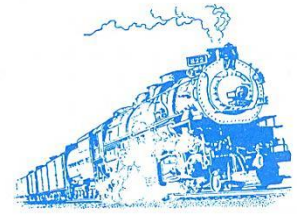


The Semaphore

South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938



DECEMBER 21, 2020 ■■■■■■■■■■ VOLUME 40 ■■■■■■■■■■ NUMBER 12



May Santa Fe's *Chief* bring you and your family Love and Hope at this time of celebration and in the New Year!

The Semaphore

David N. Clinton, Editor-in-Chief



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“The Operator”.....	Paul Cutler III
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Rhode Island News.....	Tony Donatelli
“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. ©2020
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VOLUME 40 ■■■■■ NUMBER 12 ■■■■■ DECEMBER 2020

CLUB OFFICERS

President.....	Jack Foley
Vice-President.....	Dan Peterson
Treasurer.....	Will Baker
Secretary.....	Dave Clinton
Chief Engineer.....	Fred Lockhart
Directors.....	Bill Garvey ('22)
	Bryan Miller ('22)
	Roger St. Peter ('21)
	Gary Mangelinkx ('21)

ON THE COVER: Santa Fe's *Chief* storms up the 3% grade of Glorietta Pass in New Mexico, on its way from L.A. to Chicago in the 1960s. Four of these Alco PA locomotives were purchased by the D&H in 1968 for service on their *Laurentian* and then worked Amtrak's *Adirondack* in the mid-'70s. (Gil Bennett, artist; Wasatch Greeting Cards.)

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FORM 19 ORDERS

DECEMBER B.O.D. MEETING

Monday, December 28th 8 p.m. (also on ZOOM)

JANUARY BUSINESS MEETING (ZOOM)

Monday, January 4th 8 p.m.

JANUARY NEWSLETTER DEADLINE

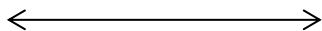
Saturday, January 23rd

CONTESTS

This month's contest puzzle "Boston to Waterbury in the 30's" from Al Taylor got 14 entries:

Al Munn	Savery Moore
Dan Peterson	Don Pierce
Will Baker	Doug Buchanan
Bryan Miller	Paul Cutler, Jr.
Roger St. Peter	Bob Farrenkropf
Paul Cutler III	Fred Lockhart
Mike Dolan	Ron Clough

Congratulations to **Bryan Miller** on winning the drawing for the PB&NE Gondola, our next Club Car, which had just arrived, after being in the works for the last 18 months. Details in this newsletter.



For the **JANUARY** Business Meeting, continues our tradition of a "Calendar Swap" contest. Those who submit an entry for the contest are asked to also submit a train calendar. This way, everyone who enters is a winner...something nice to start off the New Year. There are tons of RR calendars out there but if you can't find one, don't worry about it, as we'll have extras donated. Calendars can be put in my mailbox at the Club or mailed to me. Here's the contest question: **What big RR anniversary is happening next year on May 1st?** Answer can be emailed, mailed or placed in my Club mailbox and don't forget your name. Good luck!

CHIEF'S CORNER

Fred Lockhart

This month's column has shaped up to be a "No report", any of you who have attended the business meetings may see some humor in that, I'll explain, with the virus surging, no heat 'til about a week ago in the train room; low temp I saw was 49 degrees and bad weather on club nights, so members have been staying home, Jack told me he was the only one there last Monday night. Myself, I stayed home and finished up the crossing and built another turnout for the trolley line on a couple of club nights. Bottom line, not much progress on the railroad the past few weeks. With heat on, I hope we see the progress pick up after the holidays. With some new bench work added, we have some roadbed to add, then track and wiring on both the new section and in the staging room.



We had a major snow storm a couple days ago, I would like to thank Jack Foley for taking it upon himself to do all the snow removal that is necessary around our building--good decision, Jack.

That is it for my "No report" this month, Question and comments are always welcome.

Fred Lockhart
Chief Engineer

SEMAPHORE MEMORIES

DECEMBER 2015 (5 years ago)

- Toggle switches in Cedar Hill wired; Roundhouse completed; "Corner City" nearing completion.
- "& Engine Tune-Up" added to "Decoder Clinic".
- FRA extends PTC installation requirement 3 years.
- CP tries unsuccessfully with unfriendly take-over of NS
- WW&F narrow gauge #9 operates under its own steam for the first time in 82 years.
- Amtrak CEO Joe Boardman announced his retirement to be in September.
- Steam returns to "Steamtown", with Baldwin Loco Works #26 moving under its own power for the first time in 15 years; last steam ran at the museum was in 2012.
- Amtrak completes PTC on Northeast Corridor.
- Nippon Sharyo bi-level passenger car, under construction in Rochelle, IL, fails 80,000-lb. compression test. Leads to loss of contract and closing of plant.

DECEMBER 2010 (10 years ago)

- ✳️ MBTA begins service to T.F. Green Airport in Warwick
- ✳️ MBTA builds 50 bike canopies at major train, bus and subway stops to shelter 12 or more bikes each.
- ✳️ Kinki-Sharyo introduces prototype LFX-300 low floor, hybrid streetcar for North American market.
- ✳️ California High Speed Rail Authority votes to begin construction of L.A. to San Francisco line.
- ✳️ Chinese high-speed passenger train sets new record of 302 MPH on test run.
- ✳️ 10-year anniversary of Acela service shows Amtrak has captured more than half the air/rail market of Boston-New York route.
- ✳️ "Wick" Moorman, CEO of NS, named "Railroader of the Year" by *Railway Age* magazine.
- ✳️ Talgo to close Milwaukee manufacturing plant, after Wisconsin governor turns away Federal money.
- ✳️ Amtrak provides a G-scale model of their "Genesis" loco and five "Amfleet" cars to circle the National Christmas Tree on the Ellipse in D.C.
- ✳️ "Limited Run" USN boxcar orders taken.
- ✳️ Ross Kudlick voted as "Honorary Member".
- ✳️ UP unveils its patented "AutoFlex" convertible multi-level car for transporting vehicles.

