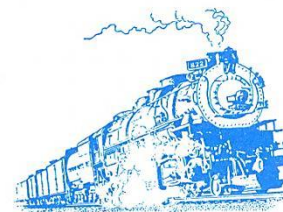


# The Semaphore

South Shore Model Railway Club

## NEWSLETTER

Home of the "East Coast Lines" since 1938



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**AUGUST 23, 2021** ■■■■■■■■■■ **VOLUME 41** ■■■■■■■■■■ **NUMBER 8**

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# The Semaphore

David N. Clinton, Editor-in-Chief



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“The Operator”.....	Paul Cutler III
Boston <u>Globe</u> .....	Paul Bonanno
Western Massachusetts.....	Ron Clough
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. ©2021  
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VOLUME 41 ■■■■■ NUMBER 8 ■■■■■ AUGUST 2021

### CLUB OFFICERS

President.....	Jack Foley
Vice President.....	Rich Herlihy
Treasurer.....	Will Baker
Secretary.....	Eric Mercer
Chief Engineer.....	Fred Lockhart
Directors.....	Bryan Miller ('22)
	Bob England ('22)
	Roger St. Peter ('23)
	Gary Mangelinkx ('23)

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**ON THE COVER:** Amtrak’s first locomotive; top picture at Harrisburg, PA. (Photo by Marty Bernard) Lower picture is at Detroit’s Michigan Central Station, which was purchased by Ford Motor Co. to be restored as an office building. (Photo by Emery Gulash)

## FORM 19 ORDERS

### AUGUST B.O.D. MEETING

Monday, August 30<sup>th</sup> 8 p.m.

### SEPTEMBER BUSINESS MEETING

Monday, September 13<sup>th</sup> 8 p.m.

### SEPTEMBER NEWSLETTER DEADLINE

Sunday, September 25<sup>th</sup>

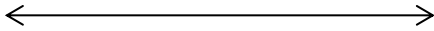
### SEPTEMBER B.O.D. MEETING

Monday, September 27<sup>th</sup> 8 p.m.

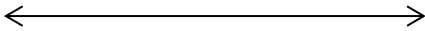
## CONTESTS

Congratulations to **Roger St. Peter** on winning July's "50-50 Raffle"!

Congratulations to **Ron Clough** on winning this month's "50-50 Raffle"!



For the **September Business Meeting**, we return with one of Al Taylor's famous "Word-Find" puzzles. This one is "Early 1900's Massachusetts Railroads". Extra copies in the usual place in the train room.



For the **October Business Meeting**, name something that's significant about Amtrak E8 #4316. Answer forms in train room or any piece of paper and don't forget your name. Good luck!

## CHIEF'S CORNER

Fred Lockhart

Summer isn't over yet. However, with the summer break from the *Semaphore* over, it seems we are headed into the fall model railroading season and events. Hooray! Even through the summer, we have made some nice progress in different areas.

### Progress

The Scenery Committee is first up: they have installed the E.C.L. Icing Platform in the Cedar Hill Arrival/Departure yard with some basic ground cover around its base. A building flat of the ice house itself will be installed behind the yard lead. The other work in that area is going on between the yard turnout ladder and the steel mill and will include access roads for railroad and steel mill employees to reach their respective buildings. It



appears that more ground cover has been added in the steel mill yard area, since my last report. I have also noticed that someone has started to scenic the power plant that the trolley will service. The work on the Boston main line under Cedar Hill has progressed over the summer, with ballast and backdrops being added in the tunnel section, that can be viewed through the cutouts in the fascia. Back towards Ruggles, the fascia has been extended a foot or so to complete it and there will be a tunnel portal installed to finish it off. Track work is started for the track leading to the trolley barn area; ties have been glued down, turnouts built for the barn area and their layout established. As for the new section we have working on: turnout controls have been added for the industrial section itself and that section has recently been tested with a locomotive and some minor adjustments have been done. Bob England has hand-laid another single crossover (off the railroad) for the main line and it will be installed between the draw bridge and the crossover already installed. Holes have been drilled for installation of the Rapido magnetic uncouplers.

