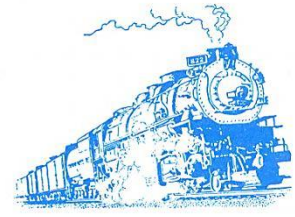


The Semaphore

South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938



JUNE-JULY 2018 ■■■■■■■■■■ VOLUME 38 ■■■■■■■■■■ NUMBERS 6 & 7

SSMRC WEEK: JULY 29th – AUGUST 4th 2018

Cookout &



Pool Party-Tuesday, July 31st

Dining for a Cause

WEDNESDAY, AUGUST 1st 5-8 p.m.



Great Meal. Great Deal.

SUMMER OPEN HOUSE

SATURDAY, AUGUST 4th 9-4

Let's run trains!

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>Herald</u> Reporter.....	Jim South
Boston Globe & <u>Wall Street Journal</u> Reporters	Paul Bonanno, Jack Foley
Rhode Island News.....	Tony Donatelli
Amtrak News.....	Rick Sutton
“The Chief’s Corner”.....	Fred Lockhart

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The Semaphore is the monthly (except July) newsletter of the South Shore Model Railway Club & Museum (SSMRC) and any opinions found herein are those of the authors thereof and of the Editors and do not necessarily reflect any policies of this organization. The SSMRC, as a non-profit organization, does not endorse any position. Your comments are welcome! Please address all correspondence regarding this publication to: *The Semaphore*, 11 Hancock Rd., Hingham, MA 02043. ©2018
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VOLUME 38 ■■■■■ NUMBERS 6 & 7 ■■■■■ JUNE-JULY 2018

CLUB OFFICERS

President.....	Jack Foley
Vice-President.....	Dan Peterson
Treasurer.....	Will Baker
Secretary.....	Dave Clinton
Chief Engineer.....	Fred Lockhart
Directors.....	Bill Garvey ('20)
.....	Bryan Miller ('20)
.....	Roger St. Peter ('19)
.....	Gary Mangelinkx ('19)

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ON THE COVER: “SSMRC WEEK 2018”

FORM 19 ORDERS

JUNE B.O.D. MEETING

Monday, June 25th 8 p.m.

DECODER/EQUIPMENT TUNE-UP CLINIC

Thursday, July 5th 8 p.m.

JULY BUSINESS MEETING

Monday, July 9th 8 p.m.

JULY B.O.D.

Monday, July 30th 8 p.m.

ANNUAL POOL PARTY & COOKOUT

Tuesday, July 31st 1 p.m.- 10 p.m.

DINING FOR A CAUSE

Wednesday, August 1st Hingham 99 from 5-10 p.m.

SUMMER OPEN HOUSE

Saturday, August 4th 9 a.m.- 4 p.m.

AUGUST BUSINESS MEETING

Monday, August 6th 8 p.m.

DECODER/EQUIPMENT TUNE-UP CLINIC

Thursday, August 9th 8 p.m.

OFFICIAL OPERATIONS

Monday, August 13th & Thursday, August 16th 7:30 p.m.

AUGUST NEWSLETTER DEADLINE

Saturday, August 25th

AUGUST B.O.D.

Monday, August 27th 8 p.m.

CONTESTS

Congratulations to **Joe Corsaro**, our newest member, on winning this month's 50/50 Raffle!

This month's puzzle from Al Taylor is a "Crossword"-type. Drawing will be at the **September Business Meeting** and extra copies are on the old display case in the train room. Make sure you put your name on your entry and good luck!

CHIEF'S CORNER

Fred Lockhart

Just recently I read an article in the "The Coupler", the quarterly magazine of the NMRA

Northeastern Region, and it struck home for me because I have thought about this subject before. But after reading the article, I realized that what I had done was not detailed enough. The subject is "*what happens to my trains and home layout after I am gone*". Our families, most likely, don't have much knowledge about our trains to know where to start to dispose of them; they wouldn't know Athearn from Overland. Yes, they can turn to the Club for help or they can go outside the Club. Either way, having some knowledge beforehand puts them in a better position to get the most for your collection. Making an inventory of locomotives and rolling stock with information such as the name of the manufacturer, approximate value, along with whether the original box is available, is very important. Also, if you want some items to go to the Club, that should be specified with that list or in your will. The article got me thinking about the "subject" more seriously than before, so I thought it was worth mentioning. I'm not sure if we have "the Coupler" in our Library, if we don't, I would be glad to make anyone who asks a copy. (Not in the Library-Ed.)

As for progress on the railroad, the Scenery Committee continues to work on the Cedar Hill freight yards, preparing the plywood surface with the 1/4" foam to build up the ground level to cut down on the track profile before ballasting. The building flat in the Cedar Hill industrial area is being repaired and updated at the workbench. The Benchwork Committee is working in the new staging area, installing sub-roadbed for the future Boston Division mainline. I have started to lay out the track center lines for all the new staging tracks and locate turnouts, so we can install roadbed and that will give trackwork committee a major project to do. The Electrical Committee is still working on the model boards for Middleton Yard, as well as doing some maintenance there. They are also relocating wiring, to accommodate the new staging area.

Going forward, the projects in the works for the summer are finishing the new trackwork in the trolley area, building an extension to the Cedar Hill passenger toggle panel to accommodate the new turnouts for the Larson Branch, building car card pockets for all the yards, industries, sidings etc.

Well that is it for this month, your questions or comments are always welcome.

Fred Lockhart
Chief Engineer



What A Difference a Nickel Makes Plus Other Things, Too

Ron Clough

I took over managing the soda machine at the old club in 1990. Before that we had cans of soda for sale in the fridge on an "honor system" basis, but it didn't seem to work so a machine was acquired and everyone paid for their 50¢ can of soda. Since then, and moving to Hingham with a fancy new Coke machine, I've still collected the empty containers at 5¢ a piece and turned them into money for the club.

Originally, the profits from the old machine plus empties returned went into the "Building Fund". Since 2004, all the money has gone into the club treasury to add to the income. Since 1990, the income to the old "building fund" was \$6,806, and after the building fund was dissolved in 2003, an additional income of \$7,980.00 has been added to the club treasury, for a total income of \$14,786 over the years. I have returned well over 260,000 bottles and cans since 1990!.

It does not seem like much, but every nickel (deposit beverage containers) adds up and I'll still do this for easy income to the club.

I also still collect Labels for Education from Campbell products. The last batch went to the South Elementary School in Hingham as I saw a student displayed his model trains at their hobby show in a recent newspaper story.



Keep the cans and bottles coming in and leave the labels in my mailbox.

Thanks
Ron Clough

SEMAPHORE MEMORIES

JUNE/JULY 2013 (5 years ago)

- Drawings for what is now "Bryantville" presented.
- Turnouts made for Cedar Hill passenger yard installed.

- FTA approved spending for preliminary work on construction of two new Hudson River tunnels.
 - Association of Railway Museums and the Tourist Railway Association merge to form Association of Tourist Railroads and Railway Museums.
 - After absence of 12 years, EMD re-enters passenger locomotive market with order for 20 new F125 "Spirit"-series locos for the Southern California Regional Rail Authority.
 - Alaska RR begins work on 32-mile, \$88-million extension between Point MacKenzie and Houston, AR.
 - ACF re-opens tank car manufacturing plant in Milton, PA, after being idled in 2009, due to demand.
 - The famous ex-B&M tower in Waltham closed, marking a final history in lineside towers. The only remaining towers in New England handle moveable bridges.
 - Amtrak ships first AS-64 "Cities Sprinter" loco to test facility in Pueblo, CO.
 - East Broad Top Preservation Assoc. purchases four miles of track from Mount Union interchange with NS to Aughwick Creek.
 - MBTA awards contract to S&R Construction Enterprises to build Wachusett station west of Fitchburg.
 - Construction begins on \$78-million restoration of Springfield's Union Station.
 - Eastern Maine Railway, a subsidiary of J.D. Irving Ltd., purchases 28 miles of ex-BAR from MM&A, between Madawaska and Van Buren, ME. Was to be abandoned.
 - Plans underway to celebrate Club's 75th anniversary.
- JUNE/JULY 2008** (10 years ago)
- New entrance and road being built for Bare Cove Park.
 - Friend Gary Palino forms new company: "Traintec LLC".
 - MassCentral RR purchased by on-line shipper, Wildwood Reload.
 - "Walkway Over the Hudson" group breaks ground for \$30-million project to open New Haven's Poughkeepsie Bridge to walkers and bikers.
 - AT&SF 4-8-4 steamer #3751 completes first trip between L.A. and San Diego in nearly 55 years.
 - Cog Railway places first diesel-hydraulic engine in service, powered by 600 HP John Deer tractor engine.
 - The tracks running in Portland's Commercial St., connecting the former Grand Trunk terminal with Portland Terminal's yard at State St., ripped up; not used since 1986.
 - Preparations begun at South station for 67-story, mixed-use skyscraper above the tracks.
 - MBTA files suit against CSX for runaway freight car from Cohenno Lumber Co. of Stoughton.
 - NS and Pan Am Railways propose "Patriot Corridor", joint rail service between Mechanicville, NY and Ayer, MA, along with 281 miles of secondary and branch lines in NY and New England.
- JUNE/JULY 2003** (15 years ago)
- Mass Bay Commuter RR wins bid to operate MBTA Commuter Rail Service.

- NY/NJ Port Authority begins rebuilding ferry slips at Hoboken Terminal (ex-DL&W) in New Jersey.
- Edaville hosts “Day out with Thomas” for first time.
- Wilton Scenic RR in New Hampshire begins operations.
- Trains magazine selected as one of “50 Best Magazines in America”.
- Cog Railway installs second automatic, hydraulic turnout.
- New Haven steamboat “SS Nobska” scrapped, after languishing at Charlestown Navy Yard for years.
- Several SSMRC members travel to NMRA Convention in Toronto, Ontario, despite scare of “SARS” virus.
- Acadian Railway shuts down operations in northern New England.
- Former B&M-CP line between White River Jct. and Newport, VT, officially becomes Washington County Railroad’s “CT River Division”; part of VTR System.
- O. Winston Link’s ex-wife arrested for stealing and then trying to sell 1,400 of his pictures on Ebay. Link died in 2001.
- Al Munn joins *Semaphore* staff.

JUNE/JULY 1998 (20 Years Ago)

- Breakup of Conrail into CSX and NS approved by STB
- Amtrak extends *Pennsylvanian* to Chicago.
- Kato brings out RS2 locomotive in HO.
- Tom Wylie provides “Internet mailing list” for Club members.
- Last “Official Operations” held at Weymouth on July 13th and 16th.
- Amtrak begins rebuilding some old F40 locomotives into “cab-baggage” (“Cabbages”) control units.

