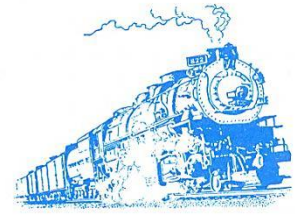


The Semaphore

South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938



OCTOBER 22, 2018 ■■■■■■■■■■ VOLUME 38 ■■■■■■■■■■ NUMBER 10



Wouldn't it be fun to be aboard this train?

OUR FALL SHOW & OPEN HOUSE
IS THIS WEEKEND !!

The Semaphore

David N. Clinton, Editor-in-Chief



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“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 ■■■■■ NUMBER 10 ■■■■■ OCTOBER 2018

CLUB OFFICERS

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ON THE COVER: Amtrak’s southbound *Adirondack* approaches the Canada/U.S. Border at Lacolle, Quebec, a week ago. The last of Amtrak’s dome cars, superdome “Ocean View” (GN heritage) has operated on this train during the peak foliage season for the past five years. See cover of last issue for close-ups of the car when it was on the *Downeaster*. Photo by Francois Jolin used with permission.

FORM 19 ORDERS

FALL SHOW & OPEN HOUSE

Saturday, October 27th 9-4

Sunday, October 28th 10-4

OCTOBER B.O.D. MEETING

Monday, October 29th 8 p.m.

NOVEMBER BUSINESS MEETING

Monday, November 5th 8 p.m.

DECODER/EQUIPMENT TUNE-UP CLINIC

Thursday, November 8th 8 p.m.

TRAINS 'N TURKEY

Wednesday, November 21st 11 a.m.- 5 p.m.

NOVEMBER NEWSLETTER DEADLINE

Saturday, November 24th

NOVEMBER B.O.D.

Monday, November 26th 8 p.m.

CONTESTS

Congratulations to **Bryan Miller** on winning this month's 50/50 raffle.

Thanks to Al Taylor, for providing our next Puzzle: "Older Passenger Train Names". A winner will be drawn at the **November Business Meeting**, from all correct entries. Puzzle entries available on top of old display case in train room. Don't forget your name and good luck!

CHIEF'S CORNER

Fred Lockhart

Our Fall Show is five days away and as of last week, on Monday night, we were in really good shape with prepping the railroad and the club for the show. There are a few more last minute things to do but we're good. As you know from past shows, I like the Club and railroad in good shape for our guests. So I want to *thank* all the members who helped with the "dirty work" to get things ready, *Thanks again* for all your help I personally really

appreciate it. Another note we are doing track assignments again at this show, for our long distance members, send me an email at lock46@verizon.net and I will assign a track for you.

As for progress on the railroad, it was going along very strong. Scenery, which is probably what our guests judge our progress by the most, will see a lot more completed in Cedar Hill, West Middleton and in Larson around the Moxie plant. The Electrical, Trackwork and Benchwork Committees' work has been on-going, out of view, in the new staging area and under Middleton Yard. After the show, we will pick up the pace again and have the new staging yard in service around the first of the year.

That is it for this month; short column this month but it makes up for when I am long-winded. As usual, I want to hear from members with any questions or concerns.

Fred Lockhart
Chief Engineer



DCC & EQUIPMENT TUNE-UP CLINIC

We had a good crowd this month, with lots of complications. **Rick Pearson** started the evening off by bringing two New Haven locos for decoders. The first, a Proto PA1, was one of the original models without a plug, so he had to hard-wire the DZ123 and added a 1.5v bulb and 680-ohm resistor. His second loco was an original Atlas RS3, produced by Kato. The DH165KO is a great replacement for the factory board, and Paul Cutler III showed us how the light tubes are cut and LEDs are added to the ends of the board and bent like an "S"-curve, so they shine into the ends of the cut light tubes. On-board resistors make it unnecessary to add resistors and now the loco had "directional lighting", unlike the factory built.

Dan Peterson also brought two locos, both Milwaukee and both P1Ks: an Erie-built C-liner and a DL109. They both took a DZ123P, as they were equipped with the 8-pin plug. On one of the locos, there was bad power pick-up and it was determined that one of the wires had come un-done from one of the trucks, so that instead of “all-wheel pickup”, now there was 4-wheel pickup. Paul Agnew assisted him in disassembling the truck and re-attaching the wire; he checked both while he was at it.

Barry Doland brought an Athearn “Blue Box” CF7 decorated in ATSF. He had purchased a LokSound decoder. With Paul Agnew’s assistance soldering, he was able to use the factory lights and got the sound working nicely.

Ed Bulman brought his Athearn Genesis SD45, dressed in Cotton Belt “bloody nose” and added new couplers, replacing the factory “crap-u-mate” ones. He also registered this loco, and four others; his first time registering equipment...you’re on your way now, Ed!

Don Pierce brought his New Haven RS1 to be decoded. Again, a replacement board—the DH165AO—did the trick and he thanked Paul Cutler III for installing the decoder and lights, as was done with Rick Pearson’s loco. (see above)

Paul Agnew brought the ECL U33b #301 from Athearn. He hard-wired the DH163 and will add lighting later. He was happy to register it and report it “in service”, for the first time since July 1998! Great job for an old lady!

Thanks for the assistance from both **Paul Cutler III** and **Paul Agnew**, as there was a lot going on this month! Our next Clinic will be **Thursday, November 8th**. Sign-up sheet on Bulletin Board. All are welcome.

SEMAPHORE MEMORIES

OCTOBER 2013 (5 years ago)

- Two main passenger leads through Cedar Hill passenger terminal wired and operating in time for show.
- All trackwork completed in passenger yard.
- Background “flats” installed in Larson Industrial area.
- Conway Scenic RR unsure of future of ex-CN 0-6-0.