### Going Forward

Both parts of the new section are now back down on the floor and will be re-connected. The roadbed and tracks over the joints will be installed so that we can test it as one unit and uncouplers will be installed and adjusted. Painting of the tracks will be completed and any other scenery work, such as ballasting the tracks towards the back of the industrial area, should be done also. Installing Digitrax UP5s on the fascia and the LocoNet cables will be done, along with punch lists of details to be finished.

I am very pleased with the work that has been accomplished this summer, even as we also enjoyed our summer activities outside of model railroading. I say "Thank You" to all who have helped! At this point, I feel confident that this new section can be installed after our Fall Open House and Show.

That is it for this month.

Fred Lockhart  
Chief Engineer



## Semaphore Memories

### AUGUST 2016 (5 years ago)

- South Coast Rail to Fall River & New Bedford cost balloons to \$3.4 billion and construction schedule delayed seven years.
  - Construction begins on 220,000-square-ft building for America's newest passenger railcar manufacturer – CRRC of MA, Chinese-owned. (Red & Orange Line cars)
  - New England Steam Corp. begins moving MEC #470, a 4-6-2, which has been sitting derelict on display in Waterville, Maine for over 60 years. Last MEC to steam.
  - Metrolink in California unveils its first F125 locomotive from EMD.
  - MBTA replaces track heating equipment on Red Line.
  - Famous "Caboose Hobbies" in Denver closes its doors
  - First loco receives "Central Maine & Quebec" paint.
  - MBTA Board approves plan allowing for installation of solar energy generating equipment at 37 T-owned parking facilities. First is West Hingham!
  - Boston Surface RR Co. proposes commuter trains between Woonsocket and Providence, RI by late 2017.
  - Amtrak announces that its last Dome car, ex-GN "Ocean View" will operate on certain scenic trains in the Northeast in the fall: *Downeaster* and *Adirondack*.
  - Providence & Worcester RR announces it will be acquired by the Genesee & Wyoming group of RRs.
  - UP's steam crew begins work on "Big Boy" #4014.
  - WW& F narrow gauge RR building a "Queen-post" turntable in Wiscasset.
  - Amherst Railway Society finds new home in Palmer.
  - Siemens' new "Charger" diesel-electric passenger locomotive undergoing testing program at Pueblo, CO.
- ### AUGUST 2011 (10 Years Ago)
- First "Summer Open House" held; suggested and organized by Dan Peterson and Ye Ed.
  - Long-time active member John Governor passes.
  - MA State officials agree to final plan to re-route *Vermont* up the Connecticut River Valley, ex-B&M.
  - Amtrak gets loan to purchase 70 "Cities Sprinter" ACS-64 locomotives from Siemens.
  - NJ Transit unveils first of new Bombardier dual-mode (like FL9) locomotive, named ALP-45DP.
  - Maine Northern Railway becomes operator of 233 miles of state-owned track from Madawaska to Millinocket (ex-BAR). (Part of Irving Oil Empire.)
  - Annual ridership on *Downeaster* tops ½-million for first time.
  - T-riders choose new graphics to be painted on new locomotives coming from Motive-Power, Inc. of Boise.
  - Nearly 380-million trips on the MBTA was a record-setting year for the past 12 months.
  - USPS releases "forever" stamp dedicated to "Owney", the postal dog; from a true story in the 1895 NY *Times*.
  - Long-anticipated extension of the Green Line delayed another three years.
  - Grafton & Upton RR purchases F7A from Finger Lakes Railway, decorated in NYC "Lightning Stripes".
  - Amtrak introduces "Application" for smart phone users to check schedules, train status and make reservations.

• NS launches "21<sup>st</sup> Century steam" program. "For everyone interested in the history and romance of the railroads, the return of steam-powered excursions is like a dream come-true," said Wick Moorman, NS's CEO – and soon-to-be Amtrak CEO.