DECEMBER 2005 (15 years ago)

- ✳️ Commemorating the 30th anniversary of his song "City of New Orleans", Arlo Guthrie rides the real train for the first time.
- ✳️ China ends steam locomotive operations.
- ✳️ MBTA orders 100 more Green Line trolleys from Breda of Italy.

DECEMBER 2000 (20 Years Ago)

- ✳️ Amtrak's *Acela Express* service inaugurated, with one round-trip each day.
- ✳️ Amtrak receives engineering award for electrification work between New Haven and Boston on Shoreline.
- ✳️ Old B&M shops in Concord, NH demolished for shopping mall.
- ✳️ Lionel Trains celebrates 100th birthday.
- ✳️ *Champlain Flyer* on Vermont Rail System starts service between Charlotte and Burlington, VT.
- ✳️ Amtrak applies "Acela" scheme to first of P42 "Genesis" locos; later nicknamed "The Wave" or "Blueberry" scheme.
- ✳️ *Railroad Explorer* northeast picture magazine launched.
- ✳️ Greenbush Line tunnel under Weymouth Landing in discussion.

DECEMBER 1995 (25 Years Ago)

- ✳️ Owners of the *Flying Yankee*, which had been trucked to Glen, NH, plan to turn three-unit train into a stationary restaurant.
- ✳️ Amtrak converts two F40PH locos into cab cars, with baggage section where prime-mover previously sat. Nicknamed "Cab-baggage" or "Cabbage" and first used on the *Downeaster* trains.
- ✳️ Amtrak *Vermonter* mistakenly routed to Long Island by Harold Tower in NY.
- ✳️ CP in merger talks with Illinois Central.

- ✳️ Bombardier opens car building plant in Plattsburgh, NY.
- ✳️ Amtrak completes phase I of New York-Boston high-speed rail system, with installation of new signals, concrete ties and five high-speed interlockings.
- ✳️ Worcester Redevelopment Authority receives first money of \$35-million for restoration of Union Station.
- ✳️ John Childs joins SSMRC.
- ✳️ Gov. Weld gives go-ahead to Greenbush Line restoration for December 1999 start-up. (Reality 2007).

DECEMBER 1990 (30 Years Ago)

- ✳️ Paul Cutler, Jr. joins SSMRC.
- ✳️ Doug Buchanan wins first prize in "2nd Annual Photo Contest" in the *Semaphore*.
- ✳️ Amtrak's Night Owl speeds full speed into Back Bay station and crashes into full MBTA commuter train, miraculously without fatalities.
- ✳️ Amtrak restores real china dishes and tablecloths to certain long-distance trains.
- ✳️ Workers dig through the last dividing rock, digging under the English Channel and connect Britain with mainland Europe; nicknamed "The Chunnel".
- ✳️ VIA Rail Canada unveils first fully-refurbished Budd Stainless cars, to be used on the *Canadian*.
- ✳️ Amtrak opens first "Metropolitan Lounge", in Penn Station, NY, for first-class passengers.

DECEMBER 1985 (35 Years Ago)

- ✳️ One-day strike by B&M Commuter Rail workers strands 25,000 commuters. Because of this, MBTA takes over Commuter Rail operations.
- ✳️ Wolfeboro RR up for sale; never reopens.
- ✳️ New Danvers River Bridge opens on Rockport Commuter Rail line. Old wooden bridge burned 13 months previous, stranding compete train until trucked out
- ✳️ Budd SPV-2000 self-propelled cars pulled from service, after six years of problems.
- ✳️ FRA transfers responsibility for Northeast Corridor improvements program to Amtrak.
- ✳️ MBTA orders 34 commuter rail coaches and cab cars from MBB of Germany; built in Germany and completed in Massachusetts.
- ✳️ Amtrak's Adirondack re-routed to Central Station in Montreal, leaving Windsor Station with only commuter trains.

DECEMBER 1980 (40 Years Ago)

- ✳️ "ACE 3000" turbine locomotive proposed; a 3600-HP double-ended locomotive with 54" drives in a 4-8-2 wheel arrangement; capable of 70 MPH speeds with steam at 300 PSI from a fire-tube boiler.
- ✳️ C&O "Greenbriar" (4-8-4) returned to steam, after 24 years of dormancy.
- ✳️ Chessie System receives permission to merge with Family Lines.

POTPOURRI

IN NEW YORK CITY, Burglars entered through manholes on the 34th Street and Canal Street subway stations and stole thousands of dollars' worth of copper wire. An estimated 30,000 feet of copper wire was jacked along the 1, 2, 3 subway lines on Oct. 23, causing \$10,000 worth of losses, police sources said. Police said the suspects must have known where to enter to get to the wire. The MTA and NYPD are investigating how the copper was copped. (NYP)

