multiple units, or EMUs, which are becoming much more common than their diesel counterparts.

The addition of an electrified third rail also raises the possibility that a tra-

ditional subway car, such as a Red Line car, could be considered.

Fort Point resident Steve Hollinger said the revival of Track 61 "probably opens the door" to some sort of reuse of the line. But he's skeptical that passenger service on Track 61 could make a big dent in the Seaport's public transit woes, particularly since the single track would limit the frequency of service between inbound and outbound trains.

"There's only so much you can do



A rendering of the Red Line cars that will be built in Springfield.

with one track," Hollinger said.

Richard Dimino, chief executive of A Better City a business group, pointed out that state transportation officials

are conducting a comprehensive study of rail service within Route 128. Dimino said he expects the opportunities offered by Track 61 to play an important role in that analysis. The MBTA's upcoming work on the track could help set the stage, he said.

"There are pieces of this that will be complementary to any future reuse of Track 61, and there are some pieces that may need to be modified as it relates to any future urban rail connection," Dimino said.

Jon Chesto can be reached at jon.chesto@globe.com. Follow him on Twitter @jonchesto.