JUNE/JULY 1993 (25 Years Ago)

- ConCor Airslide hoppers arrive in ECL colors.
- Club trip to Amtrak’s Maintenance Center in South Bay, with guide member Richie Schmeir.
- German “I.C.E.” train demonstrates on Northeast Corridor.
- Test train passes through “Chunnel” between England and France.
- Amtrak takes delivery of first “Genesis” –series P40 locomotive from GE.
- Edaville equipment convoyed to Maine Narrow Gauge Museum in Portland, using antique flatbed trucks.
- Members removing nails from used lumber obtained for Building 51 from various sources.
- MBTA Board approves \$20-million for new Commuter Rail bridge over Neponset River in N. Quincy.
- Red Line receives new Bombardier cars from Montreal

JUNE/JULY 1988 (30 Years Ago)

- Two Operating sessions in a month held for the first time.
- Spanish Talgo and Canadian LRC trains tested on Northeast Corridor.
- Forge Park/I-495 station opens on Franklin Line.
- White Pass & Yukon RR resumes service.
- Daily service between Braintree Red Line station and Hyannis/Falmouth provided by Cape Cod & Hyannis RR.

- Old Colony restoration gets “OK” for Federal funding.
- JUNE/JULY 1983 (35 Years Ago)
- Readville Station burned down by vandals.
- Steamtown signs agreement with Scranton, PA to move equipment from Riverside, VT.
- Cog Railway ownership changes from original owners Teague family to four Littleton, NH businessmen.
- Amtrak announces “Superliner” service to operate for the first time in the East on the “East Coast Hiawatha”, through Buckhorn, Rockville, Union and Middleton stations.
- Edaville RR receives “eviction notice” from Atwood Estates.
- LTX Corp. of Westwood features our railroad in their sales brochure.
- Long-time member Chet Price dies.
- B&M sold to Guilford Transportation for \$25-million.
- “The Gov” (John Governor) institutes new schedules for Operations.
- MBTA renovates 32 old New Haven commuter cars (stainless coaches), with life expectancy of 25 more years.

DCC & EQUIPMENT TUNE-UP CLINIC

A good turnout this month, with **Jim Ferris** starting off with his “new” Rutland RS1 from Atlas. This was one of their original runs, with Kato drive and no-plug for DCC. So, the original electronics board is replaced with the DH165KO (Kato and other). It’s a fairly simple exchange, with the hardest part being the installation of either bulbs or L.E.D.s. After cutting back the light tubes, Jim heat-shrunk 3mm “yellow-glow” L.E.D.s to both. First, though, he soldered feeder wires to the L.E.D.s, paying attention to black (or dark-colored) wire for the negative lead (shorter) and red (or light-colored) wire for the positive lead, which is the longer one on the L.E.D. Unlike bulbs, L.E.D.s do care about polarity and will not work if wiring is reversed. The new boards have built-in current-sensing resistors, so not necessary to add, if using L.E.D.s or a 1.5v “mini-bulb” for each end. Everything worked great and Jim replaced the awful “crap-u-mate” couplers, which Atlas still uses—even in their most expensive locomotives!

Paul Agnew installed the DH126, along with the “power-extender” PX112 in an older “Blue Box” GP7 dressed in Conrail Blue. He decided to tackle the lighting at a different time. There is a lot of work needed with the old Blue Box, as the motor has to be removed from the chassis and isolated, so that

becomes “in series” with the decoder. So, his time was spent doing that.

Bryan Miller installed a LokSound (ESU) decoder in one of two Atlas B&M RS3s, which he had picked up at the last Show. This necessitated eliminating the weight slug from the short hood end. In its place, the “Sugar Cube” speaker was installed. The sound board replaced the factory board on top of the motor. New L.E.D.s was installed and there is no extra room inside the shell, so the wiring had to be pushed as flat as possible. Everything worked well, so he replaced the couplers with “whiskers” and looked forward to doing the same to his other one of the set.

Barry Doland brought his Walthers Cab Car, which he is painting and lettering for the New Haven. Barry had some touch-up painting to do, before beginning the decal work. Lucky Bob Walsh is gone, though he’s probably turning over in his grave! That man couldn’t stand anything that wasn’t perfectly proto-typical, and let you know your “erroneous ways”, no matter how much effort you put into making a nice-looking model. Barry’s enjoying himself—which is what it’s all about!

Ross Hall, our former member and visitor from the Cape, worked on a PRR “Shark”, which had been kit-bashed from another Athearn locomotive. He installed the DH123D, which had to be hard-wired, putting the decoder in series with the motor. This rather unique locomotive ran but made quite a bit of its own noise, despite not having a sound decoder!

Assistant administrator of the clinic, **Paul Cutler III**, installed TCS “Wow” sound in his friend’s Proto2K BL2, dressed in the famous Bangor & Aroostook colors. He had to use a conversion socket from 8 to 21 pins. (Most of the new sound decoders are coming with 21 pins now.) He also used a “keep-alive” KA-4, to help the loco over “dead spots” in the track. Finally, he installed replacement gears in all axles, as P2K and Athearn are famous for having “cracked gears” in many of their locos. These were specially-manufactured, though, from NWSL and guaranteed to never have to be replaced again—price \$10 per axle!

Another “learning” session was had by all. Our next clinic will be on Thursday, July 5th and all are welcome. Sign-up sheet on Bulletin Board or just show up! Thanks to Paul III for assisting with the

clinic and for preparing the work area ahead of time.



CN HAS ORDERED 1,000 HIGH-CUBE grain hopper cars from National Steel Car, Hamilton, ON, to replace aging equipment and accommodate increasing annual Western Canadian crop yields. The order closely follows the Canadian government’s passing of Bill C-49, the Transportation Modernization Act. CN is buying new 55-foot, 8-inch jumbo hopper cars with 5,431 cubic feet of capacity. Deliveries will occur over the



next two years. CN’s 12,000-car Western Canadian grain fleet is comprised of CN-owned

hoppers, leased cars and private customer equipment. The new hopper cars will allow the phase out of older, lower-capacity cars from the CN-owned and leased fleet, which has an average age of more than 30 years. “This substantial investment in higher-capacity-payload hopper cars, with up to 10% more capacity than the older generation, demonstrates our commitment to safely, efficiently and reliably moving the steadily increasing Prairie grain crop for our customers,” said CN Interim President and CEO JJ Ruest. “We clearly understand how important having an effective grain supply chain is to our nation’s reputation as a stable trade partner. With this week’s news of regulatory certainty, we can now make decisive long-term investments that will benefit the entire grain industry.” National Steel Car Chairman and CEO Gregory J. Aziz said the company will hire more than 300 new full-time employees in Hamilton, bringing the number of new jobs to more than 550, following CN’s earlier order for 350 centerbeam lumber cars. NSC’s Hamilton facility currently employees more than 1,500. (RA)

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KATAHDIN RAILCAR SERVICES LLC (KRS), a wholly-owned subsidiary of the Central Maine &

Quebec Railway (CMQ) opened the new facility May 31 in Derby, ME. The opening comes after KRS rehabilitated a 24,000-square-foot building, part of CMQ's 110-acre facility at Derby. KRS will provide full tank-car cleaning including repair, replace, and qualify all tank-car valves using a fully trained and certified staff. In addition, KRS and CMQ will provide multiple options for full repairs, cleaning, end of lease inspections, and storage capabilities. Katahdin Railcar is located at the historic former shops of the Bangor & Aroostook Railroad, which operated the complex for nearly a century. Other work performed at the site by CMQ includes locomotive and freight car repair. "We're proud of the fact we can take an existing building that's more than 100 years old, rehab it completely, and continue to invest in the community, by using local contractors," said CMQ Vice President of Operations Chad Mowery. "We took the bones of the original facility and nothing else. Beyond the steel and brick, everything is new." The KRS facility will be able clean and repair all types of tank cars. Central Maine & Quebec is a subsidiary of Fortress Investment Group, and operates about 500 route miles in Maine, Quebec, and Vermont.



New England has a major new facility for the cleaning, repair, and fleet management of tank cars.

●●●●●●●●
AMTRAK OFFICIALS SAY they're looking to replace or upgrade as many as 75 locomotives and have deals in place this year. Amtrak CEO Richard Anderson says the passenger railroad issued a request for proposals June 1 with an eye to having the latest safety features and the lowest emissions possible. "Our diesel locomotive fleet is nearing the end of life expectancy and we must act now to modernize Amtrak for the future," Anderson says in a news release. "We expect that any new, state-of-the-art locomotive will offer improved reliability, a smoother ride, improved safety features and make major contributions towards lowering emissions and

we'll also consider how rebuilding options of the current fleet could achieve these goals." (RA)

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THE CITY OF NASHUA has contracted with AECOM of Los Angeles to study the restoration of commuter rail, needed infrastructure upgrades, and how to pay for it. "We don't have that internal rail expertise, and that is why we wanted to bring that outside counsel to help us and guide us," said Tim Cummings, Nashua's director of economic development.