●●●●●●
CSX TRANSPORTATION will acquire regional Pan Am Railways in a deal that will redraw the railroad map in New England. CSX, already the dominant freight railroad in the region, will extend its reach into Vermont, New Hampshire, and Maine, as well as to Saint John, New Brunswick, via Pan Am's haulage rights agreement with Irving-owned short lines. "In Pan Am, CSX gains a strong regional rail network in one of the most densely populated markets in the U.S., creating new efficiencies and market opportunities for customers as we continue to grow," CSX CEO Jim Foote said in a statement announcing the deal. "We intend to bring CSX's customer-centric focus and industry-leading operating model to shippers and industries served by Pan Am. We look forward to integrating Pan Am into CSX, with substantial benefits to the rail-served industries of the Northeast, and to working in partnership with connecting railroads to provide exceptional supply chain solutions to New England and beyond." Pan Am, a privately held company owned by 78-year-old Tim Mellon and other investors, went on the market earlier this year. CSX's bid beat two other suitors who were interested in acquiring the largest regional railroad in North America. Including haulage rights, Pan Am stretches 1,700 miles from the Albany, N.Y., area to Maine. It includes trackage of the former Maine Central, Boston & Maine, Portland Terminal, and Springfield Terminal railroads. Pan Am connects with four Class I railroads — CSX, Norfolk Southern, Canadian National, and Canadian Pacific — and 14 short lines. It also operates over Massachusetts Bay Transportation Authority commuter lines in the Boston area and hosts Amtrak's Downeaster service linking Boston with Portland, Maine. CSX connects with Pan Am at Rotterdam Junction, N.Y., on its former New York

Central Water Level Route, and outside of Worcester, Mass., via its former Boston & Albany main line, which is far and away the busiest freight route in New England. Pan Am entered the rail business in 1981 when the company, then known as Guilford Transportation Industries, purchased the Maine Central for \$15 million. Two years later, Guilford purchased the bankrupt Boston & Maine for \$24.5 million. Guilford acquired the Delaware & Hudson from Norfolk & Western for \$500,000 in 1984, but cast it off into bankruptcy in 1988. Guilford Rail System was rebranded as Pan Am in 2006. Despite the long-term decline of Maine's paper and forest product industries, as well as manufacturing across New England, Pan Am and Guilford have managed to turn a profit every year.(TN)

●●●●●●
AMTRAK CEO BILL FLYNN has named Stephen Gardner as president, effective Dec. 1. An Amtrak press release describes the move as "part of a broader set of actions taken under Flynn's leadership, working with the board of directors, to ensure that Amtrak is well positioned for success in fiscal year 2021 and beyond." It says as president, Gardner will lead day-to-day operations and advance long-term goals by overseeing marketing, operations, planning, government affairs, and corporate communication. The move splits the positions which currently are both held by Flynn. The title of president was Amtrak's highest-ranking position when the company was created; it became combined with the title of CEO during the 2008-2016 tenure of Joseph Boardman. (TN)

●●●●●●
A 2-FOOT GAUGE TAMPER is on its way from Australia to the Wiscasset, Waterville & Farmington Railway Museum, culminating an 18-month effort by the museum to secure an operational narrow gauge tamper. In a moment of serendipity, the WW&F approached the Wilmar organization just a few days after it decided to retire several older tampers and salvage them for parts to keep other tampers running. Wilmar officials agreed to make one tamper, a 1975 Tamper-Harsco Australia "Vibratool," available. The design is identical to standard-gauge Vibratool tampers in the U.S. WW&F engaged a sympathetic third-party freight forwarder in Australia, who handled transport, packing, and loading the machine. It was trucked about 680 miles from the sugar mill at Proserpine, Queensland, to the Port of Brisbane, where it was prepared and loaded aboard a ship bound for New

York. Following its arrival, it will be trucked to the WW&F. It is expected to arrive in Maine in January 2021. (TN)

●●●●●●

THE ONTARIO SOUTHLAND Railway has made two moves of note for rail photographers, returning RS18s to service on the railroad's St. Thomas Subdivision and repainting SW1200 No. 1245, which becomes the first such locomotive to wear OSR

livery.

The pair of RS18s is in action



on the division for the first time in more than 10 years, after returning from the Guelph Junction Railway on Sept. 30. The Canadian Pacific Railway ran RS18s on the St. Thomas Subdivision into the late 1990s, and even had a Control Cab made out of a former RS18 for use on its St. Thomas-to-Oshawa frame train into 2004. According to



company sources, the locomotives are expected to be used in regular rotation, based out of Salford. No. 181 spent its entire OSR life at Guelph Junction until it was returned home, and No. 182 was transferred to Guelph in 2017 before returning in September. (TN) Handsome "Toronto, Hamilton & Buffalo" paint scheme! –Ed.

●●●●●●

TRANSPORT CANADA has updated its rules regarding fatigue rules for railroad workers, placing new limits on the length of a work period and the number of hours that can be worked in a week or month, while increasing the length of minimum rest periods between shifts. Minister of Transport Marc Garneau announced the changes on Wednesday, calling the rules "a historic improvement over the existing framework" and saying they "incorporate modern and evidence-based fatigue management principles to a whole sector of the transportation industry." The new rules place a 12-hour limit on a single work shift (the previous limit had been 16

hours), and institute limits of 60 hours in a seven-day period, 192 hours in a 28-day period, and 2,500 hours per year. Previously, there had been no weekly, monthly, or annual limits. The rules also require 12 hours rest for workers at home and 10 hours away from home. Canadian railroads must complete fatigue management plans within 12 months and implement their fitness for duty provisions within 24 months. (TN)

●●●●●●

MBTA RIDERSHIP DROPPED in October from September levels, raising concerns that use of the transit system is decreasing or at best leveling off. At a recent meeting of the Fiscal and Management Control Board, MBTA general manager Steve Poftak said average daily subway ridership had dropped from about 140,000 in September to the 110,000-120,000 range, while daily bus ridership has declined from 185,000 to about 160,000. Overall, the agency — which has proposed major service cuts — is now handling about 330,000 trips per day, compared to about 1.26 million before the pandemic. (TN)