- Shake-up of management/ownership at Cape Rail.
- Honorary member Carl Heger passes.
- Brian Miller joins SSMRC.

### AUGUST 2006 (15 years ago)

- UP "Heritage" SD70Ace goes into service as C&NW.
- MBTA increases Providence service to 15-RT/day and adds weekend service, for the first time.
- NYC tugboat #16, on display for 24 years near the Bourne Rotary, disassembled, with structurally-sound pieces used to rebuild sister ship #3.
- China completes "Sky Train", the World's highest railroad; 1,220-miles route from Beijing to Lhasa, capital of Tibet. Tanggula RR station is highest at 16,627-ft. above sea level.
- Construction begins on Warwick, RI railroad station.
- Passenger Train Journal magazine begins publishing again, after 10-year hiatus. Previously monthly magazine becomes a quarterly.
- Fore River Transportation acquires ex-Reading & Northern U23B #2372.
- New Comm. Rail layover facility in Pawtucket opens.
- Union Station on Worcester starts serving Greyhound and Peter Pan bus lines.
- Conway Scenic's steamer #7470 makes first run, after 4-year major rehab job.
- *Flying Yankee* restoration considered ½-done; scheduled completion date of July 2009. (not yet!-Ed)
- Athearn introduces RS3 and SD45T-2 in R-T-R line.
- John Roberts joins SSMRC.

### AUGUST 2001 (20 Years Ago)

- Walthers brings out Budd stainless passenger cars.
- Environmental Affairs Secretary Robert Durand gives go-ahead for construction of Greenbush Line.
- STB issues decision (Amtrak vs. Guilford), concerning use of 115-lb rail for Boston-Portland service, which may be running by year-end. (It was!-Ed.)
- VIA Rail Canada orders 21 "Genesis" P42 locomotives
- Connecticut D.O.T. paints its new "Genesis" locos in "McGinnis" colors. (But Barry Doland was first!-Ed.)
- Mansfield, MA, seeks bids for new train station to replace 50-year-old "temporary" one.
- "Fore River Transportation Co." becomes new name for railroad servicing Quincy Shipyard.
- MBTA's new "Type 8" streetcars from Breda, of Ital, pulled from service because of derailments.
- BC Rail shops complete overhaul of ex-CPR Hudson #2816, which had been purchased from Steamtown, to become CPR's own operating steamer for special occasions.
- First of newest MBTA Kawasaki bi-levels arrives.
- NS donates excursion loco Class A #1218 to City of Roanoke for display, since NS steam program ended.
- New Jersey acquires ex-EL "Lackawanna Cutoff" for eventual restoration of passenger train service between New York and Scranton, PA.
- CSX "Sandpatch Tower" closes.

**AUGUST 1996** (25 Years Ago)

- STB approves UP takeover of SP.
- Ground-breaking ceremonies for New Haven-Boston electrification of the Shore Line.
- UP takes delivery of first SD90MAC.
- Olympic Torch carried by rail from L.A. to Atlanta.
- Last real dome cars on Amtrak retired, except for one; former GN "Great Domes" used on *AutoTrain*.
- Hingham files federal lawsuit against the MBTA because of Greenbush Line restoration.

**AUGUST 1991** (30 Years Ago)

- "Mountain Division LP" formed to raise \$9-million to buy *Flying Yankee* to run through Crawford Notch—then vanishes with investors' money, never to be seen again.
- Edaville RR up for sale.
- Sale of toy trains & accessories from closed "A&D Toy Train Village" in Middleboro.
- Modern Railroads magazine merged into Railway Age.
- Gov. Weld of MA suggests "Bullet Train" down center of MA Turnpike between Boston and Springfield.
- Irv Athearn passes.
- Maine Gov. McKernan signs bill requesting Amtrak to restore Portland-Boston service.
- Ship carrying brand-new Chinese 2-8-2 steam loco for the NYS&W tourist operation sinks off tip of S. America.