- Amtrak introduces interactive train locator map on Google Maps interface.
- Cummins ready to release demonstrator prime mover QsK95 and power module; fuel-efficient and EPA-compliant.
- NJ Transit returns to pre-Superstorm Sandy levels of train service—a year after storm hit coastal NJ & NY.
- Owner and restorer, Doyle McCormack, starts up the engine in his PA-1, painted as NKP #190, for first time after 10 years of work.
- Expressions of interest in buying the bankrupt Montreal, Maine & Atlantic RR received from 7 parties.
- Amtrak celebrates its 10th ridership record in 11 years, carrying 31.6-million passengers in FY2013.
- Outdoor shed purchased and installed.
- OCTOBER 2008 (10 years ago)
- Chatsworth, CA, commuter train crash prompts FRA to require Positive Train Control on railroads. Accident also prompts FRA to restrict use of cell phones while on duty.
- Canadian Pacific acquires Dakota, Minnesota & Eastern and subsidiary Iowa, Chicago & Eastern.
- Massachusetts reaches deal with CSX to buy 30 miles of tracks in southeastern MA for commuter rail restoration to Fall River and New Bedford.
- MY State announces plans to replace “Tappan Zee Bridge” over the Hudson, including tracks for commuter rail between Suffern and Tarrytown.
- Three former D&H RS3s, overhauled by Delaware-Lackawanna’s shops, and painted in their original livery, make their first revenue trip.
- Cog Railway unveils home-built “biodiesel” locomotive.
- Cape Rail, Inc. submits plans to restore rail service from Cape Cod to Boston.

OCTOBER 2003 (15 years ago)

- Gov. Romney decides to give the Greenbush Line restoration the “high green” and the courts toss out yet another challenge by “anti-train” groups.
- RR Museum of New England (Torrington, CT) acquires last passenger loco purchased by the New Haven RR—FL9 #2059—also the last EMD “Cab” unit produced.
- Wiscasset, Waterville & Farmington Railway Museum begins restoration of steam loco #9.
- Appalachian Mountain Club opens doors of new “Highland Center at Crawford Notch”, located in ex-MEC Crawford Notch railroad station.
- NYS&W returns “Yellow Jacket” B40-8s to lessor.
- NJ Transit unveils “Aqua Track”, a \$420,000 high-pressure washing system to keep the tracks clear of fallen leaves and their oily residue.
- New Amtrak National Timetable includes pages of fares, a first, and includes all trains, eliminating need for separate Northeast and National timetables.
- Bombardier receives order to design and manufacture Montreal’s first bi-level commuter cars.
- Kadee produces its first non-boxcar model—a 2-bay, PS Covered Hopper.

● Soundtraxx introduces “Tsunami”—16-bit digital sound decoders for steam locomotives.

● China’s first passenger-only railroad opens; between Shenyang and Qinhuangdao, a distance of 250 miles.

● Amtrak records highest annual ridership of more than 24 million passengers.

OCTOBER 1998 (20 Years Ago)

● Amtrak reaches agreement with unions for one engineer on train with run of less than six hours.

● Work on increasing clearances in Hoosac Tunnel nears completion.

● Rigby Yard in S. Portland celebrates 75th anniversary.

● Work starts on new Framingham station.

● Fred Lockhart joins SSMRC.

● Real estate values up 19% in towns which received Old Colony service previous year. (Middleboro Line and Kingston/Plymouth Line)

● “Auto-max” articulated auto carrier introduces by Gunderson.

OCTOBER 1993 (25 Years Ago)

● Ron Clough, Al Taylor, Doug Buchanan, Jeremy Cahill and Ye Ed get tour of Conrail’s Selkirk Yard in NY.

● NH D.O.T. approves formation of “Mountain Division Railway” to operate trains over state-owned railroad from Conway to Whitefield through Crawford Notch (ex-MEC).

● MBTA and Conrail working on agreement for extension of commuter rail from Framingham to Worcester.

● Delaware Lackawanna RR formed to operate several lines in the Scranton, PA area, including Steamtown excursion trains.

● Cape Cod RR acquires two ex-Amtrak dome cars.

● Bi-directional signaling completed Boston-New Haven. All towers closed, with dispatchers located in S. Station.

OCTOBER 1988 (30 Years Ago)

● Emmons Industries becomes new owner of Grand Trunk lines in New England and names railroad “St. Lawrence & Atlantic”.

● Canadian Atlantic Railway formed by Canadian Pacific to manage all CP’s lines and facilities in the provinces of New Brunswick and Nova Scotia, as well as main line across northern Maine.

● Claremont & Concord RR sold by Pinsley family to Lavalee Lumber & Hardware in Claremont, NH.

● MassCentral opens international terminal in Palmer for containers trucked from Massport’s Conley Terminal in Boston.

● VIA Rail Canada signs C\$90 million contract with CNR to modernize passenger car fleet.

● Amtrak purchases eight GP40 locos from GO Transit of Toronto, Ontario.

● FRA issues scathing report on safety of Guilford Transportation Industries.

● MBTA’s Southwest Corridor project named national winner for outstanding achievement in American Civil Engineering Achievement Awards.

● Amtrak’s Union Station in Washington, D.C. re-opened after 2-year, \$160-million restoration.

OCTOBER 1983 (35 Years Ago)

● Dues increased from \$7.50 to \$9/month.

● John Governor (D) introduces “Ronco Headsets—not available in any store” to Operation nights.

● Santa Fe and Southern Pacific announce agreement for merger

● Santa Fe indicates interest in purchasing Conrail.

● Bay Colony buys ex-MA & PA boxcars.

● Amtrak starts Auto Train service from VA to Florida.

● Clarendon & Pittsford RR (part of Vermont Rail) purchases 22 miles of track from D&H, connecting Whitehall, NY with Rutland, VT.



FORD MOTOR CO. paid \$90 million for the derelict Michigan Central Depot, which it will turn into a campus for development of new technologies. The figure comes from government records. It means the company paid \$150 per foot for the 104-year-old, 600,000-square-foot building, which will be the centerpiece of its new facility to develop electric and autonomous vehicles. (TN)

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THE MBTA HAS FILED a request for an extension for positive train control operation with the Federal Railroad Administration after completing the work necessary to qualify for that extension. The MBTA announced the request at Monday’s meeting of the MBTA Fiscal and Management Control Board, which was also told that the commuter system had received an additional \$20 million federal grant for PTC implementation. (TN)

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A SECOND TRACK between Hartford and Windsor on the CTrail Hartford Line has been completed and is open, according to the Connecticut Department of Transportation (CTDOT). The opening of the second track signifies the completion of four miles of track construction as part of the current New Haven-Hartford-Springfield (NHHS) Rail Program. Some follow-up construction activity will be ongoing through mid-November. The Hartford Line opened in June. Construction of the line was managed by CTDOT and the project was financed with three federal grants and state funds. CTDOT Commissioner James P. Redeker stated, “This is another milestone for the NHHS Rail Program and the Hartford Line service. It also represents another step closer towards the 2030 vision of expanded rail passenger service in New England.” The new second track provides reliability

allowing trains north of Hartford to pass each other quickly and efficiently. Officials explain that it provides additional rail capacity that benefits both passenger and freight service, further reducing potential delays. (TN)