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BY A 3-2 MARGIN, the board overseeing the Massachusetts Bay Transportation Authority today approved a wide-ranging series of service reductions reflecting the financial losses brought by the COVID-19 pandemic. The changes, while significant, include some modifications from those originally proposed a month ago. Weekend commuter rail service will end on six MBTA lines, with partial service continuing on five lines (Worcester, Providence, Newburyport/Rockport, Middleboro, and Fairmount). Those five lines account for 67% of weekend ridership and are used by a high number of essential workers. The Financial Management and Control Board also amended the plan to end weekday service after 9 p.m. to call for adjusted schedules that might still include late night service in some cases, or see bus service substitute for trains. Currently, the system averages less than 1,000 late-night riders across all lines, and state transportation secretary Stephanie Pollack told the meeting, "I just don't want to run an extraordinarily expensive late-night service on the assumption that late night commuter rail is for essential riders, not for people who choose to stay in the city late." Cuts will also include closures of five stations, one less than originally planned; the Cedar Park station on the Haverhill line will remain open. Rail rapid transit will see a 20% reduction in train frequency on the Green, Orange, and Red

lines, and a 5% reduction on the Blue Line. Bus service will see 20 routes eliminated — down from 25 in the original plan — with 16 others consolidated and four shortened. And ferry service, which was to be eliminated completely, will continue on one route. The commuter rail cuts will be effective when winter schedules go into effect in January; other cuts will come in March and April. The board will review ridership in March to determine if further changes are warranted. (TN)

●●●●●

A DONATION FROM CSX to the Berkshire Scenic Railway Museum will mean new windows for its ex-New Haven Budd Rail Diesel Car in the coming year. The \$10,000 donation came as a surprise to the group. “CSX reached out to us,” said Brent S. Bette, of Berkshire Scenic. “They wanted to make an end-of-year donation.” The museum had no idea how much CSX was interested in giving, he said. “We were overwhelmed at their generosity” when the funds arrived, he said. The RDC-1 has 22 windows, each one costing \$700 to replace. The museum thought it would have to do the replacements piecemeal as funds came in, but the donation means it can buy the full set at a substantial discount. The unit, former New Haven Railroad No. 42, named “Firestone,” was acquired two years ago from the Old Colony & Fall River Railroad Museum in eastern Massachusetts, which closed in 2016. “We were pleased that we were able to offer this car a good home,” Bette noted. It is hoped the car will be operational in 2021. (TN)

●●●●●

ALSTOM AND BOMBARDIER have announced that they have received the necessary regulatory approvals required to complete the sale of Bombardier Transportation to Alstom. The transaction, worth between €5.5bn and €5.9bn, is now expected to close on January 29 2021. Alstom signed a sale and purchase agreement with Bombardier and Caisse de dépôt et placement du Québec (CDPQ) for the acquisition of Bombardier Transportation in September, after the European Commission (EC) approved the sale in July. Alstom announced its plan to acquire 100% of Bombardier Transportation’s shares in February. The move will create the second largest manufacturer in the rail sector behind CRRC. (RA)

●●●●●

AMTRAK announced that Metrolink, Southern California’s passenger train service, awarded Amtrak a four-and-a-half-year contract for commuter train operations services that will begin

on January 1, 2021 and expire on June 30, 2025. (RPA News)

●●●●●

CHARLES RO, famous founder and owner of Charles Ro Supply, passed away Tuesday 12/2/20. The company is the largest Lionel dealer in the World. (A rather un-likeable “Scrooge”, my opinion.-Ed.)

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AN INDEPENDENT PANEL says the MBTA’s budget issues resulting from the COVID-19 pandemic are not as bad as the agency depicts them and it may not need to impose its proposed major service reductions. The MBTA Advisory Board, which represents communities served by the transit system, says there is “no budgetary justification” for dramatic changes including the end of weekend commuter rail service. MBTA officials say the moves are to address a deficit that could reach or exceed \$600 million, but the advisory board’s director, Brian Kane, said the group “came to the conclusion that it’s not as dramatic or draconian as they think it is.” The advisory board reviews the MBTA budget and operating changes, but the Fiscal and Management Control Board has final say. (TN)

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THE CANADIAN GOVERNMENT will provide C\$188 million over two years for VIA Rail Canada as part of a package of pandemic relief funds for the travel, tourism and hospitality industries. BNN Bloomberg reports the airline industry received the largest share of the funding, with \$957 million for regional air transportation and airports, plus \$229 million in rent relief for major airports. (TN)

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AMTRAK IS ADDING new digital payment options on Amtrak.com and the Amtrak smartphone apps, including Apple Pay, Google Pay, and PayPal. Each can be used for tickets and other purchases, and can be saved on customer profiles as a preferred payment option. (TN)

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PRESIDENT-ELECT JOE BIDEN is considering arriving at his inauguration by Amtrak train, according to sources within the Biden campaign. Biden, whose well-known “Amtrak Joe” nickname reflects his years of commuting between Delaware and Washington by train as a senator, arrived with Barack Obama by train for the Obama inauguration in 2009 aboard a private car built for the Southern Railway in 1930. Obama traveled by train from Philadelphia, stopping in Delaware to pick up Vice President-elect Biden. (TN)

●●●●●

AMTRAK, the Delaware Department of Transportation, and the Delaware Transit Corp. have completed a \$71.2 million project adding 1.5 miles of third main track on the Northeast Corridor between Wilmington and Newark, Del. The project, which also includes bridge replacement and other improvements, eliminates a two-track section of the corridor. “The completion of this project marks an important rail capacity expansion milestone on the Northeast Corridor, resolving bottlenecks which previously constrained SEPTA [the Southeastern Pennsylvania Transportation Authority] and Amtrak from operating service at maximum capacity,” Amtrak CEO Bill Flynn said in a press release. “As we anticipate the return of pre-COVID-19 ridership growth, it is vital that we have the proper infrastructure in place to support a higher capacity railroad.” (TN)

