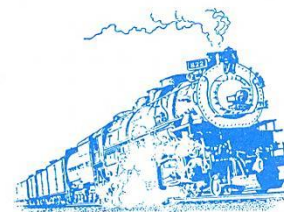


The Semaphore

South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938



MARCH 22, 2021 ■■■■■■■■■■ VOLUME 41 ■■■■■■■■■■ NUMBER 3



The Semaphore

David N. Clinton, Editor-in-Chief



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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. ©2021
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	Bryan Miller ('22)
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ON THE COVER: Views of *The Montrealer* in the 1970s. Clockwise: on the “Georgia High Bridge” near St. Albans; ½-mile south of Quebec border; the East Alburg ¼-mile trestle over Lake Champlain; pacing #60 at 80 MPH in Swanton from Rte 2 in a Mustang (a friend was driving).

FORM 19 ORDERS

MARCH B.O.D. MEETING

Monday, February 29th 8 p.m. on Zoom

APRIL BUSINESS MEETING

Monday, April 5th 8 p.m. on Zoom

TRAINS 'N TAXES OPEN RUNNING

Saturday, April 17th

APRIL NEWSLETTER DEADLINE

Sunday, April 25th

APRIL B.O.D. MEETING

Monday, April 26th 8 p.m. on Zoom

CONTESTS

For the **May** Business Meeting, we have another favorite **cross-word** puzzle from Al Taylor. We have a new contest in each of the Jan-Apr issues, so you will have four chances of winning the drawing in May, if you enter each! Extra copies available inside the Train Room and don't forget your name. Good luck!

CHIEF'S CORNER

Fred Lockhart

Railroad Progress

This month it seems that more is getting done on the new section; getting 24 feet of bench work up on its side on tables, recently, was a major milestone. Since then, the bus wires for the industrial area have been installed and work to connect the feeder wires have started by Al Taylor. Last Monday I started installing the Tortoise switch motors and continued with them Thursday afternoon. It certainly is a lot easier to do that work with the bench work up on its side; hope to have them all installed next Monday. With fewer people coming to the club on a regular basis, I have to arrange a time to meet with them. I met with Doug on Thursday to go over the 120-Volt electrical needs for this section, so he can plan on how to connect it into the existing system. Also met with Bob England on his final plans for the DCC needs. Bryan Miller, glad to see him back, is working on installing the icing platform for the Cedar Hill yard. Savery continues to work on the Cedar Hill engine terminal and the space between the arrival/departure yard and the edge of the bench work.

Dave Galbraith continues to work on scenery on the Boston Division below Cedar Hill. Mike Dolan continues the work on the two bridges for the new section. Al Munn has gone as far as he can with track work on the extension of the Boston Division in the staging room. We came up short one Walthers #10 turnout from the stash we got several years ago, after I finish installing the Tortoises I will get a #10 turnout built and installed, and then he will be able to continue with that work.

Going Forward

Having always been working around the schedule of our open houses, when we are expanding the railroad, that necessitates cutting a mainline somewhere and having it operational again for the show, this year as last is different. At this point, the new section is not ready to be put in and we are not sure when we will have an open house again. We are probably looking at next fall, at the earliest, to install the new section.

That is it for this month, glad to hear comments or answer questions.

Fred Lockhart
Chief Engineer

SEMAPHORE MEMORIES

MARCH 2016 (5 years ago)

- ◆ Members' area floors washed and waxed professionally, for the first time.
- ◆ New England Chapter of the PRR Technical & Historical Society visited Club and operated under supervision of their president, Ralph Weischedel.
- ◆ Saratoga & North Creek RR renews 5-year contract to run tourist trains out of Saratoga Springs, NY.
- ◆ CP tries to buy CSX.
- ◆ U.S. so awash in crude oil, with storage tanks full, talk of storing in empty tank cars on sidings.
- ◆ With unusually warm winter, Alaska RR offers to ship 300 cubic yards of snow for start of famous Iditarod race.
- ◆ Amtrak ends annual "National Train Day", started in 2008, due to financial position of the company.
- ◆ The Pennsylvania RR T1 Steam Locomotive Trust casts first Boxpok driver country has seen in 70 years.
- ◆ P&W paints it's first SD70M-2 into its colors.
- ◆ MBTA celebrates grand-reopening of Government Center Station on the Green Line; closed 2 years.
- ◆ Illinois Railway Museum gets first turntable for long-term plan for a roundhouse.
- ◆ Hobo RR asks the restorers of ex-B&M *Flying Yankee* to move train, as they need the space.
- ◆ Over 1500 visitors attend our Show & Open House.

MARCH 2011 (10 years ago)

- Atlas purchases Branchline Trains rolling stock assets, including molds and inventory.
- MassDOT approves plans to extend Green Line north of Lechmere station in Cambridge.
- Governor Patrick considers state takeover of Commuter Rail, after rough winter performance.
- CSX completes land acquisitions; ready to start expansion of Worcester Yard.
- USPS releases stamp dedicated to "Owney", a stray dog who became the mascot of the Railway Mail Service in the late 19th Century.
- MBTA leases five 1995-built GP40WH-2 locos from MARC; three work, one sent back and one used to cannibalize for parts.
- Alco PA, ex-ATSF 59L saved from Mexico and transported to museum in Frisco, TX.
- FRA bans use of cellphones and other electronic devices by all on-duty train crew members.
- Wilmington, DE, Amtrak station named after VP Joseph Biden, after \$37.7-million renovation.
- 75th Anniversary Committee formed to plan events for 2013 celebration of Club being founded.

MARCH 2006 (15 years ago)

- Ex-QBT U23b #21 operating on Conway Scenic RR.
- Irving Oil Tank Car delivered as latest Club Car.
- Turntable kit in Middleton Engine Terminal to be replaced with AAA Precision Turntables of CT.