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PAN AM'S TWO HERITAGE GP9 "Heritage" locomotives, painted in Maine Central (page 11 of last month's issue) are headed to the Heber Valley Historic RR in Heber City, UT. Hopefully, they will continue to wear their famous New England attires but doubtful. (NERAIL)

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MATTHEW ROSE WILL STEP DOWN as executive chairman and retire from BNSF Railway in April 2019. At the end of his tenure, Rose will have been executive chairman for six years, and BNSF CEO for the prior 13 years. He also served in senior leadership for marketing and operations before assuming the CEO role in 2000. During his tenure as CEO, he helped guide the acquisition of BNSF by Berkshire Hathaway in 2009. "It was a very lucky day for me and for Berkshire Hathaway when I met Matt Rose," says Warren Buffett, chairman of Berkshire Hathaway. "Under Matt's management, BNSF has become a major source of profit and pride for Berkshire. And, as a citizen, Matt has been an exemplar for corporate leadership." (TN)

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SIX CONNDOT Electro-Motive FL9 locomotives, stored out of service since 2009, have found new homes from New England to Texas. The new owners include the Boston Surface Railroad Co. of Woonsocket, R.I.; Massachusetts Coastal Railroad, headquartered in East Wareham, Mass.; Webb Rail LLC, in partnership with the Berkshire Scenic



Railway Museum of Lenox, Mass.; and the Grapevine Vintage Railroad of Grapevine, Texas. All plan to restore their new acquisitions to running condition. The six FL9s were part of the New York, New

Haven & Hartford's onetime fleet of 60 dual-mode electric/diesel-electric locomotives, built between 1956 and 1960. EMD designed and built the units for use as diesels in most locations, but having the capability to operate as electric locomotives in New York City's rail tunnels to Grand Central Terminal and Pennsylvania Station. The New Haven was the only railroad to purchase the model, but its FL9s subsequently worked for Penn Central, Conrail,

Metro-North, and Amtrak, and later for several tourist railroads and museums. The State of Connecticut at one time owned 10 FL9s, and took the unusual step of repainting all of them in their original red, white, and black New Haven "McGinnis" color scheme. All were part of the Nutmeg State's contribution to a pool with Metro-North for commuter services in Connecticut and New York. Between 1995 and 2001, a fleet of 31 General Electric dual-mode P32AC-DM units replaced the FL9s on Metro-North's mainline commuter trains on a 1-for-2 basis. A dozen Brookville Equipment BL20GH road-switchers delivered to Metro-North and CTDOT in 2008 bumped the last FL9s off branchline services. Connecticut's last six FL9s, all rebuilt by Morrison-Knudsen in 1993-1994, were placed in storage in New Haven, Conn., in 2009. (TN)

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THREE FORMER NH FL9s have been saved from the scrapper's torch and have arrived on their purchaser's property. They came from the Conn D.O.T. #2011 (NH #2038) and #2026 (NH#2007) are at the Massachusetts Coastal Railroad in Hyannis, with plans to use them for the Cape Cod Central's passenger operations. #2024 (NH #2058) is at the Berkshire Scenic Railway Museum in Adams, MA. They are also looking forward to receiving ex-NH #42, the RDC "Firestone", when someone agrees to how to get it there from Fall River. (NHRHTA Forum)

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MODEL RAILROADERS AND RAILFANS can now support the preservation of an Erie Lackawanna SDP45 when they purchase the HO scale version of it. The Athearn Trains announced on Sept. 28 that for every HO scale EL No. 3639 or Conrail No. 6670 sold, the model train manufacturer will make a donation to the Youngstown Steel Heritage Foundation, an Ohio-based non-profit trying to save the EMD locomotive of the same number. Earlier this year, the group reached an agreement with the Virginia Museum of Transportation to purchase No. 3639 (currently painted as Conrail No. 6670) located in Roanoke, Va. Two hobby shops — Maine Model Works in Yarmouth, Maine and Hobby Express in Cranberry Township, Pa. — have announced that they too will make a donation to the effort to save No. 3639 every time a model of the locomotive is sold at their shops. Christopher Palomarez, brand manager for Athearn, tells Trains News Wire that No. 3639 was actually measured to help the company produce

the original model a few years ago. “We pulled measurements off the locomotive (when) developing the SDP45 product, so there’s a little bit of the No. 3639’s DNA in every model we brought to market,” he says. “Helping the (Youngstown Steel Heritage Foundation) reach their goal is the right thing to do. We hope that future generations will be able to witness one of these monsters rolling on the rails again. The Youngstown Steel Heritage Foundation has already raised more than \$10,000 — halfway to its \$20,000 goal — to purchase the locomotive. The group has also purchased new doors and windows for the locomotive. The group plans on eventually moving the locomotive to the Marter Yard Railroad Museum, operated by the Mahoning Valley Railroad Heritage Association, in Youngstown. No. 3639 was built for the EL in 1969. At least one other six-axle EMD from the EL has been preserved. EL SD45 No. 3607 is currently on display at the National Museum of Transportation near St. Louis. In 2015, Norfolk Southern repainted a former EL SD45-2, No. 1700, into EL colors for service in New Jersey. (TN)

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THE LOS ANGELES–San Diego–San Luis Obispo (LOSSAN) Rail Corridor Agency and California Department of Transportation (Caltrans) and manufacturer Siemens introduced the new Charger locomotives this month. State and local officials toured one of 14 new Chargers that will begin powering *Surfliner* services starting this fall between San Diego, Los Angeles and San Luis Obispo. “The production and delivery of new locomotives and railcars does more than provide an environmentally-friendly way to travel around the state,” said Brian Annis, Secretary of the California State Transportation Agency (CalSTA). “It also directly employs more Californians in well-paid jobs, while indirectly generating more jobs throughout the state’s economy.” The four-axle 4,400-hp Charger is the first diesel-electric passenger locomotive to receive Tier IV emissions



certification from the Environmental Protection Agency. “These locomotives were proudly produced by the 1,300 Siemens employees who work in our solar-powered plant in Sacramento, Calif., one of the most well-established, comprehensive manufacturing facilities of its kind in the country,” said Michael Cahill, president of Siemens Rolling Stock in the U.S. “Siemens is grateful for the opportunity to work with Caltrans and is proud to be a part of their efforts to provide clean and efficient transportation for the state of California.” The new locomotives were funded by Caltrans with approximately \$100 million in state, federal and local funds, and will replace Amtrak-owned EMD F59PHI units, which are nearly 20 years old. (TN)