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RAILWAY AGE has named Canadian Pacific President and CEO Keith Creel the 58th annual recipient of its Railroader of the Year Award. “Keith Creel has been instrumental in Canadian Pacific forging a leadership role in the industry while acknowledging the railroad’s place in history and its role in driving the North American economy forward,” said *Railway Age* Editor-in-Chief William C. Vantuono. “He has helped renew Canadians’ and CP employees’ sense of pride in a company that connected a nation, and connected Canada to the rest of the world. Under his steady hand, and under very difficult circumstances this past year, CP is a safe, efficient and productive railroad, enabling its customers to connect with domestic and global markets.” Creel became President and CEO of Canadian Pacific on Jan. 31, 2017, and is the 17th person to lead the company since its founding in 1881. He was appointed President and Chief Operating Officer in February 2013 and joined the CP Board of Directors in May 2015. (RA)

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MBTA COMMUTER RAIL operations will be cut by more than half as of Monday, Dec. 14, because of employee shortages resulting from COVID-19 absences. The contract operator of MBTA commuter trains, Keolis Commuter Services, said in a press release that the reduced schedules, which will see weekday operations cut from 541 to 246 daily trains, will be in effect through at least Dec. 27, and affects all lines. The temporary changes use the MBTA existing Storm Schedule, designed for use in severe weather. They are available under the headings for each line on the

schedule page of the MBTA website, and in stations. There are no changes to weekend schedules. (TN)

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REGULARLY SCHEDULED tourist passenger service is set to resume on the East Broad Top Railroad for the first time since the historic narrow-gauge line shut down in 2011. This will occur in May or June 2021 “with or without steam (locomotives)” said Brad Esposito, the railroad’s general manager, in an interview with *Trains*. (TN)



East Broad Top General Manager Brad Esposito looks over a recently rehabilitated three-way stub switch at the south end of Rockhill Furnace Yard.

●●●●●●



Locomotive No. 17 was posed at several locations during the event.

Thursday, Dec. 17, saw a one-day-only mini-revival of the East Broad Top Railroad’s “Winter Spectacular,” a popular feature held each February from 1966 through 1981. The historic narrow gauge railroad usually steamed up three or four of the railroad’s six Baldwin 2-8-2 steam engines for those events. A sudden 12-inch snowfall in the region this week prompted managers of EBT Foundation, Inc., to use the weather to their advantage by announcing on short notice a free snow photo shoot for anyone who could make it to EBT’s Rockhill Furnace yard and headquarters. The day’s activities consisted of posing 2-8-2 No. 17 (built 1918) with a freight consist in the yard, ferrying photographers to a location on the main line for

more scenes with No. 17 and train, and finally, a series of diesel-powered caboose hops over the 2.5-mile portion of line that the Foundation has restored since buying the property from the Kovalchick family last February. Of the possibility of a formal revival of the Spectaculars, General Manager Brad Esposito said, "Everything we've done so far points to the future. This is a precursor of things to come." (TN)

●●●●●

NEWARK PENN STATION will receive \$190 million in restoration and rehabilitation, New Jersey Gov. Phil Murphy announced recently. Some \$30 million in work is scheduled to begin immediately, with the project continuing over the next five years. NJ.com reports work has already begun on the original decorative floors; also planned are refurbished restrooms, heating and ventilation systems, escalators, and station platform. Existing freight elevators will be converted for passenger use. The Art Deco station, the seventh busiest in the nation with 50,000 passengers daily prior to the COVID-19 pandemic, dates to 1935 and is served by Amtrak, NJ Transit commuter and light rail, PATH trains, and bus service. Like New York's Penn Station, it was designed by the architectural firm of McKim, Mead and White. (TN)

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THE NEW YORK, SUSQUEHANNA & Western plow extra

passes the former Erie Railroad station in Callicoon, N.Y., on Dec. 19, 2020. (TN)



●●●●●

THE DAY AFTER the Electoral College certified Joe Biden as the next President of the United States, Biden announced that he has nominated former Presidential candidate and South Bend, Ind. Mayor Pete Buttigieg as his Transportation Secretary. "The choice—which represents the first time the President-elect has called on one of his former Democratic Presidential opponents to join his Administration—vaults a candidate Biden spoke glowingly of after the primary into a top job in his incoming Administration, and could earn Buttigieg what many Democrats believe is needed experience, should he run for President again," CNN noted. "The role of Transportation Secretary is

expected to play a central role in Biden's push for a bipartisan infrastructure package. Buttigieg is seen as a rising star in the Democratic Party, but someone who lacked an obvious path to higher elected office, given the continued rightward shift of his home state of Indiana." (RA)

●●●●●



ANOTHER CANADIAN NATIONAL HERITAGE diesel has arrived in Canada. Painted in CN's pre-1961 green-and-gold scheme, No. 7600, formerly GP38-2 No. 4728 was rebuilt to a GP40-3 by Progress Rail's soon-to-close Tacoma, Wash., facility. It arrived in Canada Dec. 20 on CN train No. 148. Equipped for beltpack operation, the unit will eventually be mated with a slug, also painted in the green and gold scheme. It is shown at Bayview Junction in Hamilton, Ontario. (TN)

●●●●●

CANADIAN PACIFIC has announced a program it says will develop North America's first line-haul hydrogen-powered locomotive, retrofitting a current locomotive with hydrogen fuel cells and batteries to drive the traction motors. The move comes as Canadian Pacific is among railroads facing pressure from investors to reduce greenhouse gases, which has increased interest in hydrogen technology as well as revived talk of mainline electrification (TN)