The consulting firm employs Frank DePaola, former general manager of the Massachusetts Bay Transportation Authority and former chief operating officer of MassDOT. Late in 2017 city officials signed a memorandum of understanding with the Boston Surface Railroad Company (BSRC) to create a plan to bring privately-funded passenger rail service to Nashua, near the Massachusetts border. The moves come at the same time as a state initiative to develop rail transport in New Hampshire. Gov. Chris Sununu included \$4 million for a study in his recommendations for the state's 10-year transportation plan. Rhode Island-based BSRC is planning rail service from Bedford to Worcester, Mass., with stops in Nashua and Lowell, Mass. (RA)

●●●●●●●●
CANADIAN PACIFIC PLANS to invest more than a half-billion dollars in nearly 6,000 new high-capacity grain hopper cars, and expects to place more than 500 in service before the end of 2018, increasing capacity of its unit grain trains. National Steel Car, Hamilton, Ont., has received CP's initial order for 1,000 units. Over the next four years, CP plans to order approximately 5,900 hopper cars, completely replacing all its older, low-capacity hoppers, including all Government of Canada cars. The investment is made possible by changes to the Maximum Revenue Entitlement formula through the Canadian government's passage of the Transportation Modernization Act, C-49, which provided CP "the certainty needed to place the order," the railroad said. "CP will be the first Class I railway to receive hoppers as a result of the Act's changes." The new car design is shorter (56 feet vs. 59 feet, about 5%) and lighter, but with 15% greater cubic volume and 10% greater load weight (102 tons vs. 93 tons), than the cars being retired from CP's fleet. These cars, of 5,431-cubic-foot capacity, feature a three-pocket design that can be loaded and unloaded more efficiently than the old four-pocket government cars. Shorter frames

enable more cars in a train of the same length. The cars “will feature newly manufactured components that are more reliable, significantly reducing maintenance-related delays,” CP said. (RA)

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CARNIVAL CORP., owners Carnival Cruise Lines and Holland America Princess Alaska Tours, will acquire White Pass & Yukon Route Railway from its owners, TWC Enterprises Ltd. The acquisition includes White Pass’ port, railroad and retail operations in Skagway. The transaction is scheduled to close July 31, 2018. The 3-foot gauge White Pass & Yukon links Skagway with Whitehorse, Yukon Territory. Passengers are ferried by ship through the Port of Skagway to the trains. The railroad began construction in 1898 during the Klondike Gold Rush. It was completed in 1900 and remained in operation until 1982, carrying significant amounts of ore and concentrates to Skagway to be loaded into ships. With the increasing popularity of cruise ships traveling to Alaska, WP&Y was revived in 1988 as a heritage railway operating excursions between Skagway and White Pass Summit. The active line was extended to Bennett in the 1990s and to Carcross in 2007. WP&Y equipment includes 20 diesels, 69 restored and replica passenger coaches and two Baldwin steam locomotives: 2-8-0 No. 69 built in 1907 and 2-8-2 No. 73 constructed in 1947. (TN)

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WESTERN MARYLAND SCENIC Railroad’s restoration of Chesapeake & Ohio 2-6-6-2 No. 1309 is underway again in a big way: the railroad and contractor Diversified Rail Services announced Friday that the locomotive has passed a Federal Railroad Administration hydrostatic test. After major funding ran out last fall and work ebbed to a trickle, but wheel work continued as a result of donations from Trains readers contacted by direct mail. At the time contractor Gary Bensman said a crew of 4-6 could finish the engine in six months if about \$530,000 was raised for the remaining work. The replacement of 12 staybolts was all that was needed to get the hydrostatic test done for the benefit of an FRA inspector. On June 8th, the railroad and the contractor sent out a photo showing a pressure gauge reading of 262 pounds per square inch, or 25 percent over the maximum allowable working pressure of 210 pounds. With the hydro behind it, the grates and superheaters can go in and a test fire performed. Additional running gear work is a big part of the additional time and cost of the restoration. The railroad and contractor

declined Friday to discuss the funding source for renewed work, a timetable, or other details. When completed No. 1309, the last steam locomotive Baldwin built in 1949 for domestic use, would be one of the largest steam locomotives in regular service in America, and the only Mallet type in operation east of the Mississippi. (TN)



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AT THE CONWAY SCENIC RR, they’re in the process of fitting The 470 Club’s B&M F7 #4268 with the engine and components from donor GP9 #1757, which ran on the New Hampshire Northcoast RR (an ex-Pennsy loco). The F7 has been sitting at CSR since the 1980s as just a shell. Plans are to eventually restore it to operation for use with the CSR’s other F7. (470)

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RAILROADS OPERATE under a simple premise: share railcars and everyone wins. Pooled resources, even among competitors, mean more cars available to fill and fewer running empty along tracks. That decades-old system buckled after CSX Corp. pulled hundreds of boxcars out of a nationwide pool about a year ago, to improve its own operations. The move has put added strain on the shrinking fleet of boxcars in the U.S. and added costs and complexity for some large shippers, industry executives say. The U.S. boxcar fleet has dwindled to about 122,000 from more than 660,000 in 1971. About 25,000 of the remaining boxcars are managed in a national pool by TTX Co., a Chicago company jointly owned by the biggest North American railroads, including CSX. TTX also manages pools of other railcars, including flatcars and automobile carriers. Participants in each pool can use the cars as their own. (WSJ)

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RAILROAD OFFICIALS IN INDIA have come up with a unique way to get elephants off the tracks: bees. GulfNews.com reports that more than 120 elephants were killed by trains in the country between 2008 and 2017. In an effort to reduce the

number of elephant fatalities, railroad officials in that country are playing audio of buzzing bees near the tracks. The noise irritates elephants and moves them away from the railroad. In the past, railroads have tried a number of methods, including electric fences, to keep the massive animals off the right-of-way, but nothing has worked as well as the bee recordings. (TN)



CONFIRMING RECENT RUMORS, Ford Motor Co. has purchased the neglected Michigan Central Station in Detroit for an undisclosed price, reported this month. The company will share additional details for its plans in the Corktown neighborhood, located just west of downtown, on June 19, according to a spokesman quoted in the report. The Moroun family, which has owned the station since the 1990s, was ordered by the city council to tear it down in 2009, but that work never came to pass. Detroit's Michigan Central station will become the centerpiece of Ford Motor Co.'s new mobility hub in Detroit's Corktown community. Ford executives gathered alongside Michigan leaders Tuesday morning to announce major plans for the 1913-built train station. Ford will renovate the station to house offices for its autonomous and electric vehicle teams and partners. Ford plans to build 1.2 million square feet of space in the Corktown community and by 2022, about 2,500 Ford employees will report to the former train station and neighboring Corktown properties. A remaining 300,000 square feet will serve as a mix of community and retail space and residential housing. The company will restore the station's grand hall to its original luster, featuring local shops and restaurants. Ford says the development of the Michigan Central Station is critical to its future as it examines how urban areas are changing the overall role of transportation and the revitalization of cities. As Ford celebrates the station's rehabilitation, it is inviting the public to attend a special open house at Michigan Central Station June 22-24. The complimentary tours will feature exhibits of historic artifacts, self-guided tours through the station's entire first floor area, and a preview of an upcoming History Channel documentary showcasing Detroit's comeback and the station's critical role in the city's revitalization efforts. (TN)



On June 13th, **GOVERNOR CHARLIE BAKER** joined Transportation Secretary and CEO Stephanie Pollack, Congressman Richard Neal, Springfield Mayor Domenic J. Sarno, members of

the Massachusetts Legislature and local leaders at Union Station in Springfield to announce a Request for Proposals for a consultant team to study the feasibility of east-west passenger rail service, the launch of a pilot for passenger rail service between Greenfield and Springfield, and one-seat service through Springfield to Hartford and New Haven, Connecticut. The Request for Proposals will enable the Massachusetts Department of Transportation to carry out an extensive study over approximately 18 months, and analyze many aspects and options for potential east-west passenger rail service. In addition to studying potential passenger service from Springfield to Boston, the study will look at potential origins farther west such as Pittsfield and Palmer. This will include engaging with stakeholders and evaluating the potential costs, speed, infrastructure needs and ridership of potential passenger rail service throughout this corridor. Meanwhile, the new 62-mile Hartford Line begins operating on Saturday, June 16, with trains running approximately every 45 minutes between Springfield and several cities and towns in Connecticut including Windsor Locks, Windsor, Hartford, Berlin, Meriden, Wallingford and New Haven. This expanded service is in addition to the existing Amtrak service throughout this corridor. Mayor Domenic J. Sarno stated, "I deeply appreciate Governor Baker's continued efforts to not only better connect us through the North-South corridor, but also his efforts to explore better overall ways to connect us to a feasible and sustainable east-west corridor mechanism. He's been a great friend and partner to me and to Springfield's needs." (TN)



COLORADO'S PIKES PEAK Cog Railway is on track to reopen after the Manitou Springs City Council approved a pair of tax incentives this week to help the railroad's owner rebuild the 127-year-old attraction. If everything goes according to plan, the Pikes Peak Cog Railway will reopen in 2020. During a special city council meeting on June 12, the city council unanimously backed a plan to cap the amount of excise tax the railroad pays to the city annually. The tax, which is applied to amusements and other entertainment services (such as Cog Railway tickets), could not exceed \$500,000 for the first four years. After that, the tax could be increased by 1.5 percent every four years. The tax incentives would be in place for at least 50 years. The city also agreed to waive taxes on equipment and materials purchased for the

railroad's reconstruction. Mayor Ken Jaray tells Trains News Wire that the city has been working with the Cog's owner, the Broadmoor-Sea Island Co., for the last few months to find ways to reopen the railroad. Earlier this year, the company announced that the 8.9-mile rail line needed millions of dollars in upgrades in order to continue operating and that it would be shut down for at least three years, possibly even permanently. City officials worried that the closure of the town's biggest attraction would result in a huge economic hit to the community. About 300,000 people ride the Cog annually. "The Cog Railway is an historic attraction that has been around for 127 years and it's very important to this community," Jaray says. The owners have determined that it will cost anywhere from \$80 million to \$95 million to upgrade the track, facilities, and equipment. (TN)

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THE CHIEF FINANCIAL OFFICERS from four Class I railroads say they are enthusiastic about traffic and revenue growth this year as the North American economy strengthens, truck capacity tightens, and trucking rates soar. "It's exciting to be in the industry right now," Canadian Pacific Chief Financial Officer Nadeem Velani told an investor conference Wednesday morning, citing rising volumes across virtually all traffic segments. "We are seeing some...snapback of volumes that maybe went to our competitor or to truck in the third quarter of last year," CSX Chief Financial Officer Frank Lonergo says. Only one issue gives the railroads pause amid an otherwise strong economic backdrop: The threat of a trade war as the Trump administration imposes tariffs on goods from Canada, Mexico, Europe, Japan, and China. "A trade war is not a good thing," Lonergo says. (TN)

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EFFORTS TO RETURN the old Southern Pacific Dumbarton rail bridge crossing the southern part of San Francisco Bay to service have taken a major step forward, with a recent negotiating agreement allowing social media giant Facebook to work with an Australian infrastructure investment firm to revitalize that long-dormant rail corridor. There's a reason the social media firm is interested — the Dumbarton Bridge rail line passes within several hundred feet of Facebook's Menlo Park



headquarters. The rail bridge parallels the Highway 84 crossing of the bay on the Dumbarton Bridge, one of many increasingly congested Bay Area traffic corridors. Such soul-crushing commutes are increasingly an obstacle to hiring and recruiting for companies like Facebook — one reason Facebook contributed \$1 million to the 2016 study of area traffic improvements. "Big employers like Facebook are great for our economy, but contribute to the region's commuter volume. It's refreshing to see one of them ante up to study potential solutions," said Rep. Eric Swalwell, whose 15th Congressional District is on the east end of the Dumbarton Bridge. "I'd love to see more of these public-private partnerships in the future, so long as they benefit all Bay Area residents." (TN)