MARCH 2001 (20 Years Ago)

- 1st Business Meeting of the year held, due to both January and February being "snowed-out".
- BC Rail ends "Royal Hudson" steam trips.
- NJ Transit and NJDOT finally win ownership of ex-DL&W "Cutoff"; needed for Scranton, PA to New York City restoration.
- CN buys Wisconsin Central RR.
- Scituate tells T they don't want a North Scituate stop on the Greenbush Line.

MARCH 1996 (25 Years Ago)

- Bombardier of Barre, VT, awarded contract to build new "Acela" trains for Amtrak.
- H.P. Hood plant closes in Charlestown; a big RR customer in B&M days.
- *Flying Yankee*, stored at Glen, NH, sold to the State of New Hampshire for \$1.
- Pocono Corridor Study recommends restoration of rail between Scranton, PA, and New York City.
- Last "Wig-Wag" signal on B&M saved for preservation.
- Ross Rowland cancels plans for "21st Century Limited", which was supposed to crisscross U.S., using ex-C&O Northern #614 and 20-car train.
- Conrail shows interest in transferring over 400 miles of rail in Eastern Mass to shortline RRs.
- Town of Hingham sues to stop Greenbush restoration.

MARCH 1991 (30 Years Ago)

- Ray Stoddard, one of SSMRC "founding fathers", dies.
- Maine Coast RR considering start of commuter train from Wiscasset to Brunswick in Maine.
- Bangor & Aroostook RR celebrates 100th anniversary.
- Art Deco-style Cincinnati Union Station opens as a museum, after \$68-million restoration.

- Housatonic RR acquires ex-New Haven line from Canaan, CT, to Pittsfield, MA, from Guilford.
- Amtrak decides to permanently route *Montrealer* through New London and up NECR, due to track conditions on Guilford.
- D&H vacates Colonie Yard and moves headquarters to Clifton Park, NY.
- Amherst Railway Society sponsors first 2-day "Big E" Show; patronage over 16,000, an increase of over 4,000 from previous year's 1-day show.
- Old wooden escalator at Downtown Crossing Red Line station donated to Smithsonian in D.C.

MARCH 1986 (35 Years Ago)

- Amtrak planning "Cape Codder" service for summer.
- Needham Branch out of service for complete rehab.
- White Pass & Yukon RR, shut down for three years, considering reopening for passenger service only.
- New Hampshire Northcoast RR takes over ex-B&M Conway Branch from Rochester to Ossipee in NH.
- State installs crossing gates at all crossings from Attleboro to Hyannis, in preparation for restored passenger train service by Amtrak.
- Talk of restoring Ipswich to Newburyport Commuter Rail service.
- Amtrak reaches agreement with BLE and UTU to take over employment of engineers, conductors and assistants from the various contracting railroads.

MARCH 1981 (40 Years Ago)

- One-day Saturday Show held at St. Jerome's Church in N. Weymouth; Club open both Sat & Sun. (Ye Ed chairman, after being in Club only 2 years!)
- RRE operates "Constitution Flyer", a circle trip from S. Station to Springfield, New Haven and back on Shore Line, with side trip on steam-powered Valley RR in Essex, CT.

POTPOURRI

CANADIAN PACIFIC RAILWAY has offered to buy Kansas City Southern for \$25-billion. The Calgary-based company has offered \$275 a share in a cash and stock deal, said the people, who asked not to be named because the information isn't yet public. The transaction will give Canadian Pacific access to the Kansas City, Missouri-based company's sprawling Midwestern rail network that connects farms in Kansas and Missouri to ports along the Gulf of Mexico. It would also give it reach to Mexico, which made up almost half of Kansas City Southern's revenue last year, and create the only network that cuts through all three North American countries. A successful deal would also come as trade across the three nations is expected to pick up under the Biden administration. Just days after his inauguration, U.S. President Joe Biden spoke with the leaders of Canada and Mexico, his first

calls with foreign counterparts, where issues from trade to climate change were discussed. Mexico is a crucial supplier of automobiles, electronics and food and a major customer of grain, fuel and consumer goods -- ties that are likely to be strengthened by July's passage of the U.S.-Mexico-Canada trade pact. Kansas City Southern's unique network linking Mexico's largest industrial cities and ports to the U.S. Midwest also would be positioned to benefit if the coronavirus pandemic and fraying ties between the U.S. and China prompt companies to move lower-wage manufacturing from Asia to North America. (B)

●●●●●

MBTA COMMUTER RAIL is moving toward a "regional rail" model with its new spring service schedule going into effect April 5. In addition, the Executive Office of the Massachusetts Governor is inviting Request for Responses (RFR) to conduct a "Study on the Post-Pandemic Future of Work and Life in the Commonwealth." For MBTA Commuter Rail and contract operator Keolis Commuter Services, advancing a regional rail approach will provide "more flexible options" for riders and "opportunities to add trains more easily in the future," as ridership patterns continue to evolve due to the pandemic. While spring schedules will be finalized in March, the partners said there will be fewer morning and evening peak trains, but additional midday trains to provide more regularly scheduled service. The move will result in approximately 11% fewer weekly trains vs. the fall 2019 pre-COVID-19 schedule, and an approximately 18% improvement in rolling stock utilization. Weeknight commuter rail service after 9 p.m. will largely remain, with "only very late or extremely low ridership trains eliminated," they added. Most commuter rail lines "will run a train inbound or outbound roughly once per hour over the course of the day under the new system." Additionally, most "will run a final train departing Boston around 11 p.m. instead of ending by 9 p.m., partly thanks to federal stimulus funding that helped close the agency's massive budget gap." The MBTA Spring 2021 Service Changes website also noted that seven of the commuter rail lines—Greenbush, Kingston/Plymouth, Fitchburg, Franklin, Haverhill, Lowell and Needham—will not offer weekend service as of April 5. "Travel patterns have changed and will continue to evolve," MBTA General Manager Steve Poftak said in a statement. "As we look to the spring, we can be even more efficient with taxpayer dollars while ridership is low and use this time to shift toward a schedule that could be more attractive to future

riders. The intent is to pilot a service model closer to regional rail. This shift recognizes that fewer and fewer people commute 9-5," Keolis CEO and General Manager David Scorey said in a statement. "We plan to offer a schedule that can attract an entirely new type of rider and offers flexibility to add service when the time is right."