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CANADIAN NATIONAL is in the process of selling Ontario's Algoma Central Railway, according to a published report. The railroad has confirmed the company has initiated the sale process. "Interested parties have been contacted and the process is ongoing," a company representative said. "Since it's a commercial process, we will not comment further." CN acquired the 296-mile line between Sault Ste. Marie and Hearst, Ontario, as part of its 2001 purchase of Wisconsin Central, and its sale is in keeping with previously announced plans to sell low-traffic lines in the upper Midwest and Canada, many of which were acquired in that deal. (TN)

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THE CUMBRES & TOLTEC Scenic Railroad will convert one of its locomotives to oil-firing, a move the railroad says is to “ensure it is prepared to safely function in a continually evolving operating environment.” The conversion of K-36 2-8-2 No. 489, a 1925 Baldwin product, from coal to oil is to be completed in time for the 2021 operating season, the railroad says. It is a rare break from the Cumbres & Toltec’s careful preservation of the railroad as it was under Denver & Rio Grande Western operation; like the D&RGW narrow gauge locomotives, those of the C&TS have always been coal-fired. “We have not forgotten, nor will we ever forget, the importance of our historical DNA and the critical role the C&TS plays in preserving the most authentic steam railroading experience available anywhere, now and for future generations,” interim CEO Eric Mason said in a press release. “We will strive to always have the best examples of operating coal-fired steam locomotives in service when conditions permit.” But the availability of an oil-fired locomotive will allow the railroad to operate in high-fire-danger conditions when use a coal-fired locomotive, which is substantially more prone to sending out sparks and cinders, might be too risky. (TN)

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THE DURBIN & GREENBRIER Valley has begun work on the Trout Run Bridge project, the final step in restoring rail service between Cass and Durbin, W.Va., for the first time since 1985. For four weeks, the West Virginia Department of Highways, State Rail Authority, Durbin & Greenbrier Valley crews, and contractors have been working drilling holes into the bedrock and pouring foundations for the foundations on the Durbin side of the bridge. That work was completed Dec. 9, and equipment — which can only be moved by rail to the remote location — is now being staged for work on the Cass side. To reach the opposite side of the bridge, 100 feet away, the equipment must be transported 15 miles by rail and 19 by road. While drilling and foundation work is being completed on the Cass end of the bridge, another crew will be building forms for the abutment on the Durbin end. (TN)

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The MassDOT’s final report on the proposed East-West rail service between Boston and Pittsfield, Mass., scheduled for release Nov. 30, has yet to be published and no new date has been reported. In response to its queries, MassDOT said the report would be out soon, without offering a date, and that it was still accepting comments on the project after the report deadline. The original set of options for

the service, one of which was estimated to cost \$25 billion, was narrowed to three choices with costs ranging from \$2.4 billion to \$4.6 billion in September. At that time, MassDOT said the final report would be out at the end of November. (TN)

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

TRAINS

Still Seeking Speed

The Day Railroading Fell Apart
Penn Central

Deregulation

In My Own Words
“Stop the Train!”

RAILROAD MODEL CRAFTSMAN

Wires Over the New Haven

Realistic Asphalt Crossings

Bethlehem 2,622 cu.ft. Triple Hopper

MODEL RAILROADER

Add Some Chill to Your Next Scene

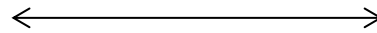
Heritage Fleet

DCC Corner

Digitrax’s new DT602 Throttle

Trains of Thought

A Tale of Two Covers



News sources: Boston Globe, Boston Herald, Trains “Newswire”, Railway Age, Progressive Railroading, Railpace Newsmagazine, RRE “Callboy”, “The 470”, Patriot Ledger, New York Post.

EDITOR’S NOTES

Well, we made it to the end of another year...a year filled with unhappiness, sorrow and incompetence on the part of our leaders. I’m not sorry to see it go and look forward to happier and healthier times and, among many things, getting back to greeting family with hugs and showing off our RR to friends and guests at Shows. I have missed meeting with you all and running trains at “Operations” and just plain socializing, as I’m sure most of you have.

Let’s try to look at the good things that can happen, starting with the happy “Member

News” in the next column. May the New Year be a new beginning for our great country and a beginning of the end of the pandemic and its woes. I look forward to good times together again!

I wish all members and their families a very Merry and safe Christmas and may 2021 truly be a Happy New Year!

..... *David N. Clinton*

“If the world is to be a good place for anyone, it has to be a good place for everyone. These days we need to remember the importance of individual responsibility and the far-reaching effects of one act of human kindness.” (Sister Lucy Poulin, founder of H.O.M.E.)

MEMBER NEWS

We have happy news to report this month, for a change. Congratulations to **Jack Foley** on the birth of his first grandchild!



Joseph James Ardagna was born on December 13th at 6-lb,12-oz and 19 inches. Mom and Dad and Joseph are all doing well.

Bryan Miller is out and about and working ½-days from his home. We look forward to seeing Bryan at the Club in the New Year!

Note: The “Health & Welfare Committee” (Ye Ed.) would like to hear of any member who is ill or hospitalized, so that we can help “cheer them up” and keep their fellow members advised.