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CHESAPEAKE & OHIO NO. 1309 is waking up. Western Maryland Scenic and contractor Diversified Rail Services are stationary test firing the 2-6-6-2 today in the latest step toward returning to operation the last steam locomotive built for domestic use in the U.S. by Baldwin in 1949. Contractors raised No. 1309’s boiler to its working pressure of 210 pounds Wednesday afternoon. Gary Bensman, president of Diversified Rail Services, says the test fire is operating as expected. “We tested the injectors and generally just inspected the boiler for leaks. There are no leaks on the boiler,” Bensman says. Aside from a couple minor piping issues and a small list crews developed from Wednesday’s test fire, the next major steps are to apply the lagging and jacket to the boiler – a task that should begin in the next month or so. After major funding ran out in fall 2017, wheel work continued as a result of donations from Trains readers contacted by direct mail. At the time contractor Gary Bensman of Diversified Rail said a crew of 4-6 could finish the engine in six months if an additional \$530,000 was raised. Work resumed in May after additional funding was secured, and the railroad continues to raise money for the project. When completed No. 1309, will become 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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ALSTOM'S NEW RANGE of *Avelia* high-speed trains got off to a flying start with orders for 28 single-deck Liberty tilting trains from Amtrak in 2016

worth \$US 2bn, including long-term technical support and



components, and 100 double-deck Horizon trains from French National Railways (SNCF) in July worth €2.7bn. Alstom says its new generation of high-speed trains – the single-deck *Avelia* Liberty for Amtrak and the double-deck *Avelia* Horizon for SNCF – will raise the bar for high-speed train design in terms of acquisition cost, maintenance, energy consumption and capacity. While these trains retain the hallmarks of SNCF's iconic TGV, they are completely new designs. Production of the Amtrak fleet has already started, following the shipment of the first body shell from Alstom's Savigliano plant in Italy to the United States, where assembly is currently underway at Alstom's New York state plants in Hornell and Rochester. The first pre-series set will be delivered for trials in 2019 and the first production train is due to enter service on the Boston – New York – Washington DC Northeast Corridor in 2021, replacing the existing Acela trains supplied by Alstom and Bombardier in 2000. The new generation of *Avelia* trains trace their roots to the original concept for TGV, which dates from the late 1960s and early 1970s with the experimental gas-turbine TGV which had power cars and articulation. While the gas turbines were dropped in favor of electric traction following the 1973 oil crisis, all TGVs since then have had separate power cars and articulated coaches whether single or double-deck. Both Alstom and SNCF are firm believers in articulation due to the stability and rigidity it delivers at very high speeds, reducing the risk of derailment and flying ballast. Articulation also reduces train weight as there are fewer bogies per train, while improving the ride quality and aerodynamics of the train. (RA)

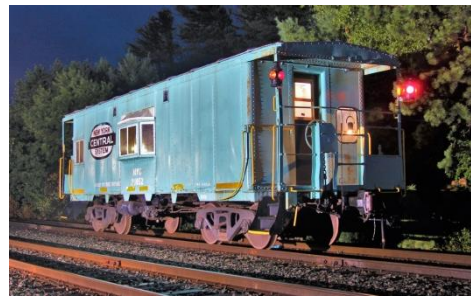
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THE MBTA has balanced its operating budget for the first time in 10 years, through revenue growth and cost controls. (RN)

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THE MBTA GREEN LINE will be improved with installation of 25,000 feet of new track and 6.5-

miles of modernized signal infrastructure. Jointed rail will be replaced with continuous welded rail and replacement of switches between Beaconsfield and Riverside stations will be done. To be completed by December 2020, when the T will finally be able to remove current speed restrictions on the line. (RN)

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DURBIN & GREENBRIER VALLEY RR crews continue making progress reconnecting the former C&O Greenbrier River line between Cass and Durbin, WV. Project completion is expected during the 2019 operating season. (RN)

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THE EX-NYC CABOOSE, located at the Old Colony & Newport Museum in Fall River for years, is Joe Burgess' caboose, which was his dad's and



which has been used for the past several years on work trains on Mass Coastal and CSX, has been moved to the FRR engine

house in the Quincy Shipyard. Seems that former member Kevin Linagen has won a contract to do work on the caboose, similar to that he has done on his own caboose. Congratulations, Kevin, and good luck!

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LAMY, N.M. — With smaller Amtrak stations around the country losing full-time agents in recent months, the community around Lamy stepped into



Harvey the station cat named for Santa Fe Railway icon Fred Harvey tolerates attention from Steven Lucero, one of the volunteers staffing the Lamy, N.M., depot at train times after Amtrak eliminated the full-time agent there.

the breach. Since early August, volunteers greet arriving and departing passengers with luggage carts, help with the shuttle to Santa Fe, N.M., and

offer a clean waiting room stocked with reading material, snacks, and a station cat. The cat would be Harvey, namesake of legendary Santa Fe Railway restaurateur and hotelier Fred Harvey. "To us continuing the *Southwest Chief* is a vital part of the tourist economy," says Karl Ziebarth, board chairman, CEO and general manager of the Santa