The commonwealth of Massachusetts is also considering how the pandemic will affect the way residents live and work. "It is critical that we understand these shifts—and lean into what this reset means—so that we create the community-building, housing, economic development, and transportation programs that align with these changes," the Office of the Governor wrote in its recently released RFR. It is seeking a "comprehensive impact study" that identifies "significant trends driven by the response to the pandemic, the likely short and long-term impact of those trends across multiple future scenarios, drivers of those scenarios, and policy guideposts along the way." (RA)

●●●●●

CSX IS SUBMITTING an application to the Surface Transportation Board (STB) to acquire the Pan Am System, including Pan Am Railways (PAR) and its 50% stake in Pan Am Southern (PAS), the Class I railroad reported Feb. 26. CSX announced Nov. 30 it had signed a definitive agreement to acquire PAR, a New England Class II with 1,700 route-miles that was previously known as the Guilford Rail System. The move would expand CSX's reach in Connecticut, New York and Massachusetts, while adding Vermont, New Hampshire and Maine to its existing 23-state network. It would also offer access to northern Maine and Saint John, N.B., via PAR haulage agreements with J.D. Irving Ltd. subsidiary NBM Railways. But a point of contention had been who would operate PAS, a "pro-competitive" joint venture of Norfolk Southern (NS) and PAR that consists of 437 miles of rail lines and trackage-rights agreements (see map below). It gives NS access to New England via trackage rights on the former Boston & Maine Mechanicville, N.Y.-Ayer, Mass., main line, called the "Patriot Corridor." NS, in a Nov. 6 filing with the STB, opposed the CSX-PAR transaction, noting that "one of the main benefits of ... joint control and ownership of PAS was to strengthen competition with CSX Transportation. Any CSXT effort to acquire Pan Am would threaten to materially undermine this existing competition, thus impacting not only NS, but also rail shippers and other railroads." SX and NS have now reached an agreement: Both Class I railroads will retain

ownership of PAS. Genesee & Wyoming (G&W) subsidiary Pittsburg & Shawmut Railroad, LLC, which will do business as Berkshire & Eastern Railroad (BERK), will operate and maintain PAS, formerly run by PAR subsidiary Springfield Terminal Railway. “The selection of a G&W affiliate is based upon our desire to maintain competition and enhance rail service in the New England market,” CSX said in a statement. “G&W’s existing presence, relationships and experience will greatly assist the transition.” In a statement to *Railway Age*, Norfolk Southern said that its “goal is to ensure that shipping customers have access to safe, reliable and competitive rail transportation in the New England and New York markets and beyond. Norfolk Southern has reached an agreement with CSX that benefits shippers, and we support the transaction. We believe the current structure of the transaction will preserve and enhance rail service and competition in the New England and New York markets.” While STB’s review remains, CSX said: “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. We are likewise confident that G&W’s subsidiary will bring similar benefits to PAS customers as the successful operator of PAS.” (RA)

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CSX TRANSPORTATION’S proposed acquisition of New England regional Pan Am Railways will have a significant impact on employment levels at Pan Am Southern, the joint venture it will share with Norfolk Southern. Genesee & Wyoming, which has been designated the neutral operator of Pan Am Southern, estimates that it can run the railroad with 25% fewer employees than current operator Springfield Terminal, according to a CSX regulatory filing posted to the Surface Transportation Board website. Overall, Pan Am Southern employment will drop to 159 employees from the current 214. The biggest cuts are to maintenance of way, which will be halved, and the shop and signals workforce in East Deerfield, Mass., where employment will fall by more than a third. The Pan Am Southern consists of about 425 miles of rail lines and trackage rights routes, including the former Boston & Maine main line between Mechanicville, N.Y., and Ayer, Mass., that provides NS access to New England via its so-called Patriot Corridor. Pan Am Southern also includes the north-south route Pan Am uses between White River Junction, Vt., and its branches in Connecticut via Springfield, Mass.

Pan Am Southern will lose the daily pair of NS intermodal and automotive trains that run between Mechanicville and Ayer. The trains will shift to trackage rights on CSX’s parallel Boston & Albany route and will reach Ayer via Providence & Worcester and Pan Am trackage north of Worcester, Mass. Genesee & Wyoming will operate and maintain Pan Am Southern under its Pittsburg & Shawmut subsidiary, which will do business as Berkshire & Eastern. Three of G&W’s New England railroads — New England Central, Providence & Worcester, and Connecticut Southern — connect with Pan Am Southern. (TN)

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THE TWO REMAINING Amtrak Cascades Talgo Series 6 trainsets owned by the Washington State Department of Transportation, sidelined since the fatal December 2017 derailment of another one of the trainsets in DuPont, Wash., left storage in Washington today, en-route to a scrap dealer in Southern California. WSDOT had removed the trainsets from service after the National Transportation Safety Board concluded the Talgo design played a part in the severity of the Dec. 18, 2017, accident that killed three passengers. Talgo later filed a formal challenge to that conclusion. Two other Cascades Series 6 trainsets owned by Amtrak were moved to the passenger railroad’s Beech Grove, Ind., shops for storage last summer. (TN)



A special move of Talgo Series 6 trainsets owned by the Washington State Department of Transportation heads south along Puget Sound at University Place, Wash., on BNSF’s Seattle Sub on Sunday, Feb. 28, 2021. The equipment is bound for a scrap dealer in Southern California.

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AMTRAK, attempting to move forward a project that has most funding in place, says it has notified host railroads CSX Transportation and Norfolk Southern that it plans to start two daily round trips between New Orleans and Mobile, Ala., sometime in 2022.