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PRIVATE-CAR OWNERS and guests on cars with observation platforms would no longer be able to ride those platforms on any Amtrak-operated train under rules proposed in a new safety manual for private car operators. The 14-page document contains a long list of safety items outlining how private car operators should behave, dress, and communicate in order to maintain a positive relationship between Amtrak and their host railroads. Amtrak is reminding private car operators to comply with the same safety guidelines as railroad employees. (TN)

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BATHROOMS ABOARD CONNECTICUT'S brand-new New Haven-Springfield, Mass CTrail passenger trains will be locked until the cars are in compliance with the Americans with Disabilities Act, the Hartford Courant reports. The Federal Railroad Administration had initially given the Connecticut Department of Transportation a temporary exemption from having handicap-accessible bathrooms on the trains. But after a formal complaint from Disability Rights Connecticut, a nonprofit advocacy group, the FRA reversed its decision. Now bathrooms will be locked until the

cars can be upgraded sometime in early 2019. (TN)
Oh, that's nice...now everyone has to pee in their pants! Typical in this day and age: "if I can't do it, no one can."-Ed

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OVER THE COURSE OF THE NEXT several months, Grand Central Terminal will celebrate a pair of important milestones that changed the course of the famous building's history: the 40th anniversary this June of the U.S. Supreme Court's ruling that saved the Terminal and the 20th anniversary this October of a renovation that restored the iconic landmark and transformed it into a retail and dining destination. The Terminal is marking these moments with a series of events, beginning with a 40th anniversary photo installation and tastings from Grand Central shops and restaurants in June and capping off the celebration with an exhibit in September. June 26th marks 40 years since a Supreme Court ruling preserved the building's historic landmark status and prohibited the construction of a 53-story office building overhead. The historic campaign to rescue Grand Central was led by several notable New Yorkers organized by the Municipal Art Society of New York (MAS), including former First Lady and MAS Board Member Jacqueline Kennedy Onassis, for whom the renovated main entry foyer on 42nd Street and Park Avenue is named. By effectively saving the building, the ruling opened discussions to consider major improvements to Grand Central, which had been falling into disrepair. "These anniversaries mark key turning points in the Terminal's history. The campaign to save Grand Central ultimately saved New York's Landmarks Law itself, and affirmed the constitutionality of preservation statutes nationwide," said Elizabeth Goldstein, President of MAS. "The subsequent renovation and retail transformation of the Terminal is one of the most successful place-making investments in recent memory. Grand Central today is an extraordinary urban ecosystem all its own, attracting hundreds of thousands of commuters, tourists, and passersby every day." (TN)

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THE LAST NINE-CAR CONSIST of the MR-63 fleet, the passenger carrying stock that began carrying Montrealers on its then brand-new Metro system (rubber-tired-Ed) in October 1966 have begun their last 4 days of peak-hour service for the Société de Transport de Montréal. Though modified over the years as times, circumstances, and technology warranted, the 50-somethings still

carrying their original profile well, and have been shined up for their farewell tour, decorated with replicas of original ads touting the new service and anecdotal trivia. Operating the train in full manual mode, two senior motormen, one in vintage garb, took delight in sounding the loud air-horn — unique to these cars — and announcing that the end was nigh for the train. While a number of fleet members have been sold for re-use as cafés and the like, the public will still be able to see and experience four cars. The STM is retaining a three-car set comprised of two cab cars bracketing a trailer for special service & events, and cab car 81-502 will call Exporail, The Canadian Railway Museum in St. Constant, Quebec, home as of this fall. (TN)

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A WEEKEND OF RAIN in southwest Colorado has tamed, but failed to douse, a 34,000-acre wildfire that shut down the Durango & Silverton Narrow Gauge Railroad earlier this month. Cool, wet weather helped the more than 1,000 firefighters battling the "416 Fire" north of Durango build and reinforce fire line around the blaze. As of Sunday night the fire was about 30 percent contained. However, fire officials say hot embers remain and it is likely that the fire will flare back to life later this week when warm and dry conditions return. A number of evacuations were lifted over the weekend and U.S. Highway 550 was reopened to traffic. The railroad has been shut down since June 1 when the fire was first discovered not far from its tracks at Hermosa. Last week, the railroad announced it would be closed until at least June 30 and that steam locomotives would not return to service until the potential for new fire starts has gone down. Last week, the San Juan National Forest was closed due to the high fire danger and officials say despite the rain this weekend the federal land will not reopen until more wet weather dampens the forest. The railroad has furloughed about 150 employees because of the fire. The effects of the blaze have also been felt far beyond Colorado. Last week, D&SNG's parent company, American Heritage Railways, announced it was shutting down Washington's Mount Rainier Railroad and Logging Museum until August to "optimize" the organization's resources. The railroad's museum in Durango remains open and this past weekend started offering special ghost tours on Friday and Saturday nights. Further, the railroad has resumed bus tours to Silverton. (TN)

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Amtrak received recognition for its commitment to providing opportunities for America's veterans with its inclusion in the top 100 Best for Vets Employers by Military Times. (TN)

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CONNECTICUT, with help from the U.S. Department of Transportation, is making a \$769 million bet that the New Haven-Hartford corridor can lure commuters to the rails, boost development, and again make the inland route a key link in the region's transportation network. Ten years in the making, service on the newly-named CTrail Hartford Line got underway June 16 running along the I-91 corridor from New Haven to the capitol at Hartford, and on to Springfield, Mass., and capacity crowds turned out for a weekend of free rides. Built at a cost of \$769 million, including \$564 million from the state and \$204.8 in federal funding, the project added three new stations, five interlockings, upgraded approximately 70 miles of track to a maximum 110 mph speed, while increasing service frequency on the six-stop, 46-minute trip to 16 roundtrip weekday trains, for \$8 one-way. (Twelve trains will run daily to Springfield.) RA

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THE PROPOSED NORTH-SOUTH commuter-rail project known as the North South Rail Link in Boston could cost between \$12.3 billion and \$21.5 billion, based on the initial draft of a feasibility study conducted by the engineering firm Arup on behalf of the Massachusetts Bay Transportation Authority (MBTA). The study is looking at the options of building two-track tunnels and four-track tunnels to connect the city's North and South Stations, which sit 2.8 miles apart. The two-track option would range between \$12.3 billion and \$14.4 billion, while the four-track alignment projected cost is \$21.5 billion. MBTA said that the costs would include tunnel construction, new or additional locomotives or coaches, improvements to support higher service levels, and risk contingencies. (BG)

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MBTA PARKING FEES CHANGING effective August 1st:

- Braintree**—up to \$10/day; \$3 on weekends
- Cohasset**—down to \$2/day, including weekends
- E. Weymouth**—up to \$6/day; \$2 on weekends
- Greenbush**—down to \$2/day, including weekends
- Hingham Shipyard**—down to \$2/day & weekends
- Nantasket Jct.**—down to \$2/day, including weekends
- North Scituate**—stays \$4/day; down to \$2 weekends
- Quincy Adams**—up to \$10/day; \$3 weekends

- S. Weymouth**—down to \$2/day, including weekends
- W. Hingham**—stays \$4/day; down to \$2 weekends
- Wey. Landing**—stays \$4/day; down to \$2 weekends

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

TRAINS

- Cumbres Freight Finale
- Railway Island Paradise
- Taiwan

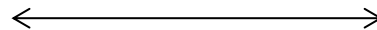
- Big Push for Big Boy
- Brightline: Blazing New Trails

RAILROAD MODEL CRAFTSMAN

- The Fast Clock
- Memories of the PRR
- Beautiful HO layout

MODEL RAILROADER

- Kitbashing Photo Backdrops
- 5 Tips for Blending Backgrounds



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

MEMBER NEWS

Bob Farrenkopf is in the hospital for installation of some stents tomorrow and we hold him in our prayers that everything goes as planned. He will be away from us for a while but look forward to his return. Best wishes for a speedy recover, Bob!

BIRTHDAY CELEBRATIONS

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

JULY

- Bryan Miller 10th
- John Childs 11th
- Fred Lockhart 11th
- Al Taylor 16th
- Roy Colella 18th

AUGUST

- John Roberts 2nd
- Jim Ferris 14th
- Kurt Kramke (H) 16th

Jim South 18th
 Al McCarty 20th
 Bill Roach 26th

ELECTION RESULTS

President Jack Foley
 Vice President Dan Peterson
 Treasurer Will Baker
 Secretary Dave Clinton
 Chief Engineer Fred Lockhart
 Directors (2 yr) Bill Garvey
 Bryan Miller
 Director (1 yr) Gary Mangelinkx

EDITOR'S NOTES

1. New monthly dues of \$33 passed at the Annual Meeting. So, please note this on any "automatic" payment you have for the Club. Also Locker fees for the year are now due. (No change from last year.)
2. Since Ron reminded us of his collections at the Club, I want to remind everyone that I still collect used Toner Cartridges (of any size, from any machine). We receive \$2 in Staples' credit for each cartridge, which goes towards the purchase of the expensive toner and ink used to produce *The Semaphore*. The collection box is along the far side of the meeting room...thanks!
3. The editors take the month of November off, so the next issue will be at the end of August. If you do anything "railroad" this summer, and would like to share your experiences, we'd love to hear from you. Please keep us in mind and have a wonderful and safe summer!

..... *David N. Clinton*

RUNNING EXTRA

What's holding up VIA's Canadian?

Written by [William C. Vantuono](#), Editor-in-Chief, [Railway Age](#)

You think Amtrak has problems with long-distance train punctuality? VIA Rail Canada recently has been experiencing debilitating delays with the Canadian, its premier, first-class Toronto-Vancouver train, renowned for luxurious accommodations, excellent on-board service, and—oh yes—dining cars. But I'm not going to broach that subject just now.

I offer this report from the CBC:

"VIA Rail Canada's *Canadian* is notorious for delays. But a trip this week from Toronto to Vancouver is proving to be spectacularly late, even by VIA standards. As of Thursday (May 24) afternoon, the westbound *Canadian* was some 45 hours behind schedule, after leaving Toronto 26 hours late. While VIA has apologized to the passengers, it also said it will not be offering any compensation for those whose plans are disrupted by the schedule. Out-of-town passengers were provided hotel rooms and meals for the day-long



delay in departure. "We understand the impact this major delay has on our customers and we apologize for the inconvenience they cause," said spokesperson Mylène Bélanger. "These delays are beyond our control."