BIRTHDAY CELEBRATIONS

The following members have made it through another year and deserve congratulations on their special day:

Paul Cutler III January 7th
 Ed Carter..... January 20th
 Jesse Collins..... January 20th
 Mark Hall..... January 21st
 Eric Tedeschi January 25th

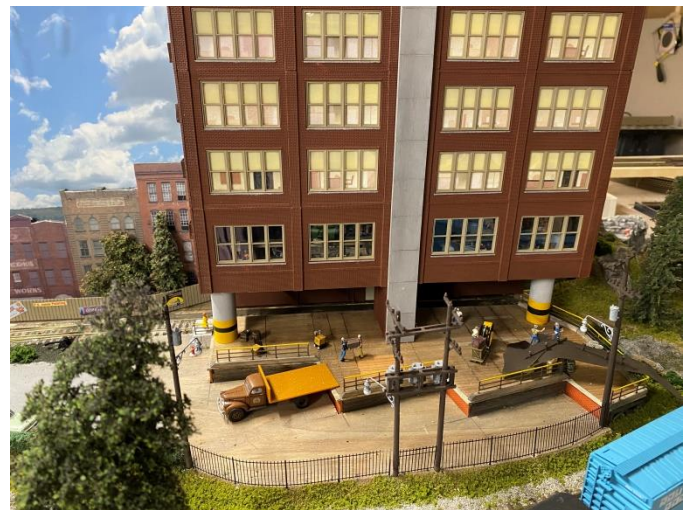


Meanwhile, I've heard from these folks on **WHAT ARE YOU DOING?**

Mike Dolan: “I have been taking some time to work on my home layout. I have attached some pictures of the completed Coal Complex. The track work is complete and wired. Testing went well, with a few shorts corrected. I painted the rail after testing and will now continue with installing switch machines. Turnouts will be controlled with Touch Toggles to



simplify the operation of the yard. The facility includes a couple of scratch-built curved turnouts at the entrance, as well as three 3-way switches. There are a couple of #6 switches within the yard and a #6 crossover. The Tipple is based on Walther's New River Mining. I am in the process of combing



two Kits to make the structure fit the area. Also is a

photo of another building I've constructed using DPM modular wall system. It is six-stories tall and was built to fit an odd area on my modules. Interior is lighted using Dawarvin Fibre Optic system. The video I did of the Club was shown on the NER Virtual Convention December 1st - 4th, and we received a "Certificate of Appreciation" from the HUB. Stay safe and hopefully see you soon."

Ross Hall: "On December 3rd Ross drove the final spike on his garage layout on Cape Cod. The spike, painted gold for the occasion, will remain in place and a historical marker will be placed at the site. Save for two Peco turnouts and a 12-inch section of flex track, the entire layout is hand-laid." Congratulations, Ross!-Ed.



Bill Sims: "Living in a small condo has limited my scenery work but not my creativity. The bench is one of six I built for use around the building and pond. The container garden was made with a number of re-purposed five gallon buckets. This was not a great success, so I laid out three 4' x 8' boxes for next year's raised beds and am hoping for better results. The small rose garden was started by a late resident that I maintain. Lastly the fence seen along the pond is a do-it-yourself project I purchased from Lowe's.



Peter Palica: Peter received an early Christmas present, in the form of an N-scale 20th Century Limited complete train offering by Kato, announced several years ago. Amazing that a whole train can be in one box the size of a "coffee table" book. Enjoy, Peter-Ed!



Kurt Kramke: Besides running trains on the HO layout and discovering some major problems in design, I have been working on structures and working on the On30 layout. Hand laying track on the On30 a very satisfying task. I am also upgrading the electrical system in the house.



Ron Clough: I've really not done much for the Club lately, other than to stop occasionally at the Club to pick up empty donations and check on the Club. One day recently I found all the lights in the lobby and layout room on. I checked to make sure no one was there (thankfully no one was), so I shut them off and left. The BSRA has kept me occupied with many orders for various items. Just this month alone I have filled and shipped over 100 orders--that's 5 per day! We seem to be having an up-tick in on line orders, which is understandable this year. (I've found the same thing with NHRHTA mail-orders this year. Everyone's shopping on-line!-Ed.

Fred Foley: "After certifying the national election for the town of Braintree with two other Registrars, I purchased a John Deere 1025R since I was not heading south this year - for now. The 1025R is equipped with a loader, snow blower, lawn mower, and leaf picker-upper. I was able to try out the snow blower and it was great! Hoping for more snow! Merry Christmas and a happy, healthy new year to all!"



Roger St. Peter: "Working...no more golf...now winter activities!"



Doug Buchanan: Last week's "Front-end Friday". (Maybe this loco in steam next summer?-Ed)



David Galbraith: "My layout is Pittsburgh to Altoona on the Pennsylvania Railroad. I am adding the Northern route from Pittsburgh to Erie."



Ye Ed: I finally lettered this Atlas RS-3 locomotive, which Skip's wife Marilyn donated to the Club in his memory. Letter-by-letter decaling is not my favorite hobby activity but was worth it, as a nice reminder



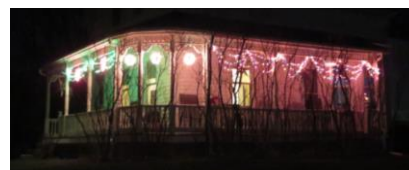
of what a great member and friend Skip was to us all. This particular paint scheme for his favorite RR, the Boston & Maine, lent itself perfectly for this addition, as no logo or number was on the cab. He has been gone for over a year but we'll always be reminded of his kindness, when we have this loco on our train or are running one of his other locos on our trains--all of his locomotives were purchased by Club members!

Paul Cutler III: "This month has been slow for hobby-related projects. The only accomplishment in HO scale has been creating interior walls for my brass NH heavyweight parlor car, 'Lightning'. The walls still need to be painted a light beige and I need to purchase a number of parlor chairs to be painted a medium blue. The plan is to install lights and figures, eventually. I've also helped ship out



dozens of new 8600 coaches from Dave's house for the NHRHTA, that arrived from Rapido Trains. At home, it's been cleaning the gutters, switching out the lawnmower for the snow blower

on the tractor, putting up the (real) Christmas tree, hanging up Christmas lights, Christmas shopping, and baking eight different kinds of cookies."



(Gee, don't know about you guys, but I sure missed "Junk Food Jollies" this year!-Ed.)