The passenger carrier announced its intentions even though a traffic study of the route is not complete, more than a year after it began. Amtrak paid for the study, utilizing Berkeley Simulation Software’s Rail Traffic Controller program to

evaluate how freight traffic and two proposed passenger trains might interact.

“The existing agreement between our parties expired in January,” Amtrak spokesman Marc Magliari tells *Trains News Wire*. “Something that should have taken seven months was far from completion after a year. In fact, discussions have been underway for five years; there was no sign of any conclusion in sight.” (TN)

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LONDON — One stubborn cat kept a British high speed train in the station Tuesday — after almost taking a ride on the train’s roof. A half-hour before an Avanti West Coast train was scheduled to depart London’s Euston Station for Manchester, a cat was spotted atop the train’s cab — and it took 2½ hours to coax it down, a process complicated by the 25,000-volt overhead power lines. Passengers were transferred to a substitute for the 125-mph, Alston-built Pendolino trainset. The cat eventually departed after a trash bin was pulled up next to the train, giving it a path to dismount. Joe Hendry, Euston station manager for infrastructure company Network Rail, told the BBC, “Thankfully, curiosity didn’t kill this cat, and we’re glad it avoided using up one of its nine lives.” (TN)



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MORE THAN 100 PIECES of historic rolling stock, both passenger cars and locomotives, are up for sale as part of bankruptcy proceedings resulting from the receivership of Iowa Pacific Holdings. The equipment belongs to Heritage Rail Leasing; it and the San Luis & Rio Grande Railroad, principal subsidiaries of Iowa Pacific, were involuntarily placed into Chapter 11 bankruptcy, and are being sold by Tom Connelly, the Trustee appointed for HRL. According to a press release, the equipment is at various locations throughout the United States; some may not have been moved in years, and a

lengthy list of conditions and disclaimers apply. (TN)

●●●●●

AMTRAK WILL RETURN SLEEPING-CAR service to the Northeast Corridor beginning April 5, with sleepers added to one overnight Northeast Regional train in each direction. Northbound, train No. 66 will depart Washington Union Station at 10 p.m., arriving in New York at 1:55 a.m. and Boston’s South Station at 7:58 a.m. Southbound, train No. 67, operating Sundays through Thursdays, departs Boston at 9:30 p.m., arriving at New York’s Penn Station at 2:30 a.m. and Washington Union Station at 7 a.m. Roomette, Bedrooms, and Accessible Bedrooms are available. Roger Harris, Amtrak’s executive vice president, chief marketing and revenue officer, says in a press release that the sleeping-car accommodations are “a one-of-a-kind way to reach your destination. In addition to all the safety precautions we are taking to make rail travel a safe experience, a private room will enhance the trip and give customers the added benefit of more comfort, space and privacy.” Northeast Corridor night trains did have sleeping cars for most of their Amtrak existence. This continued service once provided by New Haven’s *Owl* out of New York’s Grand Central Terminal to Boston and the Washington-Boston *Federal*, a joint New Haven-Pennsylvania Railroad operation, which carried a “cut-off” Philadelphia-Boston sleeper into the late 1960s. For many years Amtrak offered the Executive Sleeper, a Washington-New York car that was dropped northbound or added southbound at Penn Station. On Dec. 9, 1991, passengers could board the 10-roomette, 6-double-bedroom heritage sleeping car ‘Beatrice McDonald’ any time after 9:30 p.m. It would be coupled to the ‘Night Owl,’ which departed New York at 3:45 a.m. Amtrak’s version was called the Night Owl, which for a time also featured a New York-Washington “Executive Sleeper” that was dropped off or picked up at New York’s Penn Station. Though the ride was short, it allowed passengers to avoid the cost of a Manhattan hotel room. The cut-off car was dropped with the phase-out of heritage sleepers, whose direct-dump toilet systems were never modified with holding tanks. In 1997, the overnighter was extended south to Newport News, Va., and re-equipped with the last-arriving Viewliner sleeping cars and simultaneously rebranded as the Twilight Shoreliner. Tray meal service was also introduced at the time. But the *Viewliners* were taken off in 2003, after the *Cardinal’s Superliners* were redirected to Auto Train following an equipment-

damaging accident the previous year. The *Viewliner* shortage has finally been rectified, though the sleeping cars won't operate south of Washington. Amtrak's Executive Vice President and Chief Marketing and Revenue Officer Roger Harris tells Trains News Wire that the company has recently introduced *Viewliner II* cars on each departure of New York-Miami *Silver Star* and *Silver Meteor*. (TN)

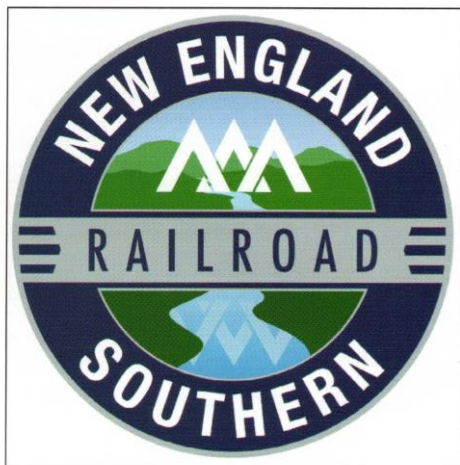
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THE FIRST OF 12 Connecticut Department of Transportation P40 locomotives to be rebuilt by Amtrak at Beech Grove, Ind., is CDOT No. 6711, seen at North Haven, Conn., on March 8, 2021. The unit was built as Amtrak no. 820 in 1993, and later worked for NJ Transit in Atlantic City service, carrying NJT no. 4803. CDOT subsequently purchased it and three others from NJT. CDOT's other P40s came from Amtrak in 2005, and have operated in patched Amtrak paint since then. They will be used on the Hartford Line and Shore Line East commuter services. (TN)



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THE NEW ENGLAND SOUTHERN RR has a new logo, now that it is a subsidiary of the Vermont Rail System. (RP) Very attractive, in my opinion. -Ed.