**AUGUST 1986** (35 Years Ago)

- NMRA/RRE/NRHS Convention in Boston (July).
- Amtrak takes delivery of first MHCs—"Material Handling Cars" for mail and express packages.
- President Reagan signs resolution ordering "cooling-off period" in Guilford labor dispute, which has spread to other railroads in the Country.
- Quincy officials want MBTA Old Colony Commuter Rail lines to end in Braintree, with transfer to Red Line subway service.
- ICC rejects merger of ATSF and SP.
- NS drops bid for Conrail.

**AUGUST 1981** (40 Years Ago)

- Wally Chase and Allan Thurston named Honorary Members.
- Fire in store above SSMRC basement location at Lincoln Square, Weymouth, causes heavy soot and water damage; cleanup is a nightmare and \$10,000 policy limit is exhausted.
- Conway Scenic RR takes delivery of ex-B&M F7 #4266, for display only, as all internal workings removed.
- New "Card-key" entry system installed at Club.
- \$5 surcharge on monthly dues started in order to develop "Building Fund" to eventually move to our own building in the future.

**POTPOURRI**

**ADVOCATES FOR** a new commuter rail line connecting Western Massachusetts to Boston are cheering the release of a new Capital Region Council of Governments report backing all the main

arguments for public investment in the project. Palmer would become a new stop on the route between Boston and Springfield and, eventually Pittsfield. (JR)

•••••  
**THE MBTA FISCAL AND MANAGEMENT** Control Board has given the OK for \$28 million in design work for a third-track project between the West Natick commuter rail station and Wellesley Farms. The project is expected to cost as much as \$400 million, and the entire process, from design to finish, could take 10 years to complete. Construction is not expected to begin until 2025. The MBTA believes a third track will add speed to the Heart to Hub express trains from Worcester to Boston. The third track also could allow for one more express train daily. (RA)

•••••  
**MAINE D.O.T.** said that Canadian Pacific has approached the State about giving up operating the Rockland Branch and a new operator will be announced soon. (RP) Didn't know the CP was the present operator!-Ed.

•••••  
**MASSDOT IS IN THE PROCESS** of making track improvements on the Berkshire Line in Great Barrington; the line is operated by the Housatonic RR. Included is installation of new stone ballast, 7-miles of jointed rail replaced by welded rail, replacing turnout switches, bridge repairs and a bridge replacement in Housatonic. (RP)

•••••  
**THE NEW HAMPSHIRE GOVERNOR'S** Council approved a \$1.2-million loan for improvements to the Cog Railway. The improvements will lead to a smoother ride, less maintenance and improved safety, according to the Company. All of the 25-lb. rail up the mountain, which was put down in the 1890's, is being replaced with 100-lb rail. (RP)

•••••  
**NEW BRUNSWICK SOUTHERN** Railway SD70M-2, the first of six locomotives slated to be refurbished for the Canadian railroad, awaits



departure from the Paducah & Louisville yard on June 26, 2021, following the completion of work by

Progress Rail at its Mayfield, Ky., facility. New Brunswick Southern is one of three J.D. Irving Ltd. short lines based in Saint John, N.B., along with the Eastern Maine and Maine Northern railways. Its former Canadian Pacific lines provide interchange with CP's former Central Maine & Quebec at Brownsville Junction, Maine, with CP using a haulage agreement to reach the port of Saint John. (TN)

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**ON MAY 26**, The Surface Transportation Board rejected as "incomplete" the merger application filed by CSX Transportation, Inc. to acquire control of Pan Am Systems, Inc. and its short line railroad subsidiaries. CSX on July 1 submitted an "amended and supplemented application" to the STB, stating that the refreshed application "provides all of the additional details of the proposed transaction requested by the STB." Pan Am, headquartered in North Billerica, Mass., owns and operates a nearly 1,200-mile rail network across New England and has a partial interest in the more-than 600-mile Pan Am Southern system, jointly owned with Norfolk Southern. Pan Am's network reaches multiple ports and large-scale commodity producers. The transaction will expand CSX's reach in Connecticut, New York and Massachusetts while adding Vermont, New Hampshire and Maine to its existing 23-state network. (RA)