Fe Southern Railway, which owns station and

grounds. "We saw an opportunity to give passengers a better experience than a station that's not open." To that end, Santa Fe Southern contracted with residents of Lamy and the nearby community of Eldorado which already were holding summer-season events in the station park. "I can't tell you how important and helpful the group in Lamy and Eldorado is," Ziebarth continues. "They've been working hard to spruce up the station, and we have also done some work on the outside as well. "It's a much more attractive venue for people who want to come to northern New Mexico, and we hope there are more of them." There have been unadvertised services for passengers in tight spots like fetching a pizza for someone stranded with children or getting people to Santa Fe when the shuttle couldn't accommodate them. The volunteers also stood by into the wee hours of Oct. 5 when the eastbound *Southwest Chief*, delayed by flooding in western Arizona and its crew then dying on the law more than 60 miles short of its terminal, arrived at 3:58 a.m. — 15 hours late. "Passengers were sleeping on the floor," recalls Cindy Lou, a Lamy resident who asked that her last name not be published. At least the floor was clean as is the entire station built by the Santa Fe Railway in 1909 in the Mission Revival style. About half a dozen volunteers work the depot with another dozen helping out with food service for regular warm-season events at the station park, Cindy Lou adds. (TN)

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SANTA FE FP45 No. 108, the railroad's last new passenger locomotive, rolled out of the Orange Empire Railway Museum's diesel shop in dramatic fashion Saturday, Oct. 6, under its own power and showing off its 1967-version of the railroad's famous "Warbonnet" passenger locomotive paint scheme. The roll-out capped a six-year restoration effort led by museum volunteer Jeff Williams, whose goal was to restore the 1967 EMD product as closely as possible to its as-delivered appearance, inside and out. "This is more than just a paint job," said Williams. "We thought this was going to take a year, and it took six." Museum volunteers installed a new headlight between the number boards along with an oscillating headlight, rebuilt the front pilot to original condition, completely rebuilt the cab and control stand to 1967 appearance and had a turbocharger rebuilt to breathe life into the 20-cylinder EMD 654E3 prime mover. The only thing missing internally is the

steam generator, which Santa Fe removed in the early 1970s. Williams did get drawings of the original air intake and exhaust vents for the steam generator system and a local metal fabricator created new ones. They were installed where the originals had been welded shut. Externally, the fuel tank retains the 1970s Santa Fe modification, eliminating the water tank. Williams is quick to note that the locomotive interior is painted light green, which, in his research, is a commercial paint color called "EMD green." EMD built the locomotive in December 1967 and with its eight



sister locomotives, was the standard bearer for the Santa Fe's crack passenger trains until the advent of Amtrak in 1971. The locomotive spent the rest of its career in Santa Fe freight train service and was occasionally assigned to company passenger specials. Rebuilt at San Bernardino, Calif., in 1982, it was back in the limelight in 1989 when Santa Fe President Michael Haverty ordered the remaining fleet of FP45s repainted into a new version of the "Warbonnet" as a marketing move. The railroad retired the locomotive in March 1998 by BNSF Railway and donated it to Orange Empire in working condition. While six FP45s have been preserved, No. 108 is the first of the preserved to wear its original colors. The museum will use the restored locomotive on the museum's public passenger trains. (TN)

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ONE OF THE WORLD'S MOST ICONIC steam trains took a special journey across England earlier this month with the ashes of its owner inside the engine's firebox. As the Flying Scotsman set off from King's Cross to York, the day marked a poignant moment in railway history for the train that once took tours across the world. The 91-year-old's daughter, Penny Vaudoyer, was present at the start of the special journey, which began shortly after 10.30am, to pay homage to her father Alan Pegler—the man who saved the train from the scrapheap in 1963. Following the shrill sound of the whistle the steam train travelled through Lincolnshire with the ashes of Mr. Pegler placed firmly inside the engine's firebox which he would often refer to as

the 'old girl'. The day also saw 478 passengers board the celebratory and poignant journey and toast the businessman who rescued the train in 1963 by paying £3,000 for it to be rescued from the scrapheap. Mr. Pegler had requested his ashes be placed inside the firebox before his death on March 18, 2012. In honor of his wishes they were placed into the fire on the very stretch of track where the Scotsman broke the 100mph speed barrier in 1934. (DailyMail.com)

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TWO WEEKS AHEAD OF SCHEDULE, Schenectady's new Amtrak station has opened. The \$23 million facility opened last Wednesday, with Lt. Gov Kathy Hochul participating in a ribbon-cutting ceremony and saying, "This telegraphs to the world that we're prepared for the future," according to the Albany Times-Union. It is the third new station on Amtrak's Empire Corridor in as many years. A station opened in Niagara Falls in 2016, and another opened last year in Rochester. The state of New York contributed \$19 million toward the station, with the Federal Railroad Administration providing \$3.6 million, Amtrak contributing \$220,000, and the Schenectady Metroplex Development Authority providing \$48,000. (TN)

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AMTRAK RECENTLY ANNOUNCED that it is soliciting bids for 48 pieces of equipment located at its Beech Grove and Bear and Wilmington, Del., shops that it now considers surplus. The lot made up mostly of diesel locomotives and baggage cars, as well as all five former Pacific Parlour Cars, and seven Horizon cars. The closing date for bids on these pieces is Nov. 14, 2018. (TN)

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THE MBTA HAS BEGUN the process of replacing two drawbridges that create a bottleneck for service in and out of Boston's North Station. The MBTA has issued calls for design and construction of a new bridge to replace the two double-track bridges, each more than 80 years old, which cross the Charles River near the station. The plan is to replace the two bridges with a six-track bridge, opening up two tracks and a platform at North Station that have never been used for commuter service because of the bottleneck. The project is estimated to cost at least \$100 million and might not be completed until 2026. The Globe report says the design process alone will take two years. (TN)

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GOVERNMENT OFFICIALS from North and South Korea say they'll begin work to reconnect their long-disconnected roads and rail lines in reports. Full restoration of the rail links, built by Japan during its colonization of the Korean peninsula, could enable South Korea to have all-rail access to markets in China, Russia, and Europe. The links would also re-open cities and industrial regions in North Korea to the South's economic influence. (TN)

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

TRAINS

Of Semaphores, Searchlights, Raton
Amtrak's Southwest Chief

Grind Smarter, Not Harder

RAILROAD MODEL CRAFTSMAN

Look Both Ways

Technology for Technology's Sake?

MODEL RAILROADER

Operating the Gorre & Daphetid

Installing Ground Throws in the Foreground

Chasing Trains on the Erie and Lackawanna

CLASSIC TRAINS (Fall 2018)

Rambling on the Reading

Amtrak's Early Years from the Inside

The Great Ancona Standoff

Getting My Kicks in 1966

Last Hurrah for the Great Steel Fleet

Best of Everything

The Way it Was

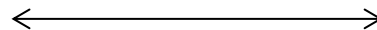
Tales from railfans and railroaders

RAILFAN & RAILROAD (September 2018)

The Final Decade of D&H

Did Your Father Work for the Railroad?