"The delays occur because, unlike Amtrak, VIA has no statutory right of preference over freight trains, meaning it can and often is delayed when CN freight trains are given priority. (Emphasis mine.) It is not a new problem; News Wire reported last year

on a *Canadian* that arrived more than 24 hours late.” Translation: It’s CN’s fault. Blame the host railroad. In this case, it appears that CN *is* at fault, completely. So I asked CN to explain. I asked if the railroad could offer a statement on the *Canadian* “getting repeatedly slammed,” as I put it, rather directly.

CN’s response: “VIA is a valued customer, and CN works closely with VIA to provide quality service. Our teams work diligently to balance the operating realities of running freight, commuter and intercity passenger service on the same rail network. CN is making record investments to more efficiently handle increased traffic across CN’s network. While freight traffic, which supports hundreds of thousands of jobs, is up, we prioritize VIA trains where possible.”

This is not what I consider a viable answer. For example, “where possible.” What does that mean? It could mean almost never. So I responded:

“That’s not really an answer. It doesn’t say much. True, I asked you for a statement, and that’s what you provided. But it tells me almost nothing. It’s just the usual euphemistic corporate-speak. I’ll restate: The *Canadian* is chronically late. A recent report says one train was 45 hours behind schedule. VIA blames CN (‘These delays are beyond our control.’) Why is this happening and what specifically is CN doing (operationally, dispatching, etc.) to correct the problem? I’d appreciate a more detailed response.”

So far, no response from CN.

However, railroad economist and *Railway Age* Contributing Editor Jim Blaze, who has ridden the *Canadian* numerous times and has witnessed first-hand what transpires out in the field, offers the following: “This is an incredibly complex operating problem. CN responded with a generalized public relations response that recognizes the freight railroad doesn’t yet have a practical ‘fix’ in place. Until the additional track passing loops and sections of double track have been built, CN dispatchers have to work around the train delays to both sectors.

“CN and VIA should have last year sat down and figured out a compromise to protect *Canadian* customers as a matter of simple organizational pride. They could still do that. How?”

“Make a few scheduled daylight stops for the *Canadian*. Allow passengers time to stroll around the local towns and catch a pub or a local sight. Lengthen the four-night/three-day schedule by about an eight-hour window. That change would allow CN dispatchers to catch a break in the schedules—and for a few of the nominal expected delays to be smoothed out. Give a pay incentive to CN dispatchers as recognition of their reducing *Canadian* delays by some percentage over each dispatcher’s territory. VIA and CN should jointly agree to fund the incentive bonus. Make the bonus a reasonable ‘pool’ of money that would be distributed quarterly. CN senior management would have to personally commit to making the improved dispatching and bonus work. They don’t have to agree to eliminating train delays. Instead, figure out a way to reward performance to no more than a typical one- to three-hour delay—with VIA lengthening the schedule into the late spring of 2019 by about four hours. Each operating company agrees to some improvement match—at least until CN can complete its current siding and related capex program.

“For through passengers, the *Canadian* is basically a great cruise train experience, cheaper than the rival excursion train that operates on Canadian Pacific with overnight stops. For local/regional travelers, the *Canadian* is kind of a semi-reliable unscheduled short trip option. It is relatively expensive if passengers always need to have an insurance policy to cover the unreliable arrival times.

“Recently, with the two-day arrival delay, service has become an out-of-control bad joke that reflects poorly on both companies. Both have a soiled image. VIA’s and CN’s leaders need to step up and earn their executive salaries by teaming for a respectable joint fix to the reliability problem. At least find a workable short-term fix. Assigning blame is tiresome. Why not seek solutions that are

practical, even if they’re not perfect? Are CN and VIA so inclined?”

INTERESTING HISTORY OF CONWAY SCENIC RAILROAD

(Tom Eastman, Conway Daily Sun, courtesy "The 470")

CONWAY SCENIC RAILROAD'S 44th SEASON—The new season began on April 14 with weekend only operation, running through May 5th, when full operation commenced. The first weekend will have two Valley Trains and a No. Conway to Bartlett excursion. As most know, a lot of activity occurred prior to the start of this 44th season. New owners took over the operation on January 30, 2018. David Swirk and wife Rhonda, along with partner William Sullivan, of Profile Mountain Holdings Corporation, doing business as Conway Scenic Railroad, purchased the railroad from Dot and Russ Seybold, who successfully operated the railroad from time of their purchase in 1999. Mr. Swirk is listed as president and general manager while wife Rhonda will oversee the financial aspects of the Corporation. Mr. Sullivan remains in Massachusetts handling his scrap metal recycling and steel distribution company.

Speaking to the Daily Sun while in his corner office at the 1874 North Conway Station, Swirk said he and his wife are thrilled to be part of this landmark business. "And to think we get to live in this beautiful valley and to be carrying on the Conway Scenic's tradition that the founder started and the Seybolds carried on and expanded." Like Cranmore Mountain, an early ski mecca, the train station, rail line are an integral part of village's life which is centered on tourism.

Opening day continues a tradition dating back to Aug. 4, 1974, when founders Dwight Smith, Bill Levy and Carroll Reed first opened the attraction. The Seybolds said, "Owning and operating the CSRR has been both a challenge and a joy. We are very grateful to the hardworking employees and dedicated volunteers that have been essential to the success of the railroad. We are confident that the railroad will be in very good hands and wish David, Rhonda and Bill much success. According to Swirk, the business hosts 100,000 riders per season, April to early January. He also said train visitors result in approximately 25,000 hotel stays and generate another 300,000 dining guests at local eating establishments.

He plans to work with other local groups involved with attractions and businesses to bring more tourists to the valley. One new event will be National Trains Day on May 12, which celebrates the 122nd anniversary of driving the golden spike at Promontory Summit, May 10, 1869, upon completion of the first transcontinental railroad in the US. In other continuing programs, Attitash Ski area will provide meals for the train's seasonal dining cars. The popular 4th of July train shuttle that runs to Conway and back will alleviate traffic and parking congestion in No. Conway, and will allow visitors to enjoy the fireworks and festivities. And the very popular attraction "A Day Out With Thomas", in July, Railfan's Day in September, a trip to the Pumpkin Patch and Santa Claus Holiday Express, and many other special offerings that help attract visitors to CSRR.

An exciting bit of news for rail fans of steam locomotives, Swirk said that mandated maintenance on steam locomotive #7470 continues with hopes of it running in 2019. In addition, CSRR is looking into the acquisition of a second vintage steam locomotive so that two steam locomotives could operate under overlapping maintenance schedules. That way Railfans would always be able to ride behind a steam engine when they come to the Conway's. The locomotive under consideration is the former Maine Central #501, featuring a 2-8-0 wheel configuration, built by American Locomotive Company (ALCO) in Schenectady, NY in 1910. If 501 proves to be a viable candidate for restoration, it could be 10-year process. Originally purchased by the 470 Railroad Club in 1983 from the Steamtown collection in VT, this locomotive has historic significance because it pulled trains through Crawford Notch before its retirement.

Swirk noted that they inherited an exceptional staff who love their jobs and share his passion for railroading. Some staffers retired early, such as Paul Hallett, operations manager. The new operations manager, Derek Palmieri, worked alongside Hallett for two years to ensure a smooth transition.

Since the sale, the Swirks and their year-round staff are performing significant maintenance and upgrades in preparation this opening. Big believers in safety and customer service they have focused on providing additional technical training and bringing the Disney approach to interacting with guests. People come from throughout the world to ride the Conway Scenic Railroad, especially the Notch Train, reopened in 1995. The train carries train and scenery buffs from the Conway Station, through Bartlett and Crawford Notch. It's great in the spring and summer, but especially in the fall, when sold-out excursions ferry foliage watchers through the mountainous chasms to enjoy the New England fall.

Swirk, previously, was general manager of the Grafton & Upton Railroad in Massachusetts and CSRR is his and Sullivan's second venture together, along with another joint venture with a rail real estate development company, also in Massachusetts. Swirk noted an earlier potential buyer talked about plans to explore industrial operations, but Swirk assures everyone that will not happen while he is in charge. Swirk has nearly 30 years of short-line rail management experiences focused on business development and operations, including mechanical and engineering, while working with the Pioneer Valley Railroad. Even in his younger years he has had an interest in railroading. He had picked up a CSRR brochure and convinced his folks to drive from their home in western Mass to ride the train at No. Conway, but they just missed the last train. Upon purchasing the railroad, Swirk made it a point to visit with Dwight Smith, original co-owner. It was Smith that envisioned the Conway Scenic. The rail line from No. Conway to Intervale was completed October 1874. Passenger service to Boston ended Dec. 2, 1961, as a single B & M Buddliner headed south, never to return.

The station was boarded up and remained in general disrepair. Reed of the Carroll Reed ski School and Shop, Levy, founder of the Yield House purchase the station in 1965 and formed the North Conway Depot Company. They also bought the Roundhouse and turntable and underlying land. B & M retained ownership of the main track and passing track running through the property.

The story of the Conway Scenic starts in 1968, when Smith, a 21-year veteran of the B & M came to town on a ski train, although said he was not a skier but rather a railfan. Subsequently he talked with Reed and Levy, scheduling a meeting in North Conway. Smith convinced them of his vision and within an hour had a handshake and agreement leading to incorporation of the Conway Scenic Railroad. A legacy that Swirk and Sullivan are carrying on.

Richard Anderson's boxed-in thinking

Posted by [Malcolm Kenton](#)

on Monday, June 11, 2018 (Blog on Trains Website)

Greetings from aboard the Sightseer Lounge car on Amtrak's California Zephyr, gliding across north-central Illinois farm country on the way to Denver, where I am covering the American Public Transportation Association Rail Conference for Trains. Coming from my home in Washington, D.C., I connected in Chicago from a 3-hour-late Capitol Limited, on which I experienced for the first time Amtrak's cold, boxed replacement for cooked-to-order dining car meals, which the company dubs "fresh and contemporary dining." More on that in a minute.

There's something missing from the atmosphere of this former Superliner dining car, now a 'sleeping car lounge,' on the westbound *Capitol Limited* on June 6, 2018. All photos by Malcolm Kenton.

It has become obvious to even casual observers of Amtrak that former Delta Air Lines chief Richard Anderson, now in his seventh month at the sole helm of the national rail passenger carrier, is not afraid to rock the boat in ways that his predecessors shied away from. He has made major changes to the passenger experience and to ticketing policies and has shaken up Amtrak's relationship with its customers who own and manage private cars and coordinate charter trains. But there is one key respect in which Anderson has shown no willingness to

break from a counterproductive mold that has bedeviled the company since its creation: he clings to the fanciful notion that Amtrak can cut its way to prosperity.