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**THE BIDEN ADMINISTRATION**, in a sweeping executive order, asked the Federal Maritime Commission and the Surface Transportation Board to combat what it calls a pattern of consolidation and aggressive pricing that has made it onerously expensive for American companies to transport goods to market. The administration says the relatively small number of major players in the ocean-shipping trade and in the U.S. freight rail business has enabled companies to charge unreasonable fees. (WSJ)

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**AMTRAK HAS FILED** a letter of opposition to the CSX-PanAm merger with the STB, saying that the merger deal "poses a grave threat" to its goals of increased service in New England. CEO Bill Flynn called it nothing less than "a significant threat to the American traveling public". (BG) Good for him!-Ed

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**AMTRAK HAS AWARDED** Siemens Mobility \$3.4 billion in contracts to design, manufacture and provide technical support services and maintenance for 83 trainsets of two power configurations, with options for up to 130 additional trainsets. For Siemens, it is the company's largest North American contract in history. For Amtrak, its total investment, with a long-term parts supply and service agreement, facility modifications and upgrades, and contingencies, is \$7.3 billion. Deliveries are slated to commence in 2024. The new equipment, which includes dual-power (AC catenary/diesel) locomotives and first-of-their-type Venture Hybrid battery trainsets, that will operate on the Northeast Corridor, long distance *Palmetto* and various state-supported routes. It will replace Amtrak-owned Amfleet, Metroliner, and state-owned equipment on certain routes throughout the country. In addition to the *Northeast Regional*, other routes will include the *Adirondack*, *Carolinian*, *Cascades*, *Downeaster*, *Empire Service*, *Ethan Allen Express*, *Keystone Service*, *Maple Leaf*, *New Haven/Springfield Service (Amtrak Hartford Line and Valley Flyer)*, *Pennsylvanian*, *Vermont* and *Virginia Services*. (RA)

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**AMTRAK ON JULY 8 SAID** it will renew its request that the Surface Transportation Board (STB) intervene on its behalf if CSX and Norfolk Southern (NS) don't cooperate on hosting new passenger service between New Orleans and Mobile. In an STB filing planned for submission, Amtrak did note that the Class I railroads have responded to its call for access so it can prepare for a service launch on or around Jan. 1, 2022. In the filing (download below), Amtrak wrote that it "respectfully renews its request for expedited treatment of its [March 16, 2021] application asking that the Board institute a proceeding and establish the procedural schedule proposed by Amtrak" for a hearing, followed by an order requiring CSX and NS to allow Amtrak to operate twice daily round-trip Gulf Coast service on their lines. In addition, Amtrak "respectfully seeks expedited treatment of the pending motion to dismiss and motions to strike." (RA)

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**CHECK OUT** this link from Jack Foley, showing the *Southwest Chief* "cutting" the Semaphores on the





(Photo by Jake Mille)

old Santa Fe mainline (The “Raton Subdivision”). This line is the last remaining mainline in the U.S. to have Semaphores, which are being replaced, as you read this. These upper-quadrant signals are from the 1920s, parts are hard to get and maintenance on moving parts is much more labor-intensive, than changing an L.E.D. in today’s replacement “traffic signal”-like replacement signals. After all, they are over 100 years-old! PTC is not compatible with the Semaphores, either. Too bad, as they certainly are “majestic”!