Bill Kratville



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

EDITOR'S NOTES

1. **We need food** for the Open House! Brian Miller needs the following for both days for his coffee/snack shop: cookies, cupcakes, brownies, etc. Please wrap cookies two to a

2. package and brownies one to a bag. Sandwich bags work well. Cupcakes can be loose, to be chosen by the purchaser.
3. **Next weekend** is one of our biggest fundraisers of the year, so I hope everyone will pitch in and help with everything from spreading flyers and telling your friends and family about our activities to running trains. See you next weekend!

..... *David N. Clinton*

"You will continue to suffer if you have an emotional reaction to everything that is said to you. True power is sitting back and observing things with logic. True power is restraint. If words control you, that means everyone else can control you. Breathe and allow things to pass." (Warren Buffett)

MEMBER NEWS

Welcome to our newest applicant, **Ed Carter**, from Franklin. Ed has worked on a number of layouts in the past and found us by way of the Internet. We look forward to getting to know you, Ed!

Member **Jack Doyle** has been under the weather all summer-long but is on the road to recovery and hopes to be back soon. We look forward to seeing you, Jack!

Member **Bill Garvey** is at the VA hospital in W. Roxbury, being checked out for various problems. We keep him in mind and our prayers for a speedy return.

Member **Rick Sutton** is at the Colonial Nursing and Rehabilitation Center on Broad St. in Weymouth. He is recovering after a set-back from his operation. We miss you, Rick, and pray for your quick return to health and to the "fold" !

BIRTHDAY CELEBRATIONS

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

Tom Wylie November 5th
 Fred Foley November 17th
 Gary Mangalinkx November 23rd
 Ed Bulman November 29th

RUNNING EXTRA

The following Ledger article from the archives...in memory of our friend, supporter and Honorary Member Dick Kozlowski, who passed away last April:

WORKIN' ON THE RAILROAD

South Shore Model Railway Club set to hold fall open house

By **KAREN GOULART**
The Patriot Ledger

They zip past homes and rumble through intersections, but you won't hear any complaints about these trains — they're miniature versions of the real thing.

This weekend, just days before trains begin rolling through town on the Greenbush rail line, the South Shore Model Railway Club will hold its fall model railroad show and open house at Bare Cove Park.

From 9 a.m. to 4 p.m. Saturday and Sunday, visitors will be able to check out detailed, life-like train layouts, learn some tricks of the trade at hobby how-to clinics, and pick up new or used model trains and train paraphernalia from dealers and at the "white elephant" table.

The main attraction is the 40-by-100-foot layout that club members have been working on for the past seven years, one meticulous detail at a time.



File photo

Dick Kozlowski of Saratoga Springs, N.Y., helps prepare for last year's South Shore Model Railway Club open house. This year's event will be held from 9 a.m. to 4 p.m. Saturday and Sunday. The club's quarters are at 19 Fort Hill St. in Hingham.

For those who've never attended the show, club secretary David Clinton points out that the club's layout is not your typical choo-choo 'round the Christmas tree.

"It's eye-opening to see," Clinton said. "Anyone who is used to Christmas layouts — to see what actually can be done with model trains, the level of detail is amazing."

HINGHAM

Now in its 69th year, the club began in a store basement in Quincy, moved to Weymouth and settled in a Bare Cove warehouse in 1998.

Members range in age from 25 to 82 and come from all walks of life, Clinton said. The membership includes dentists, salesmen, painters and even a few train engineers.

"Just like the membership, the interest is multifaceted. It's for anybody," Clinton said. "A lot of people are closet train aficionados. They may not have a setup for themselves, so they like to come and see it."

Tickets to the show and open house cost \$4 for adults and \$2 for senior citizens and children 6 to 12. The club is at 19 Fort Hill St., in Bare Cove Park Building 51.

For more information, call 781-740-2000 or go to www.ssmrc.org.

Karen Goulart may be reached at kgoulart@ledger.com.

THE OPERATOR

AUGUST 13 & 16/18

ECL OPERATING DEPARTMENT

NO. 180



OPERATIONS REVIEW

by Paul A. Cutler III

This is a surprise Operator column this month because I bet most of you are surprised I've actually written it. ☺ Sorry, but for the last couple months trains have been the last thing on my mind. At this point it's either write this thing or skip it entirely. Well, let's see what I can do...

Operations Review: Monday, August 13th 2018

The operation session was started at 7:30PM, which is now our new normal time for weeknight operations (so we end at 9:30PM). Up in the tower was **yours truly**, with **Jim Ferris** as the Trainmaster. We had 20 members sign-up plus one guest contributing to the session.



First up is **Savery Moore**, who ran two trains as an engineer then jumped over to local freight HX-2. His first train was 101, the mail & express job with an ECL K-4 steam engine. This loco, for whatever reason, would only go a few feet, stop, then go ahead again, stop, etc. He replaced it with a GP and got in about an hour late. Next was Train 43, which was delayed an hour due to Train 29 (the ECL stainless steel train) having derailment issues ahead, probably due to a reversed truck (it happens). I then informed **Savery** that we had 8 engineers so he could try his luck with HX-2. He only had about an hour to work with it, and got about half way done over in White River Jct.



Next is **Jack Foley**, who somehow escaped Middleton Yard or any other yard and ran trains all night. In fact, he ran six of them! *We're all amazed.* He ran LM-2, 524, HB-2, MH-3, HM-4, MS-9...all flawlessly (according to **Jack**). His only reported problem was leaving Middleton when the yard set him up to leave towards Great Lakes instead of Cedar Hill. When **Jack** is in

Middleton, that *never* happens, right...? ☺ *Personally, I think they did it just to mess with him.*

Barry Doland ran a couple trains before he was called away to schmooze a possible donation to the White Elephant Table. His first train was the ore drag, LM-4. He

derailed a few cars going through E-1 in West Middleton. I asked him if he liked re-railing a bunch of little ore jennies. He said, "No, actually, I don't." Then with 701, **Barry** had no problems. He was ready to take out Amtrak train 58, but then he had to hand it over to the **Dave Clinton/Rick Pearson** combo and give the nickel tour to a nice couple looking to sell some trains.