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THE DURANGO & SILVERTON Narrow Gauge Railroad will resume service to Silverton, cut off last season by a bridge washout, on May 22, as part of its summer-fall 2021 schedule, with shorter Cascade Canyon Express excursions on May 1. The railroad announced it will operate one train daily to Silverton May 22 to Oct. 1, with three of the shorter Cascade Canyon trips daily from May 1 to Nov. 7. "The D&SNGRR is ready to safely and

warmly welcome families and vacationers to the Four Corners region with a comprehensive slate of excursions and flexible riding options for the summer of 2021, and we're even more excited to resume daily passenger service to Silverton in late May after navigating and overcoming several challenges last year," said Allen C. Harper, head of the Durango & Silverton Narrow Gauge Railroad, and chairman and chief executive officer of American Heritage Railways, in a press release. (TN)

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AMTRAK SERVICE WILL RESUME daily on 12 long-distance routes which had been cut to triweekly service in May and June, following passage by Congress of the American Rescue Plan aid package, which includes funding for service restoration. Ticketing is already available for the restored service in Amtrak's reservation system, meaning availability for seats and sleeping-car accommodations on the restored dates is currently high. The 12 trains will have daily service restored on three sets of dates. Returning to daily operation on May 24 will be the Chicago-Emeryville, Calif., *California Zephyr*; the Seattle-Los Angeles Coast *Starlight*; the Chicago-Portland/Seattle *Empire Builder*, and the Chicago-San Antonio-Los Angeles *Texas Eagle*. Restored to daily service on May 31 will be the Washington-Chicago *Capitol Limited*; the Chicago-New Orleans *City of New Orleans*, the Chicago-New York/Boston *Lake Shore Limited*, and the Chicago-Los Angeles *Southwest Chief*. And resuming daily operation on June 7 will be the New York-New Orleans *Crescent*, the New York-Savannah *Palmetto*, and the two New York-Miami trains, the *Silver Meteor* (via Savannah) and *Silver Star* (via Raleigh). Amtrak notes in a press release that new *Viewliner II* sleeping cars will be making their debut on the Silver Service trains.

Auto Train continues to operate daily, while the *Sunset Limited* and *Cardinal* will remain triweekly. (TN)

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NEW ORLEANS POLICE report a man was killed when he attempted to take his bicycle under a slow-moving CSX train, became caught underneath, and was dragged several blocks. The victim, an adult male, was pronounced dead at the scene. CSX Transportation told the press the incident occurred about 3:55 p.m. and offered "our deepest sympathies to those impacted by this tragic incident." (TN)

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AN AMTRAK EMPLOYEE has been charged with stealing dozens of chainsaws and hundreds of parts from the passenger railroad and selling them online for more than \$50,000. Jose Rodriguez, a 48-year-old Brick, N.J., resident and Amtrak employee since 2007, is alleged to have stolen the items between 2016 and July 2020. In all, he is said to have sold 77 chainsaws, 103 replacement bars and 163 replacement chains to buyers in seven states. He faces one count of stealing government property and one count of stealing from an agency receiving federal funds; each count carries a penalty of up to 10 years in prison. (TN) Wow!-Ed.

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THE SOUTH ATTLEBORO train station has closed until further notice, due to concerns over the deteriorated structural conditions of the pedestrian overpass. Conditions at the station, on the N.E. Corridor main line, have been a concern for a while. (SC)

●●●●●●

UNION PACIFIC NO. 4141, the SD70ACe locomotive painted in an Air Force One-like scheme to honor President George H.W. Bush, has arrived in College Station and was scheduled to be trucked on Sunday afternoon from the UP tracks to the George H.W. Bush Presidential Library and Museum on the campus of Texas A&M University. The locomotive, protected by a tarp, was delivered by the UP salute to veterans locomotive, SD70AH No. 1943, on Sunday morning. No. 4141 was painted to honor Bush in 2005, pulled his funeral train in 2018, and was donated by the railroad to the museum a year later. (TN)



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THE FRIENDS OF THE 261, the non-profit organization that owns and operates Milwaukee Road S-3 class 4-8-4 No. 261, has launched a study to consider converting the locomotive from coal to oil firing. Friends of the 261 President and Chief Operating Officer Steve Sandberg said the group is conducting a feasibility study and cost benefit analysis for the possible conversion. It could cost up to \$200,000 to convert NO. 261 to burn oil, Sandberg said. If the group decides to proceed, it would not be the first time an S-3 has been changed to burn oil. Milwaukee Road owned ten S-

3s built in 1944 and they worked exclusively in the Midwest. The outbreak of the Korean War brought an acute motive power shortage to the railroad as traffic boomed. In 1950, S-3s Nos. 262, 263, 267 and 269 were converted to burn oil and moved to the

Idaho Division “gap” in Milwaukee Road’s electrified operations between Avery, Idaho and Othello, Wash. They made the last steam runs on the Idaho Division, with No.



267 making the final trip Dec. 17, 1954. The Milwaukee Public Library has some of the original Milwaukee Road engineering drawings on file from the S-3 conversions, and long-time Friends volunteer and 261 fireman Ed Selinski has been working with the library to obtain copies of the drawings. The Friends has also solicited input from other steam operators who have done conversions in the past. Union Pacific Senior Manager Heritage Operations Ed Dickens, whose team converted UP Big Boy 4014 to burn oil, is a technical advisor for the project. (TN)

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WHEN IT’S NEW AND SHINY, the last thing you want to see is dents and dings. The MBTA has pulled all of its new six-car subway trains following a derailment on March 16. The accident happened on the Orange Line in a work zone at Wellington Station in Medford. Nobody was hurt, but officials are trying to figure out what went wrong. The train was back on the tracks and moved around 5:30 p.m., and crews inspected the infrastructure of the track. The train was moving through a work zone at a slow speed when the third car fell off the tracks. “Safety is at the forefront of all we do, and we will do all that is necessary to identify and resolve the cause of today’s event to ensure the safety of our riders and employees,” tweeted the MBTA. Orange Line service between Oak Grove and Sullivan Square stations will be closed for the next three weeks, and MBTA will use the time to replace a track switch that was damaged due to the derailment. MBTA also will make other infrastructure improvements during the shutdown window. Track replacement is currently under way near the Wellington Station.