RUNNING EXTRA:

All aboard new miniature passenger train from Harmony Products



In Gloucester, RI, take a step into the past at Harmony Products, where retired firefighter Russ Gross now offers rides on his miniature train, as well as handmade bee products, including honey, lotions, wax candles and more.

Gross, 53, said he's always had a love for trains, saying he custom-ordered a miniature passenger train to draw in more business and "bring joy and wonder" to his community. Since January, Gross, a lifelong Chepachet resident, laid about a half-mile of train track in a loop to and from his shop at 474 Putnam Pike, creating a nine-minute ride through Harmony's woods. He said he tried to lay the tracks out so everywhere riders look, they see something different. "It's like a time machine. It takes you back to 1950 when life was simpler and trains were exotic and exciting," Gross said.

The 64-foot train seats 18 adults, or 36 children sitting two to a seat, weighing about 12,000 pounds depending on the passenger load. The train was special-ordered from a miniature train manufacturer, Todd Swan of Texas, and delivered about a month ago, as Gross laid his final tracks.

Rider response has been incredible, he said. Since opening four weeks ago, Gross said he runs rides every 15 minutes during the shop's regular hours. Harmony Products is open Thursday through Saturday, 10 a.m. to 5 p.m., and Sundays, 11 a.m. to 4 p.m. Gross stops selling tickets 30 minutes before closing each day.

Adhering to social distancing restrictions, Gross said he limits the number of passengers to single households or with distanced seats between riders. Not quite the conductor, Gross operates the controls on the diesel engine train more like an engineer, he said. Right now, he's dressing for the cold, and said he will most likely wear engineer costumes in the future. (Valley Breeze & Observer 12/2/20)

A Christmas Bell Story

Written by William C. Vantuono, Editor-in-Chief, Railway Age



Ryley Pope will receive a very special gift on Christmas morning, thanks to Siemens Mobility employees in Marion, Ky.

From bringing families together for the Holidays to that first electric train set beneath the tree (I remember mine well, from 1963), railroads and Christmas have been linked for generations. Here's a particularly inspiring story of kindness and caring provided to us by Elizabeth Cho, who handles public relations at Siemens Mobility.

"I am sharing a really nice story about our employees at Marion, Ky., who got to be 'Santa's Elves' for a gift to a young autistic boy," Betty wrote to us. "This was a recent story within our company, but I thought it was just lovely, and wanted to share it with you as well. It's about a father's love and support for his son's obsession with railroad crossings and bells, and how our employees in Marion, really needed this to help get them into the

kind of Holiday spirit we all need, especially after this year.”

We are delighted to share it with *Railway Age* readers:

They say the Holiday season is not about what you get, but what you give. This year, our Mobility employees have taken this sentiment above and beyond with a truly heartwarming act of kindness.

It all started at the beginning of December, when Ryan Pope reached out to Siemens Mobility through a web inquiry form on behalf of his 10-year-old son, Ryley.

Ryley, who was diagnosed with Autism at age two, has had a lifelong passion for all things trains, especially grade crossings.

Mr. Pope noted in his request, “Ever since Ryley was old enough to walk, he has been obsessed with ANYTHING train related. As he’s matured, his focus has moved away from the trains, and has inexplicably shifted toward the crossings themselves ... particularly the crossing bells. I am blown away by his dedication to learning about these signals,” explained Mr. Pope.

He continued, “With autism, oftentimes children become fixated on one particular subject, and it becomes the driving force for what motivates them. Ryley’s focus is, without a doubt, railroad crossing bells.”

Inspired by Ryley’s passion, Mr. Pope was determined to get his son a crossing bell for Christmas; he believed it was truly the greatest gift he could give to Ryley. However, despite his extensive search, he had been unable to find one for sale. In reaching out to Mobility, Mr. Pope hoped to get some advice on where he could find a crossing bell and if they were available for sale to the public. He wrote, “New or used, it doesn’t matter...I just want one for him.”



Although Mr. Pope was only asking someone to point him in the direction of a crossing bell for sale, the team at Siemens Mobility was touched when he read the Pope family’s story and became determined to make Ryley’s Christmas dream come true ... and swung into action, thanks to a dedicated group of employees in Marion, Ky.

As one employee noted to the team, “You all have the chance to be the North Pole—Marion, Ky. division!”

Moved by Ryley’s story, Marion employees added special touches to Ryley’s Christmas package,

including a Siemens shirt and hat, a signed Christmas card from team members, and a stub mast with a plate for Ryley to mount his crossing bell on—along with the crossing bell itself. The team put together Ryley’s gift in record time so that he would be able to receive it on Christmas morning.

To further fuel Ryley’s interest in grade crossings was a personalized package with a set of railroad crossing crossbucks and a Siemens hard hat/vest, and an invitation to attend to one of Siemens Mobility’s Touch-A-Truck training events in the future.

In a heartwarming email to Ryley’s dad, one employee wrote, “Ryley has touched us all ... we consider him to be part of our team now.”

The Pope family received the Christmas Bell and the rest of Ryley’s Christmas package last week, and Ryley’s whole family expressed their most sincere gratitude to all members of Mobility who helped to make this happen. Randy Pope, Ryley’s grandfather, touchingly wrote to Mobility, “It is refreshing to know that in a seemingly uncaring corporate world, Siemens and leaders like you are still interested in making a small difference to those having ‘special’ needs and requests. Thank you all for making our world a little brighter.”

Needless to say, the Pope family is excitedly looking forward to Christmas morning, when they will give Ryley his Christmas Bell and other Siemens gifts.

Thanks to the employees in Marion, one little boy’s Christmas dream has come to life! After such a difficult year, it is inspiring to see the power of human kindness and the willingness of our people to further one young man’s passion, and how our products do, indeed, touch people—in ways we never expected!





Scenery Clinic with Savery 5-16.