Bryan Miller ran MX-3 in Middleton and finished the job! He said he only cheated a little (?). He feels he's getting better at it...but then he didn't say how he cheated. Maybe he's just getting better at hiding mistakes? Hey, works for me! ☺

Middleton's other side, MX-4, was operated by **Bill Roach**. He had no major problems with switches, and only had some dirty wheels/track to deal with. Blue 4 has a busted point, but it still works. All **Bill** had to do was switch the REA facility across the mainline, as usual.

Larry Strumpf ran three trains before bugging out: 502, ML-1, and 29. The last was the ECL "lead sled" stainless steel train, which was **Larry's** train from hell. It rolled over two cars before the elevator, then probably wasn't re-railed 100% or had a truck twisted around backwards. So it derailed again at Minot Jct. *Sigh.* He got to Essex Jct., then he pulled the troublesome car and set it out. The rest of the trip was fine, until the rear truck of the second engine randomly derailed at Bethlehem Jct. **Larry** was an hour and 10 min. late, and that was enough for him and he went home.



Engineer **Dave Clinton** and his fireman, **Rick Pearson**, ran seven trains. **Dave** ran the first train to show **Rick** the ropes, then **Rick** ran the other six with **Dave** supervising. **Rick** got high marks from **Dave** and appears ready to solo. They both had fun, and all their trains ran well. The only problem they had was with Extra 6067, the big train that usually runs at the end of the night. When it was passing White River Jct., it clipped the caboose of the local HX-1, which was parked just a little too close to the mainline. "**Oops!**" **Savery**.

Down in Larson with HX-1 was **Bob England**. He got a late start by about 50 fast minutes, and the switch down to Larson from Cedar Hill is still battery powered. **Bob** reported



some paperwork mess ups due to HX-3 cards were in some of the HX-1 pockets. This was confusing, and when he tried to fix it, he made it "Much, much worse," according to **Bob**. Switch #4 had a dead spot, and the Moxie factory switch has tight points which caused a couple derailments. It was recommended that we permanently attach a LocoNet long coil cord inside the pit at Larson just in case one has radio problems in there again.

The "new guy", **Dan Peterson**, isn't actually new. It's just been forever since he operated with us. ☺ His fireman was **Tristen Sherman**, Bob England's grandson, and **Tristen** ran most of **Dan's** seven trains. **Dan** operated the radio, while **Tristen** ran the throttle, who did well. One pain they had was with *The Comet* train 547 out of Boston. This train has two decoders in separate power cars, and one of them was not working. It had to be "reset" by simply tilting it to one side and putting it back down on the rail, and then it worked fine. And on train 734 out of Cedar Hill, a Brill doodlebug, they passed through switch E-60 thrown against them



on purpose by the dispatcher so they wouldn't run into the local freight at Highland Oaks. **Dan** just picked up the Brill, put it back down past the switch, and continued on his way. Good thing he put it down on the correct track!

One-train engineer **Peter Palica** ran BH-7 flawlessly. It left Boston on time, passed Middleton on time, and arrived in Cedar Hill on time. Not bad, **Peter**. ☺

Two-train engineer **David Galbraith** ran BS-5 and HB-8. These are two completely different kinds of trains in that BS-5 is a coal drag and HB-8 is a fast TOFC job. The coal drag made it in about 30 fast minutes late, while the TOFC was right on time.

Down in the *pit of despair*...ahem, I mean Hudson Falls, **Paul Agnew** ran JX-2. It took a while for him to get going because of the early chaos of every operation session and did he want to engineer or switch. Since we had engineers, he picked JX-2, and this meant he was about 3 fast hours late leaving Middleton which curtailed the amount of work he could get done in one night. To start with, he left his last three cars back in Middleton (*and they were not, repeat not flown by helicopter over to Essex Jct. because that would be so wrong...*), and then switched out most of the cars okay. He reports an intermittent short at M-1 in Essex yard, and some missing cars which were actually at Boston Gear. **Paul** also said he had radio throttle problems.

Al Taylor ran HX-4 in Cedar Hill with **Ron Clough**(!!!) as his brakeman...well for a while, anyways. **Al** said **Ron** was very handy, especially from the other side of the aisle. This may be the first time **Ron's** name has appeared in **THE OPERATOR** since we moved from Weymouth...and he was a dispatcher over there! They did all the pick-ups, and report that E-324 is out



of service and that Switches Yellow 3 and 5 have busted points.

Jim South held down the fort at Middleton as yardmaster. He threw switches and ushered all the trains in and out of the yard while turning around the ore train.

John Sheridan was up in Cedar Hill Passenger as Stationmaster. The big delay of the night was when **Larry** mis-identified his train to **John** as #43 when he was actually #29. This caused **John** to put **Larry's** train on the wrong track. When **Savery** appeared with the real #43 ten seconds later, **John** was, um, annoyed. Also, he has asked if the ECL stainless steel cars could have their coupler boxes glued or screwed to the car body so that they don't rotate. Due to the broken turntable at Cedar Hill engine terminal, **John** had to turn cars & engines by hand, and the loose nature of the coupler boxes made him even more cranky when he was trying to re-couple them. ☺

Fred Lockhart was in his usual spot as Cedar Hill Yardmaster. All his mainline freights left on time, but the two locals were late leaving. The yard ran pretty smooth, and all trains have been turned around and ready to go back out on Thursday.

Jim Ferris was the Trainmaster. He reports all train orders handed out, even the extra. **Jim** seemed to be having a good time and was able to sit while participating at the same time.

I was the dispatcher for both divisions, and for once I didn't tell everyone to use one radio channel. Instead I left both radios on and it worked...mostly. A few times we did have both divisions calling at the same moment. It's not easy to listen to two conversations at the same time, let me tell you.

Even tho' there were 8 engineers signed up to run trains, we kept running out of them. By the halfway point, we only had three engineers, and those three ran all the remaining trains. Guys, if you don't mind, if you're going to leave the Operation early, please tell me so I can find more engineers. Leaving early is fine, just let me know when you go. Better yet, if you're planning to leave early, let me know ahead of time and I can maybe get a replacement.