Anderson's short-sighted rationale for the decisions that have drawn the most ire from some of Amtrak's staunchest allies, as stated in a [letter he wrote](#) to two private railcar owner organizations on May 29, is that they are consistent with what Congress has mandated of Amtrak in its 2009 and 2016 authorization laws: that the passenger railroad run a safe, efficient, cost-effective national transportation system while minimizing federal subsidy. But cutting costs is not the only way to boost the bottom line and reduce the need for government assistance.

Amtrak's vegan wrap boxed dinner, one of four dinner choices now offered to sleeping car passengers on the *Capitol Limited* and *Lake Shore Limited*.

Anderson should be applauded for a few initiatives, primarily the solicitation of bids for the badly needed replacement of the Genesis diesel locomotive fleet, which is showing its age in the form of more frequent mechanical problems. The implementation of airline-style computer-generated tags and claim checks for checked baggage to replace the pre-printed stock of tags, if it is shown to actually save money, is another example of a measure that has no negative impact on the passenger experience. I also look forward to being able to select a seat in advance and use coupons without having to call the 800 number — though these shouldn't come at the expense of a sufficient number of station staff (particularly in areas with poorer Internet service and with significant non-Internet-using locations) and call center agents. Anderson is furthermore right to be focused on improving on-time performance.

Yet most of the changes Anderson has enacted, like most made by Joseph Boardman before him, are attempts to shrink costs, with no attention seemingly being paid to the revenue side of the ledger. Amtrak could be focusing its efforts on winning new customers, particularly to the National Network trains, by increasing train frequencies or by truly improving the product, such as with a significant order of new passenger cars. Of course, major undertakings like this require a long-term consistent effort in concert with Amtrak's allies to find the necessary funds.

The lone boxed breakfast option offered to sleeping car passengers under the 'fresh and contemporary' on-board dining model.

If passenger rail is to survive and thrive in the USA, train operating companies need to find ways to pad the revenue column, and not just shrink the cost column. As evidenced in the other hospitality industries, firms have to spend money up front to create a more desirable product in order to increase revenues long-term. The way to address complaints about the limits of a product offering is to offer the customer more options, not fewer. Even if a change that substantially alters the quality of the overall product is made in response to customer requests, if a company's most loyal existing customers see it as a cheapening of the product, then it is not, in sum, an improvement.

Which brings me back to the boxed meals. For what they are, they aren't bad — a touch above what a similar cold meal would be on an international flight. The fruit in both the dinner and breakfast boxes was fresh, the muffin and banana bread had the right consistency, and quinoa and edamame salad and Kind and Kashi bars are welcome additions to Amtrak's offerings. I would have applauded the introduction of some of these items in addition to traditional dining car fare — but not as a replacement.

The former cafe serving area of a 'Cross-Country Cafe' Superliner diner, now used to serve the boxed meals and beverages. The cafe on the *Capitol Limited* has returned to the lower level of the Sightseer Lounge and is now the only food option for coach passengers on the train.

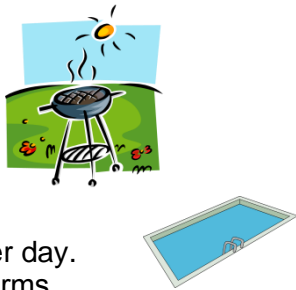
When one has grown accustomed to cooked-to-order hot meals served in a comfy rolling restaurant setting, enjoyed with fellow passengers, this feels like a downgrade. Something of what gives American train travel its soul is missing. I realize that joining strangers for a meal on a train is not everyone's cup of tea, which is why sleeping car passengers have always had the option of having their meal served in their rooms.

But now on the Capitol Limited and Lake Shore Limited, the former diner — now a sleeping car passenger lounge where passengers may choose to eat their boxed meals minus tablecloths, silverware and other accoutrements — feels sterile. Without the imposition of community seating, one feels awkward seeking to strike up a conversation with other passengers, so those traveling together tend to keep to themselves.

The green reusable bags in which the boxed meals are served, either picked up at the counter in the ex-diner or brought to your room by your attendant. Passengers may keep the bag or give it back.

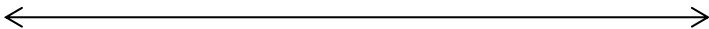
Real revenue growth ~~can only be achieved with a visionary, expansionary~~ approach to what American passenger rail can be. Sadly, Congress has been unwilling to provide the kind of seed money that would need to be spent up-front in order to come closer to long-term financial sustainability. Congress may have boxed Amtrak into a corner (pun intended) with the statutory mandate that the company end losses on food and beverage service by Sept. 30, 2020. But I don't think the railroad's current management has thought enough outside this box. If sleeping car fares are going to continue to rise and coach passengers are going to be left with only the meager cafe car offerings for long overnight trips, then passengers and the organizations representing them are right to demand a better approach.

2018 COOKOUT & POOL PARTY



TUESDAY, JULY 31st at JIM SOUTH'S

Jim and Alice have again invited us to their home for our annual cookout! As a bonus, they have a beautiful pool to enjoy and cool-off in on a hot summer day. After the sun goes down, we are treated to member's RR pictures in various forms. Pool-jumping starts around 1 p.m. and burgers are served about 6. All members and applicants are invited. Sign-up sheet on Bulletin Board.



DINING FOR A CAUSE



WEDNESDAY, AUGUST 1st at HINGHAM 99 RESTAURANT 5-8 p.m.

Treat your "better half" to dinner at this "unofficial restaurant of the SSMRC". They deserve it, after having you spending so much time away from them—going to meetings, pool parties and all-day Club open houses!

This fund-raising event nets the Club 15% on food purchases from 5 p.m. to 8 p.m. We also will have an exhibit at the restaurant during that time. This will be our second event here; our very successful first one was three years ago! The food is great and reasonably-priced. Please join us on the first!

Another tunnel under Boston doesn't sound crazy to Seth Moulton

By Shirley Leung, Globe Columnist

Seth Moulton does not seem like a crazy man, but the congressman from Salem is telling me something crazy. He thinks Massachusetts should build another multibillion-dollar tunnel under the city. “The back of the envelope math is very compelling,” he told me recently over lunch in Boston.

Not only that, but advances in tunnel-boring technology mean the good people of the Commonwealth would hardly feel the kinds of disruptions we endured during the Big Dig. “People in the city of Boston will not know a tunnel is being built,” Moulton said with a straight face.

Readers of this column know this idea by another name: North-South Rail Link. It's a transportation pipe dream that has been kicking around for four decades and whose biggest advocates have been two former governors, Mike Dukakis and Bill Weld. They have famously put aside partisan politics to make a case to the sitting governor, Charlie Baker.

Until now, Baker and the rest of the Beacon Hill establishment have been humoring the two elder statesmen about their 2.8-mile tunnel to connect Boston's two main train terminals, North Station and South Station.

But Moulton, who has been part of Dukakis's rail study group, is breathing new life into the effort and rallying the Massachusetts congressional delegation to get behind it, as well. It's one thing for two retired pols to hitch their wagons to a minefield of a project, but it's quite another when a 37-year-old rising star of the Massachusetts Democratic party decides to go to bat for it.

“This is no joke,” Dukakis said. “Seth knows this. He comes to this with far more experience and knowledge than any of us.”

Here's how. Most everyone thinks of Moulton as the decorated military veteran, but before he won his seat in 2014, the Harvard MBA grad spent a year working on a high-speed rail project in Texas. In other words, he knows a lot about trains and transportation.

Moulton agreed to join the Duke's group with one caveat: The freshman congressman would come into it with an open mind and draw his own conclusion on whether the rail tunnel is worth pursuing. He has spent the past year in research mode. He found that cities around the world have launched similar train projects, and even visited one in London last month, hard hat and all, where a tunnel is being built as part of a transit expansion known as Crossrail.

Moulton is increasingly convinced that connecting the two stations is the way to go. The link would finally bring uninterrupted service to the Northeast Corridor, which means a person who gets

in Washington could ride all the way to Portland, Maine, without switching trains. It also means people on the commuter rail could more easily travel to either North or South stations without needing to hop onto the T. The design would also reduce congestion at both stations.

But what about our tunnel phobia? The Big Dig, which depressed the Central Artery and brought us the Ted Williams tunnel, was an exercise in costs gone wild, with a final price tag of more than \$22 billion.

Moulton admits we are still recovering from a “Big Dig hangover.” He assures me that construction techniques have evolved, and that costs can be put in check because this is a much simpler project. The Big Dig was akin to performing open-heart surgery, with construction taking place while cars whizzed by.

Instead, Moulton told me, a hole could be drilled just south of South Station and another one in Charlestown. The tunnels would be built more than 100 feet underground without disrupting train service — or much of anything else.

Based on estimates from comparable projects, Moulton thinks the cost would be about \$3 billion, not the \$8.7 billion that

then-governor Mitt Romney proclaimed it would be before killing the idea in 2003. Moulton believes the link, because of its broad impact, could also attract federal and regional dollars, and even some from the private sector.

Michael Sabia, who runs the Canadian firm CDPQ Infra, which invests in infrastructure projects, met recently with Dukakis and Moulton, and he left intrigued. While Sabia needs to do more homework, he described the idea as potentially a “world-class opportunity.”

This all sounds great, but readers of this column also know that Governor Baker prefers a \$1.6 billion expansion of South Station. It's also hard to see how Baker could attach himself to something that has been dubbed Big Dig II. “Any governor will have to simply explain to the residents of Massachusetts that this is a different project,” Moulton said. “It's actually a pretty simple explanation.”

Perhaps she is being diplomatic, but Baker's transportation secretary, Stephanie Pollack, said the administration is “open minded” about putting the rail link back on the list of potential investments. Pollack did sign off on a \$2 million feasibility study to analyze everything from cost to how many riders would benefit. “People have raised legitimate points, and we will explore them,” she said. “We don't know the answers. We are doing the study to get the answers.”

This sounds a little familiar, a bit like our failed Summer



Congressman Seth Moulton says a tunnel like one that London's building could link North and South stations without disrupting life in Boston. (Office of US Representative Seth Moulton)

Olympics bid. A study to show what the Baker administration hopes to find.

But Moulton remains persistent. He plans to send a letter — signed by nearly the entire Massachusetts delegation, including US Senator Elizabeth Warren and US representatives Mike Capuano, Stephen Lynch, and Richard Neal — urging Baker to take the study seriously.

Frankly, I was surprised to see Lynch on board, given that he has been trying to broker a deal to make the South Station expansion plan a reality. Turns out the South Boston Democrat might have signed out of courtesy.