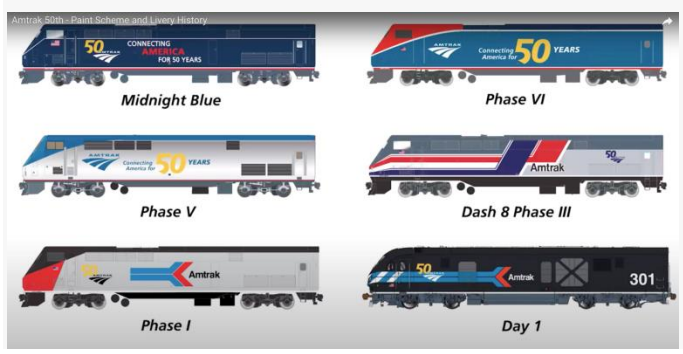
Both Orange Line and Red Line trains will be out of service so engineers can do a thorough inspection of the train cars. (RA)

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THE SCOTTISH GOVERNMENT in Edinburgh has announced it will create a company to take over operation of almost all passenger trains in Scotland from next year. The Scottish rail network, which has been branded Scotrail since the 1980s, is currently run by Abellio, the international division of Dutch Railways, which also operates rail services in England and Germany. Abellio had failed to meet several performance targets prior to the COVID-19 pandemic and had been told its contract would not be extended in late 2019. Since privatization of Britain's railways, in the 1990s the Scotrail network had been operated as a franchise with British private firm National Express responsible from 1997 to 2004, and Scottish-based First Group from 2004 until 2015, when Abellio took over. The Scottish government has been directly responsible for railways in the country since 1999 and has invested heavily, reopening several lines and electrifying many of the busiest routes. The Scottish government's decision to end the franchising approach is no surprise, as the system has already been formally dropped in neighboring England and Wales. Unlike England where the British government controls most rail contracts, which it wants to turn into simpler concession arrangements with private operators, the Scottish and Welsh governments have decided to create new government-owned train operators. (TN)

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AMTRAK HAS UNVEILED 50-year commemorative locomotives. Check out this excellent, historical YouTube: <https://www.youtube.com/watch?v=TOZdzbDpftI&t=5s>



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LOS ANGELES UNION STATION will be one of the two venues for this year's Academy Awards ceremony, Variety reports. The station, built in 1939, is a frequent setting for films, but has never

been part of the Oscars. It will be used this year, along with its recent home, Hollywood's Dolby Theatre, in light of continuing COVID-19 restrictions in Southern California. Transit agency LA Metro says the use of the station will help highlight "the importance and beauty of what is widely regarded as 'the last of the great train stations,'" and the station will remain open to bus and rail passengers, with alternative waiting accommodations to be provided. The April 25 show will use the station's Grand Waiting Room, Historic Ticketing Hall, North and South Patios and Main Entrance. "Union Station is one of the most iconic landmarks in Los Angeles County and we are honored for it to be highlighted at the 93rd Academy Awards," Metro CEO Phillip A. Washington said in a press release. "We look forward to helping celebrate excellence in film in a safe and healthy manner while still ensuring that our transit riders can reach their essential destinations." (TN)

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MBTA WILL FUND pre-pandemic service levels, The Massachusetts Bay Transportation Authority says it will fund restoration of rail and bus service to pre-pandemic levels in its 2022 budget, although full service will not return immediately when the budget year begins on July 1. State House News Service reports an MBTA spokesman said the funding will allow the agency to begin hiring and training personnel needed to restore service, as well as developing new schedules. "While the T is not in a position to restore all pre-pandemic services immediately," spokesman Joe Pesaturo said, "the planning process for getting there is starting now." MBTA officials have not yet determined a timeline for full restoration of service. The move comes after widespread criticism of the agency's plan to cut service while receiving large sums of federal stimulus money. (TN)

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

TRAINS

- Storm Clouds Gather
Coal
- Amtrak at 50, part 3: Hits, Misses and Experiments
- Get Your Motor Runnin'
Speeders
- Rudyard Kipling Meet 1309
Baldwin's last steamer

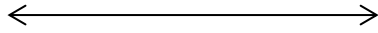
RAILROAD MODEL CRAFTSMAN

- Tilt-Board Signal at Willimantic
- Diverging Points
Dare to be Different?

MODEL RAILROADER

- A Fresh Take on Handlaid Track

A Team Effort on the B&M Modeling a Flatcar Load



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

EDITOR'S NOTES

1. My favorite train was the *Montrealer*. I rode the inaugural of Amtrak's version in September 1972 and used it most summers to visit my relatives in the Montreal area. There are some interesting stories from the pre-HEP era, which I'll relate in a future story. Sadly, due to Guilford allowing their tracks to deteriorate to 10 MPH, the train was ultimately discontinued, with the State of Vermont replacing it with a day train terminating in St. Albans--the *Vermont*. Sadly, too, my relatives have all moved to other parts of Canada or passed. Montreal is still a great city and fun place to visit and some day, it is hoped, the *Montrealer* will be re-born, so that you can awaken in your sleeping car in a different country!

.....*David N. Clinton*

"Keep alert, stand firm in your faith, be courageous, be strong. Let all that you do be done in love." (1 Corinthians 16:13-14)

MEMBER NEWS

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:

Dave GalbraithApril 3rd
Chip MullenApril 7th
Bob Knapp.....April 8th
Dick Grimm.....April 15th
Rick PearsonApril 20th
Jack Doyle.....April 27th



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

Eric Tedeschi: Eric is working on military miniatures, that can be added to RR flatcars. He is building, painting and weathering them. Tanks are his latest.