We had reported some radio troubles. **Savery** had issues, and so did **Dan**. With **Savery**, the tiny little micro switch on his headset was stuck halfway between Push-To-Talk and VOX, which meant it was just transmitting constantly. *Huh...who knew?* Moving the switch all the way to "PTT" fixed the issue. And **Dan** found out that charging your radio batteries for only an hour means they only last about 20 minutes.

Operations Review: Thursday, August 16th 2018

After a bustling 20-operator session on Monday night, the following Thursday session was a lesson in austerity. We had just eight club members sign up and two

guests. One of the members was teamed up as a fireman and so were the guests. This means we only had 7 operator positions staffed, and fortunately 5 of them were engineers. **Bill Roach** wore three hats as MX-4 engineer, Middleton Yardmaster, and Trainmaster. It was just that kind of night (thanks, **Bill!**). Cedar Hill was left unstaffed for the first time during a session.

Pried away from Larson for a change was **Bob England** plus his grandson **Tristen Sherman** as his fireman. They ran 5 trains as an engineer/fireman team: ML-1, 29, 58, MH-3, and SB-6. Only one (29) was appreciably late by about 30 fast minutes; the rest were on time or early. Train 29 was a little late because the Ops Set-Up Crew accidentally reversed the 3rd FL9, meaning Bob had two engines pulling forwards and one pulling the other way. **"Oops!" Ops Set-Up Crew.** At Bethlehem Jct., he rolled two cars over when a low glad hand caught one of the crossovers and derailed. That car was pulled off the train.

Barry Doland ran 5 trains: 100, 43, BH-7, 734, and ML-3. The NH EF-4's drove **Barry** crazy with BH-7 by operating erratically for no good reason, stopping and starting and giving him fits (probably dirty wheels?). All his trains were on time or early. **Barry** would like to see power indicator LED's on the Cedar Hill freight arrival/departure yard power toggle panel because of the nature of the 3-way toggles where "Up" isn't always "On".

Engineer **Dan Peterson** ran 5 trains, too: 34, MB-4, HB-8, 725, and 547. MB-4 was around 30 fast minutes late, but the rest were on time. He did have a little problem getting into Cedar Hill passenger with train 725. **Dan** hasn't run too many trains in there since it was built, and since we had no Stationmaster, he was on his own. After multiple shorts and derailments and both the batteries in his radio and throttle all dying at the same time, he just picked up the brass doodlebug, put it on the right track, and slid it 15 actual feet to the bumper (*insert screeching sound*). Why **Dan** didn't turn just pick up the single self-propelled passenger car and put it at the bumper we'll never know.

Rick Pearson had his first solo operation...well, sort of solo because he brought his young fireman **Adam Nagel** to the session. They ran seven trains, not too shabby for a first time: SM-2, 510, 716, BM-3, 525, HM-4, and LM-2. Most were on time except for two. They had a little trouble getting into Middleton with BM-3 when they arrived while **Bill** was otherwise occupied at the other end of the yard. **Rick & Adam** managed to get into the wrong track before **Bill** could guide them in, then had Blue 1 thrown under their train, causing a slight derailment. The last train of the night, LM-2 had a slight problem, too. It left Great Lakes perfectly on time, and arrived at Middleton on time...but only with the first six freight cars. The rest of the train was still sitting in Great Lakes! ☺ **Rick** backed the train all the way, picked up the "2nd Section" cars as he called it, and made it back to Middleton before outlawing for the night.

Our last "engineer" was **Dave Clinton** and his first-time "fireman", **Joe Corsaro**. They ran six trains: 502, 701, 524, HB-2, 533, and BH-1. In reality, **Joe** had the throttle in his hand the whole time and **Dave** was supervising. **Joe** said

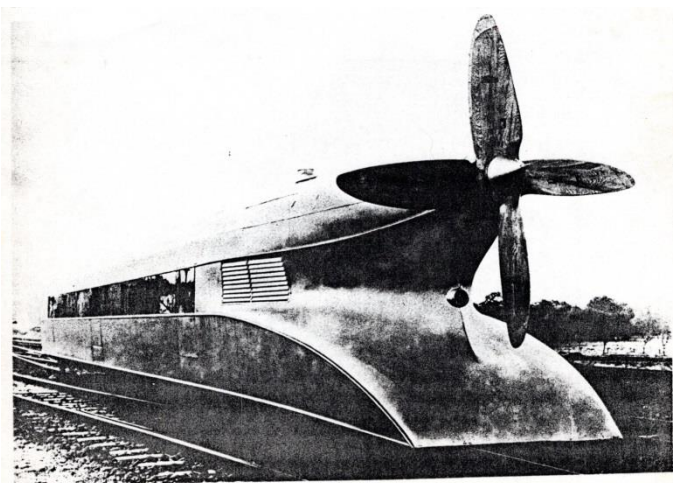
that his last train, BH-1 was stuck behind commuter 547 and messed up his schedule. Even so, he was only 10 fast minutes late at the end with it. All the rest of their trains were on time or early with no problems (or at least, none they were willing to confess to).

The star of the evening was **Bill Roach**, who, as mentioned was Trainmaster, Yardmaster and local freight engineer all at the same time. If I could have got him into Cedar Hill, too, I would have. ☺ Even more impressive is that he hasn't been either Trainmaster or a Yardmaster before. He handed out all train orders and all trains in and out of Middleton were reasonably on time. He even finished MX-4. **Bill** reports that Blue 9 in East Middleton doesn't throw all the way.

For the first time, I was a "roving" dispatcher during this operation session. I had to leave the tower several times to manage things on the layout, so I put on a radio headset and brought my dispatcher clipboard. There's always a busy time in Cedar Hill right around 10:15 to 11:30, when two trains arrive and three trains leave. For this, I crawled into Cedar Hill and ran the yard(s) until all five trains were routed in or out, then retreated back to the tower. Radio communications were pretty good except for **Dan's** dead battery problem (again). ☺

All in all it went pretty well considering the low turnout. Having the 5 engineers made it all run smooth except for the lack of a Cedar Hill yardmaster, but we made it work. Not too many other layouts our size can run 30 trains in two hours with just 7 operator positions, and I was impressed by how good it went...even if I was pretty nervous to begin with!

Paul Cutler III 



A "Barry Doland Special"...actually, a real "propeller car", made by the Zeppelin Co. of Germany and designed by Dr. Ing Franz Kruchenberg. 1931 photo.