[https://www.instagram.com/p/CRteIXHlXLX/?utm\\_medium=share\\_sheet](https://www.instagram.com/p/CRteIXHlXLX/?utm_medium=share_sheet)

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**THE READING & NORTHERN** Railroad has purchased 11 passenger cars from the fleet formerly owned by the San Luis & Rio Grande Railroad, the Colorado operation of bankrupt Iowa Pacific Holdings. Among the cars bought at auction are several notables, including the former Southern Railway steam program open-air coach *Lookout Mountain* and the former Illinois Central streamlined observation-lounge (round-end) car *Mardi Gras*. These 11 cars will augment R&N’s fleet of some 30 passenger cars currently used in steam, diesel, and Budd Co. Rail Diesel Car excursion service over portions of the company’s 400-mile system in east-central Pennsylvania. Now with more than 200 employees, R&N started life in 1983 as the 13-mile-long Blue Mountain & Reading Railroad. It has since grown into a major regional freight operator on former Reading, Jersey Central, Lehigh Valley, Lehigh & New England, and Pennsylvania Railroad trackage. In 2002, 2011, and 2015, the trade journal *Railway Age* named R&N as its Regional Railroad of the Year. Starting with BM&R, R&N has run passenger trains for 36 years, including with its former Reading Co. T-1-class 4-8-4 steam engine No. 2102, currently under restoration. (TN)

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**AMTRAK AND THE PENNSYLVANIA** Northeast Regional Railroad Authority have reached agreement on a study to assess a potential route

between Scranton and New York City. The Pocono Record reports Amtrak will look at the route’s infrastructure and estimate possible ridership and revenue, with the authority covering the \$400,000 cost of the study. The route is one of 39 first suggested in a map released by Amtrak in March, and included in a more detailed report released in May. Pennsylvania Northeast Regional Railroad Authority President Larry Malski notes the potential Scranton route has one advantage over many others: it would not require dealing with a freight host railroad. The right-of-way is all owned by public agencies: the PNRRA, NJ Transit, and Amtrak. It would require rebuilding of the 28-mile Lackawanna Cutoff between Slateford, Pa., and Port Morris, N.J.; 7 miles of that route is currently being restored. Amtrak’s “Corridor Vision” report estimates the 136-mile trip between Scranton and New York City would take 3 hours, 25 minutes, and projected three daily round trips. The Amtrak study is expected to take about a year. (TN)

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**U.S. REP. RICHARD NEAL**, chairman of the powerful House Ways and Means Committee, has told federal regulators that he opposes CSX Transportation’s proposed acquisition of New England regional Pan Am Railways. “Considering the repercussions that would result from CSX Transportation’s purchase of Pan Am Railways and its impact on my district, along with my previous experience in attempting to work with CSX, I believe it is in the best interest of the greater New England region to oppose this acquisition,” Neal wrote in a July 9<sup>th</sup> letter to the Surface Transportation Board. Neal (D-Springfield, Mass.) said he was concerned the merger would affect commuter and passenger service in Boston and western Massachusetts. (TN)

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**RAIL MANUFACTURER CRRC** has built its first maglev train,

capable of a top speed of 600 kilometers per hour (373 mph). The train was unveiled this morning in the coastal city of



Qingdao. Reuters reports the top speed would make the Chinese train the world’s fastest ground transportation, and could make possible a Beijing-Shanghai trip of 620 miles possible in 2½ hours — faster than airplane (3 hours) or high-speed rail (5.5 hours). However, no long-distance rail lines currently exist for the train, which uses electro-

magnetic force to allow the train to travel with no physical contact between the train and rail. Shanghai does have a short line operating between the city and an airport. (TN)

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**A \$3.4 MILLION FEDERAL GRANT** will help support the planned expansion of Alstom's rail equipment manufacturing facility in Hornell. The U.S. Economic Development Agency is awarding the grant to the Hornell Industrial Development Agency for infrastructure work at the Shawmut Industrial Park, where Alstom is planning a \$35 million expansion to accommodate its contract to build new commuter railcars for Chicago's Metra. The new 135,000-square-foot facility, with 105,000 square feet devoted to manufacturing, will increase Alstom employment by about 250 people. U.S. Sen. Charles Schumer (D-N.Y.) and Secretary of Commerce Gina Raimondo announced the grant on Monday. "This funding will ensure Hornell grows into one of the nation's main hubs for train manufacturing," Schumer said, "and is a true win-win for Upstate New York and the future of rail car manufacturing in the U.S." Alstom is currently manufacturing Amtrak's next-generation Acela trainsets in Hornell. (TN)