Steve Wintermeier: "In addition to my Ebay activities for the SSMRC White Elephant Table and a few tuning projects on my personal freight fleet, I've been building the new underground Sacramento Station platforms in Roslindale. Platform surfaces, ballasting and "steel work" is mostly done. Now, painting and weathering, adding benches, stairs and eventually newsstands and lights. I'll polish it off with many people when done. Here's an early stage look."



Ross Hall: “I was in HYN (Hyannis) last week and stopped to get an update on the Rt. 28 crossing project there. A Mass. DOT supervisor told me that they were in week 2 of a 3-week window for reconstructing the rail crossing across Rt. 28, temporarily closed to through traffic but now reopened. The rails were laid up to just before the crossing itself, which is surfaced with pre-fab concrete slabs that can be removed if needed. It’s all fresh rail from the look of it— and all jointed, as is the rest of the Cape Main, which restricts passenger train speed to 30 mph. The crossing gates have been temporarily removed and a tubular truss spans the road’s width and is set on the western side of the crossing. 5 sets of red crossing lights are already installed in the truss to alert eastbound traffic and a new platform with fewer lights handles the westbound lanes. Before the crossing could be rebuilt, the utility lines beneath it had to be repositioned. The KAM appliance building at the crossing (left from the picture) will also be removed. Fresh ballast is being used for all new or re-lay rail, and both screws and spikes are used to fasten the tie plates to the ties. Plans call for several additional tracks alongside the Transportation Center, and the current Engine House is to be removed. Various subcontractors are involved in the work. There is plenty of rolling stock still in the HYN yard, including the two ex-NYNH&H FL-9s, the two E-9 locos from Iowa Pacific Holdings, Fred Pegnato’s old RDC, the Cape Cod Central’s (CCCR) double-decker cars, the American Flyer diner *Sandy Neck* and the lounge car *Cape Codder*. Also, MBTA ballast cars, a couple of Mass Coastal ‘energy cars’ (don’t ever say ‘trash!’) and a Russell single-track snowplow are also in the yard. Beside the Engine House is the old ex-Amtrak vista-dome car looking pretty derelict. The CCCRR has announced its summer schedule, so it will be operating this season. Happy news!



Mike Dolan: (Whitman-Southern Coal Tipple, Part 2)
 “Last month I described the construction of the tipple. During the last month I have spent time constructing and filling in the scenery area where the tipple is placed. The track plan around the tipple has trackage for loaded and unloaded hoppers. There is also a reversing loop that begins at the lead to the yard and exits on the opposite side.



(The inner tunnel portals)

“The Main Line runs under the mountain and exits on the near side to head to the opposite end of the layout. I laid all the tracks for the Main Line before proceeding to install the four tunnel portals. This allowed me to verify the operation of the loop and insure I didn’t have any wiring problems. I used 1/8” Masonite to form the top of the mountain area. Once that was established, I could then mount a portal for the mine. The mine track and the cars (when finished) will be On30 scale and appear at the upper chute to be dumped. I have not powered that track because it is only approx. 3’ long and leads into the mine shaft.

“The balance of the mountain form was constructed with cardboard strips and covered with plaster cloth. When dry, the cloth was painted an Earth color to make sure the white didn’t show through. Mod Podge was used to adhere the primary layer of scenic material and subsequent layers were applied with a 50/50 mix sprayed to hold everything down.

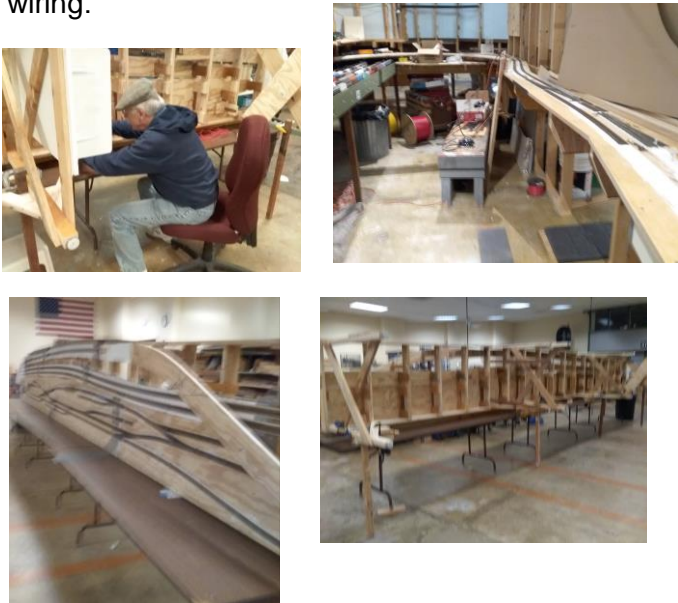
“Trees were made and placed to cover the mountain. Some trees were made with the Jeff G method and others were prefabricated pines of varying heights. As I proceed further with the scene there will be a water feature (necessary) in front of the wall and other detail elements to round out the



area. There is another main building that I constructed from remaining parts that will sit by the lake and serve as a pump house.

"I have put this project on hold for a bit, while I work on building the long bridge for the new addition on the SSMRC. The bridge will feature a skewed entrance and exit as well as a road bridge attached to the side. This will be similar to the bridge and roadway in Thurmond, WV. The total length will consist of a nearly 200' Pratt Truss and an 80' deck girder bridge. The angle of the bridge entrance and exit will allow the abutments to be nearly parallel to the Main Line on the addition."

Fred Lockhart: "In a couple of pictures, Bob England is working on electrical. One picture shows the inside of the staging room that a lot of members have never seen. Other pics show the benchwork on its edge up on the tables, for ease of wiring."