“I still think it's a severely uphill fight,” Lynch said of the rail

link. “It's a sizable commitment from the federal government. I don't think that's happening.”

Another head-scratcher was Neal, whose Western Massachusetts constituents are still miffed about the Big Dig's sucking up of all the transportation dollars for the rest of the state. Neal told me he's looking for “regional equity” and the chance for Springfield or the Berkshires to get train service.

“I'm not against it as much as I'm for balance around the state,” Neal said.

So it goes. The North-South Rail Link lives on, and with it, the hope of another generation that Massachusetts will get a transportation system it can be proud of.



THE OPERATOR



MAY 21 & 24/18

ECL OPERATING DEPARTMENT

NO. 179



STEAM & DIESEL



OPERATIONS REVIEW

by Paul A. Cutler III

We've done something a little different this time. By popular acclaim, we decided that these 2-hour night operations shall start at 7:30 P.M. instead of 8:00 P.M. The idea is that if we get done by 9:30 P.M., we're more likely to get operators to stay the entire session (which has been a problem).

Special thanks to whomever brought in the pound cake and brownies for the operators. *Yum!*

Operations Review: Monday, May 21st 2018

For perhaps the last time, we started the clock at 8:00 P.M. The tower was staffed by **Will Baker** on the Boston Division and **yours truly** on the Mountain Division.

The Cedar Hill Passenger Stationmaster was **Savery Moore**. We got off to a slow/late start with the passenger trains, but by the mid-point we got back on schedule. When **Barry Doland** came in with Train 101, in the last 4 feet of it coming into the terminal, **Barry's** throttle somehow acquired the B-unit of **Savery's** GP9 switcher pair. *Huh?* Other than a short or two, **Savery** had no other troubles and got the station set up for Thursday.

Fiddling in Cedar Hill freight yard with HX-4 was **Bill Roach** with **Al Taylor** as his conductor. They report that the transfer table has no power to the rails, so that switching the car shop area meant using the ol' 0-5-0 technique. **Bill** reports that the #3 switch at the little industrial area at the end of the yard has busted points. They got all the pick-ups done and classified, and got about a dozen cars set out.

Middleton Yard was **Jack Foley's** domain. "A flawless operation," said **Jack**. *We all laughed.* He said we got off to a slow start, and that they had trouble throwing the mainline switches (E-10, E-14, etc.). Part of that was that the old Boston Div. computer decided not to talk to the layout (the Mountain Div. computer worked fine), so poor **Will** had to throw all the switches with his throttle. At this point, the battery died on the voice recorder, so anything else that happened in Middleton is unknown (*probably for the best*).

Barry Doland was engineering some trains. He had the aforementioned #101, which was 2 hours late leaving Boston due to **Barry's** radio troubles. They were so severe that he had to get a replacement...and it made him cranky. On Train 716 he left 4 minutes early (*um, what?*) and arrived 5 min. late. This was mostly due to a MU problem with a double ended VIA train up at E-53 at Mt. View Pass. Train 533 was fine but PRR passenger train #58 almost had a head on in the

Gallery with the NH TOFC train BH-7. **Barry** had to back up clear of E-53 since he was nearest to a siding.

Chris Barlow ran seven trains...sort of. One of them was MX-2, the local freight. He only ran JX-2's cars over to Essex Jct. because we were a little short on engineers at the beginning. #502, a pair of RDC's, were MU'd against each other, which delayed departure from Middleton. #701 was okay, but **Chris** developed radio headset trouble where he could talk but couldn't hear. He had to run without a headset the rest of the night. Then with HB-2, his throttle stopped working wirelessly; he had to plug in the rest of the night to run trains. *It was a tough night for Chris, electrically.* In addition, he had an unusual situation leaving Middleton with MS-9, the ore train when three ore hoppers chased him out of the yard and tied on to his caboose all by themselves. When it arrived the ore train was too long, so the yardmaster lopped off the last three cars. As **Chris** was leaving, **Jack** said, "Do you want these, too?" and rolled them up to the rear of the moving caboose, meaning when the train got to the mainline, the caboose was not at the rear of the train. ☺ *I hope he had a red flag stuck in the last knuckle.*

Engineer **Bob Farrenkopf** had trouble with the Guilford 3-unit MU out of Middleton on MH-3. The middle unit was un-MU'd leaving the yard, and when it went up the climb towards the Gallery it stalled out the train. I came down from the tower to re-MU them quickly. On BS-5, the coke train, **Bob** had the misfortune of unknowingly running into a migratory building in the hidden area behind the Steel Mill. This knocked off several cars that, later on, **Chris** ran into with MS-9...derailing several more hopper cars. *This is why we don't have live loads!* **Bob** had to plug in his throttle for it to work all night long.

Paul Agnew said, "Five trains, had a good time, but boy it was interesting out there." To begin with, a new club steam engine was moving out of the engine terminal in Cedar Hill all by itself. It was somehow consisted with the ECL RSD-15's. What made it harder to fix was that **Paul** had written the wrong address on the temporary loco card. "Oops!" **Paul**. ☺ His first train, passenger train #34, was 24 min. late leaving but was doing fine until he found switch E-2 was left red by MX-3 ("Oops!" **Bryan**). Train #34 entered West Middleton yard at a high rate of speed but stopped in time to avoid disaster. After reversing back onto the mainline and clearing E-2, **Paul** went full throttle to make up time. At the very next switch, the one for the elevated coal tipple was also left thrown ("Oops!" **Bryan** again). **Paul** got halfway up the ramp to infamy before stopping. Then **Paul** got confused with E-6. The switch was thrown for him to be routed onto Track 2, as normal for operations. Unfortunately, his brain was still in Show Ops mode where we use Track 1 for the

Mountain Div. So he stopped (again), and backed up (again), and asked for E-6 to be cleared. Up in the tower, I thought he had passed over E-6 and wanted it clear (as normal). Next thing I know, I look up and he's on Track 1. I thought that I had messed up or something, so I threw E-14 red, knowing this would get him on Track 2. Well, **Paul** got to E-14 but instead of going through it (and knowing that the Boston Div. computer wasn't working), he figured it was another wrong switch and cleared it himself without telling dispatch. **Paul** continued on his merry way around Hudson Falls on Track 1 until someone mentioned, "You're going to have a problem ahead." And staring at him in the face on Track 1 was an oncoming freight train with **Bob Farrenkopf** at the throttle. Instead of asking dispatch what to do, they decided to hold the passenger train short of E-17 and allow the freight train to crossover onto Track 2, meaning we had to cross him back over at E-14. *It would have been better to hold the freight train at E-18, and allow the already late passenger train to cross over to Track 2.* For all this, **Paul**, you get a collective "Oops!" ☺ On his next train, he had a head-on at Cedar Hill with his Amtrak SDP40F and a B&O E8A. But don't worry; it was only a "soft hitch" collision (E-59 was left red by dispatch: "Oops!" me). Then there was #734, which left on time. It was too bad for **Paul** that there was a hobo named "Murphy" along for the ride. E-58 was thrown against him, he almost hit **Bob Farrenkopf** head-on (again) at White River Jct., **Paul** forgot to stop at the White River Jct. station (the passengers were not amused; they had to be bused), and E-2 was left red...again. *Whew! By the way, this report was 10 minutes long at the critique.* **Paul** used a DT402R throttle and had no problems with it. Later during the critique, he mentioned that the UP-5 throttle jacks near the Steel Mill were nonfunctional.

Nine train engineer **Dave Clinton** ran the wheels off a bunch o' trains. All the equipment ran well, but the throttle he used (**Chris Barlow's**) was nothing but trouble. **Chris** wanted to show how bad his DT402D was behaving, and **Dave** concurs it has problems. It had to be plugged in at all times for it to work. **Dave** had to bad order a freight car with a high coupler, and pointed out that a 79mph carded passenger train he had (PRR Broadway Limited) could only do 62mph through the speed trap.

Bryan Miller did most of MX-3 out of West Middleton. As he says every time, "I learned a lot." He said he would return on Thursday to finish up.

Applicant **David Galbraith** got his first solo assignment when he volunteered for JX-2 in Hudson Falls. When asked how he did, he said, "I finished." For comparison, there are several long time members who can't finish that job in one night. He did report that he had to tap the engine 350 times to get it to move. ☺ Also, he marked the diamond reverser toggles to indicate which way is the red polarity and which is the yellow polarity. *I can't believe we never did that and they've been there over a dozen years.* **David** would not recommend using the 50' gondolas in Hudson Falls due to all the derailments he had on sharp curves with them.

Bob England was in his happy place in Larson on HX-1. He got a late start and then had 262,000 derailments (not that he's counting). **Bob** had several arguments with his

brakeman for leaving switches thrown, which was a problem because **Bob** was also the brakeman. He also said he had too many new cars to set out in Narron Storage...only to realize that he hadn't picked up the old cars yet. ☺ **Bob** got all the work done, but just wanted to double check everything before heading back to Cedar Hill.

In Cedar Hill Freight, **Fred Lockhart** said, "If we have this many problems in 1/87th scale, I can understand why the real railroaders drank." In addition to the various runaways and weird MU's, he had to plug in his throttle all night long to get anything done. **Fred** got two of the inbound freights turned around for Thursday.

Jack Doyle was out Trainmaster and handed out all Train Orders. We did not run the Extra because we were running late.

Will Baker, as Boston Dispatcher, remarked that radio communications were the biggest issue of the night for him, even more so than the non-working JMRI connection.

As Chief Dispatcher, I think things went well with the various exceptions above. It was a typical first trick operation when everyone is rusty. Fortunately, the way our schedule works means we can overcome a slow or even disastrous start due to a slack period in the middle of the timetable. The MUing issues were annoying if not troubling, but more on that later.

Operations Review: Thursday, May 24th 2018

This one should be a little shorter due to the voice recorder filling up about 10 minutes into the critique. Therefore I will try to fill in the gaps with my notes and the paperwork.

For the first time ever, we started an operation session at 7:30 P.M. (by comparison, we used to start at 8:30 P.M. and go to 10:30 P.M. at the old club). **Yours truly** was back in the hot seat up in the tower.

Barry Doland ran 4 trains as an engineer. ML-1 had no trouble, but he couldn't say the same about the VIA train #701: multiple derailments with multiple cars in multiple locations. It's possible that having an engine at each end may have caused some of the difficulties (if speed matching was off). In addition, he got stabbed in Middleton with #701 for over an hour waiting for the ore train to struggle in. **Barry** likes the early start.