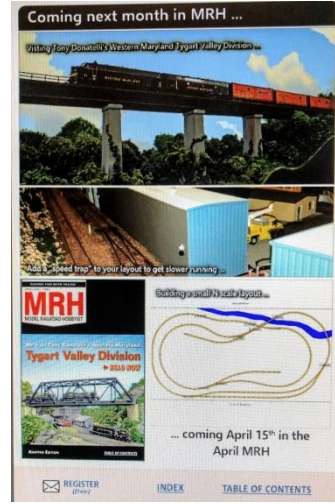


Roger St. Peter: "Winter ending...golf starting soon...first grandchild (boy) due May 1st...going back to work at the Club...all good here...bring on spring!"



Tony Donatelli: "I'm attaching three photos and the announcement from MRH. The photos are of the

final spot in Midland - includes the rail storage that Paul and I have been talking about. The only thing missing is some signage and I'll get to that later!



Kurt Kramke: "New benchwork is up and I have finished the trackwork on the On30 layout, and building an O scale version of Campbell's Brett's brewery. Installing a dishwasher and I am having the front porch expanded and removing steps by having ramps built."



Peter Palica: "Here are a couple of photos of my Z-scale Disneyland train station with a staged Marklin Z-scale 4-6-0 and 3 coaches in New York Central & Hudson River Railroad livery. The station is part of an entire series by Robert Olszewski that duplicates every Main Street building in both Disneyland and Walt Disney World."



Jesse Collins: "In January, I received my '5 years with Amtrak' keychain."

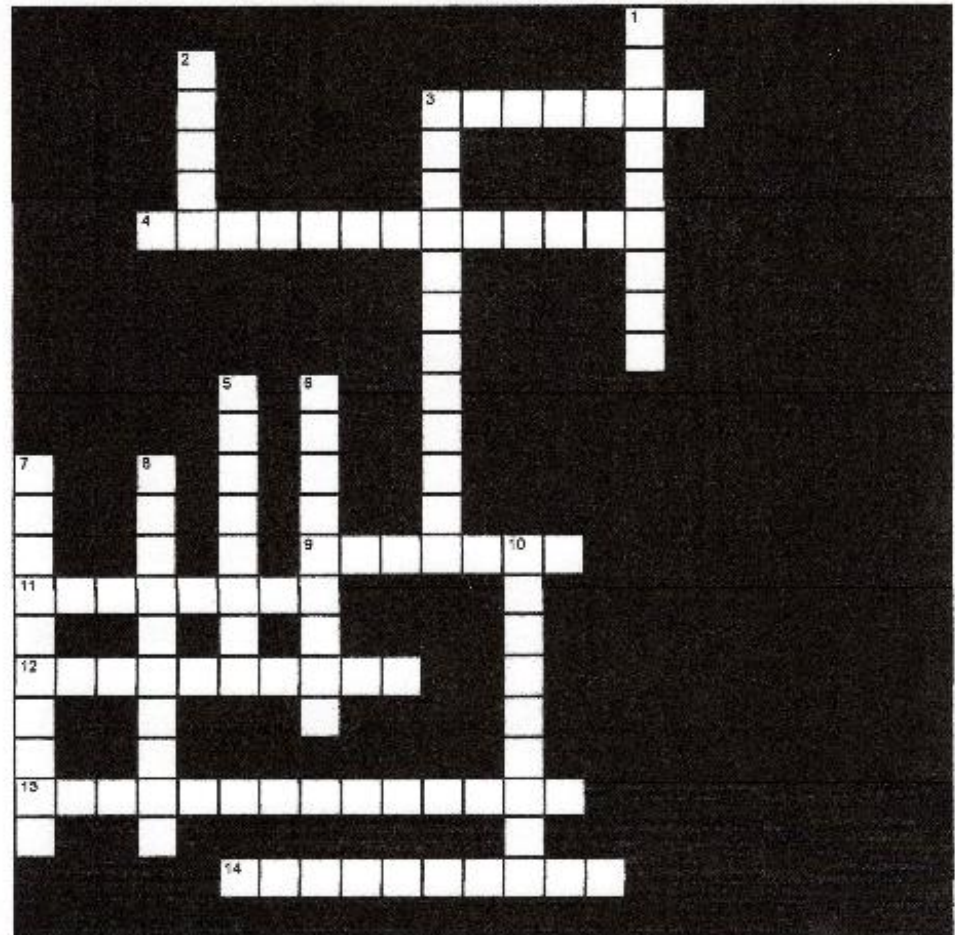
Congrats!-Ed.



Ye Ed: I received long-reserved CN M420 locomotives from Rapido and, as with 90% of their locos, you receive a "baggie" with additional detail parts that some units might have had or been modified with. This is the first locomotive to have the "Canadian" or "Safety" cab. I had fun installing the "Open Door" on the front of one. This was jokingly-called "Canadian A/C". The neat thing is that the steps leading from the door up to the cab are modeled and correctly painted! Something never before modeled by a manufacturer. So I



might put a crew man on the steps. Note, also, that the two models have differently-colored cab roofs. Rapido is a "stickler" for details by unit number!



Across

- 3 AUTOTRAIN SOUTH END POINT (7)
- 4 NEW YORK TO PITTSBURGH TRAIN (13)
- 9 ACELA----- (7)
- 11 NORTHEAST----- (8)
- 12 CRESCENT GOES FROM NYC TO ----- (3,7)
- 13 WASHINGTON TO CHICAGO TRAIN (7,7)
- 14 BOSTON TO BRUNSWICK TRAIN (10)

Down

- 1 WASHINGTON TO ST. ALBANS TRAIN (9)
- 2 LAKE---LIMITED (5)
- 3 BOSTON TO MIAMI TRAIN (6,6)
- 5 NYC TO CHICAGO TRAIN (8)
- 6 WASHINGTON TO TORONTO TRAIN (5,4)
- 7 NEW YORK TO MONTREAL TRAIN (10)
- 8 -----ZEPHYR (10)
- 10 -----CHIEF (9)

Name: _____