Engineer **Bob Farrenkopf** ran #100 out of Cedar Hill, and the ECL 4-6-2 didn't like going through E-5/E-6 (probably due to the dead frogs therein). Otherwise it was fine. On train 716, the BAR B-unit wouldn't go, so it was left up in Cedar Hill passenger terminal. **Bob's** other three trains (725, HM-4, and ML-3) he had no comments on, but he did say he liked the early start as well.

Jack Foley, oddly enough, reported yet another perfect and flawless operation. *Everyone laughed...again.* He had a few derailments here and there, but nothing too bad. He also



said that the Cartier ore train, SM-2/ML-3, had some engine troubles. **Jack** tried to move the

Flawless operation? Bwahahaha!

locos in the yard to change ends, but found the middle unit was running opposite of the other two (he ended up “flying” the locos to the other end of the train). The bad engine was cut out and eventually the train left with just the two engines (it was okay, it was all downhill from there). **Jack** said he loves the early start time. At this point, the voice recorder filled up, and everything else from here on is a guess. And yes, the battery died when Jack was talking on Monday night, too. *Coincidence? Maybe...maybe not.*

Doug Buchanan ran four trains. He might have run more, but he wasn't aware of the early start time. PRR passenger train #43 was 50 min. late, NH C-425 TOFC (HB-2) was 7 min. late, NH Doodlebug #533 was on time, and the NYC RS-32 (BH-1) was 15 min. late. I'm sure there were “No Problems”, right, Doug? ☺

Paul Agnew got 6 trains over the pike (including the Extra), but the first one almost didn't get out of Cedar Hill Yard. It seems that **Paul's** ECL COFC train with the U28C's on HB-8 rapidly moved backwards while in the yard for some reason. The switch happened to be lined up to enter the A Yard where **Bob England** was switching with a NH RS-11. The collision could be heard across the terminal and several of the COFC's jackknifed across the yard throat. Later, with UP



Kaboom!

passenger train #34, **Paul** derailed dramatically and quite realistically into the East Middleton station platform, pushing several baggage carts onto the mainline and probably killing dozens of waiting passengers (it's okay; all of them had already purchased tickets). **Paul's** other trains were on time, for the most part.

Larry Strumpf returned from Florida to run three trains. The first was a doozy, leaving the Steel Mill with the Cartier C-636's on SM-2. This train had suffered a bad derailment on Monday, and apparently one of the units was not properly re-railed. This caused **Larry** to short out trying to leave the Steel Mill. Once he got into Highland Oaks, both his radio and his throttle died. We parked him there until he could get fixed up. This eventually made him 2½ hours late into Middleton. On BM-3, the ECL units (U33B's) had MU trouble, so **Paul Agnew** replaced them with the ECL U28C's that he had just run into Boston. **Larry's** commuter #524 was on time and normal.

Last of the engineers was **Dave Clinton**. He ran seven trains with a throttle that “sucked” to begin with; his DT500D. **Dave** had to plug in every time to use it at first. Finally, he pulled out the battery, put it back in...and then it was fine for the rest of the night. *Ooo-kay.* **Dave** had trouble getting his first train (PGE RDC's) out of Middleton, being 21 min. late, and Amtrak SDP40F train #29 was 47 min. late, but the other 5 trains were on time or even early.

Bryan Miller finished up MX-3 in Middleton Yard. He had a close call with Dave's passenger train in West Middleton, but managed to get out of the way in time.

Chris Barlow tackled MX-2 once more. He got all the switching done and returned to Middleton along with Monday's JX-2 cars. **Chris'** only problem was that he was in a hurry to get back to Essex Jct. from Richmond Mills during a lull on the mainline. He was moving so fast that he didn't



The bumper tests out okay!

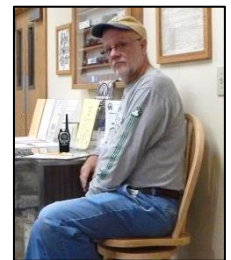
see the switch thrown for the Essex Freight House and slammed pretty hard into the bumper. **Chris** said someone must have accidentally hit the toggle...but no one seemed to believe him. ☺

On HX-4 in Cedar Hill, **Al Taylor** finished the job left over from Monday night.

Bob England first returned HX-1 to Cedar Hill, got slammed by a runaway container train in the yard, and then took HX-3 down to Larson. He reported that he had a paperwork issue when a NH boxcar in Kinnier-Montgomery was apparently lacking a new waybill as it still had the old one. **Bob** did not get to finish all the HX-3 switching in Larson.

Up in Cedar Hill and holding down the fort by himself was my father, **Paul Cutler, Jr.** We were a little short on yard operators, so Dad did double duty (say that 5 times fast), which is pretty good considering he's never done Cedar Hill Freight before. All trains went in and out of Cedar Hill without too many problems. One trick Dad learned is to immediately return all station terminal switches to green after each arrival/departure. This makes routing much easier.

David Galbraith was our Trainmaster, a first time experience for him. He said he learned a lot about the entire operation as a whole, things he wasn't able to pick up on being a local switcher or a fireman in his previous experiences.

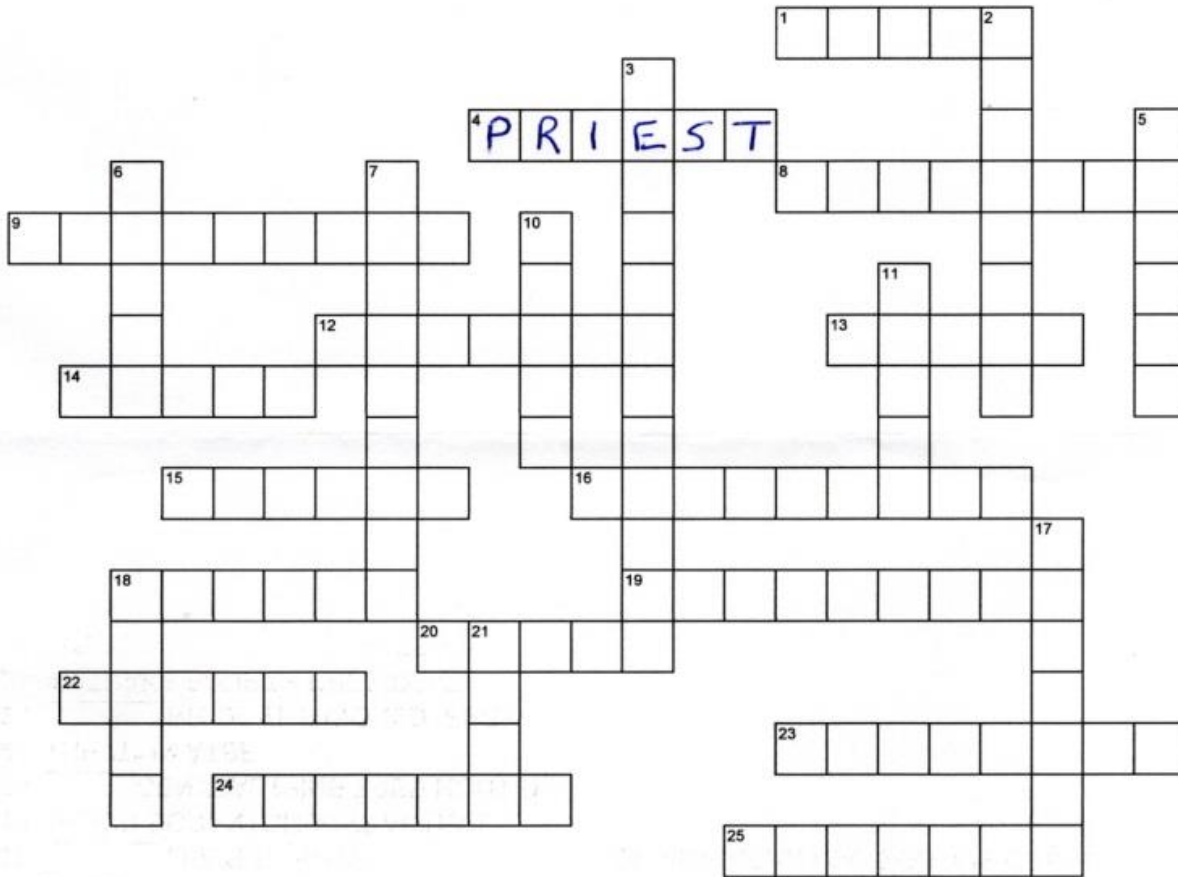


Joe Dumas was our intrepid photojournalist.

In the tower, I was Chief *Trainmaster Dave* Dispatcher. We had a number of MUing problems throughout the operation, both Monday and Thursday. One thing we didn't do this time was to clear the DCC system memory before the operation. After all the trouble during this session, **Fred** wiped the memory and we haven't seen this amount of trouble since. We simply must remember to clear the memory before every ops and show. Another issue was the early start time. I was originally reluctant because I didn't know if enough people would show up. Well, we had 14 members, which is about normal for a Thursday session. So far, I've heard nothing but good things about the 7:30 P.M. start time, so you can expect that our next Monday/Thursday session will be starting at 7:30 P.M.

Overall, things went well and found ways to improve the next session. I call that a success any day!

Paul Cutler III 



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ACROSS

- 1 USED TO HOLD RAILS TO THE TIE
- 4 RMC EDITOR
- 8 _____ RR IN CARVER MA
- 9 BEST FRIEND OF _____
- 12 "UNCLE IRV" (BLUE BOX MFG)
- 13 SSMRC PRES.
- 14 _____ GROVE SHOPS(AMTRAK)
- 15 AUTOMATIC COUPLER INVENTOR
- 16 HE'S IN CHARGE OF THE TRAIN
- 18 _____ LIMITED (AMTRAK)
- 19 MAJOR SCRANTON ATTRACTION
- 20 _____ CENTRAL (PINE TREE ROUTE)
- 22 THE "T" IN ATSF
- 23 _____ RR OF THE WORLD (PRR)
- 24 AMTRAKS FOURTH PRESIDENT
- 25 LV'S BLACK _____ EXPRESS

DOWN

- 2 HE RUNS THE LOCOMOTIVE
- 3 AIR BRAKE INVENTOR
- 5 CALIFORNIA _____ (AMTRAK)
- 6 BOSTON & _____
- 7 _____ CHIEF (AMTRAK)
- 10 EAST _____ LINES
- 11 _____ STARLIGHT (AMTRAK)
- 17 LEHIGH & NEW _____
- 18 LAKE _____ LIMITED (AMTRAK)
- 21 AMERICAN LOCOMOTIVE CO(init)

*Thanks to
AL Taylor*