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**SIEMENS CHARGER** ALC42, No. 301 the second locomotive in Amtrak's 75-unit order for new long-distance locomotives, is en-route from the Siemens plant in Sacramento, Calif, to Wilmington, Del., where Amtrak will take delivery. The locomotive, wearing the one-of-a-kind "Day One" scheme to commemorate the first locomotive painted for Amtrak in 1971 — itself a one-off—left the plant on July 17<sup>th</sup>. (TN)



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### AS TOURIST RAILROADS AND MUSEUMS

emerge from the COVID-19 pandemic, they are offering new experiences to attract the public. At the Western Maryland Scenic Railroad, this effort has translated into the addition of Amtrak's last dome car. The *Ocean View*, built in 1955 and retired by Amtrak in 2019, debuted earlier in July on the Western Maryland Scenic between Cumberland and Frostburg, Md. The Super Dome, now in Western Maryland's red and white "circus"



colors, is part of a trainset that also includes a newly- renovated open-air car and privately owned cars *Pacific Trail* and *Overland Trail*. "This is proving to be an exciting addition", says Wesley Heinz, interim executive director at Western Maryland. The *Ocean View* was part of a six-car order built by Budd to serve as lounges for sleeping-car passengers aboard the *Empire Builder*, with five cars assigned to the Great Northern and one to the Chicago, Burlington & Quincy. Three of the cars eventually went to Amtrak, with one kept by Burlington Northern for its executive train, one sold to Holland America, and one burned and destroyed. The Amtrak cars were converted to head-end power and had their vestibules replaced with an electrical locker. Two of the cars, *Mountain View* and *River View* were sold to Xanterra and are now at Grand Canyon Railway. *Ocean View* was retained for Amtrak to use on executive trains and on specials and seasonal service until the company retired the car, citing maintenance costs. (TN)

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**KAWASAKI HEAVY INDUSTRIES**, Ltd. recently announced that it has launched remote track monitoring services with information and communication technology (ICT) in North America for the first time. Kawasaki has received an order for the services from one of the North American Class 1 railroads. In this contract, locomotives will be equipped with monitoring devices, and Kawasaki will provide remote track monitoring service to support track maintenance. Daily inspections are essential for rail infrastructure. As for track inspections, soundness is confirmed and maintenance plan is developed through inspection by dedicated track inspection cars and visual inspection by inspectors. In Kawasaki's services, rolling stock is equipped with monitoring devices, such as sensors and cameras that can constantly measure and analyze parameters of tracks during normal service operations. In the event that the devices detect irregularity of tracks, a notification is sent. Track Maintenance support may also be provided by predicting proper maintenance timing based on accumulated data. Collecting data during normal service operations may decrease the frequency of inspections by dedicated track inspection cars and visual inspections by inspector, and contribute not only to manpower and energy saving, but also to cost saving. (RA)

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**DIGITRAX INFO** from Bob England: "It has been previously reported that the following encoder works in the DT402 throttle:



Bourns PEC12R-4220F-S0024. This is an encoder with a plastic shaft and matches the encoder used in the DT402. To the best of my knowledge the same encoder is used in the older DT400 throttle and in the newer DT500 throttle. The following encoder also works and features a metal shaft instead of a plastic shaft: Bourns PEC11R-4215F-S0024. It had been previously speculated that the source of failure of the encoders with plastic shafts was wear on the plastic, caused by the thumb pressure on the side of the knob, which caused small particles of plastic to get into the encoder and cause erratic operation. It is my hope that the encoders with metal shaft will handle this pressure better and the encoder will last longer. I have installed these PEC11R encoders in 5 DT402D throttles and all are operating properly. I buy these encoders from Digi-Key, but Mouser also has them. Cost is around \$1.50 each and you need two per throttle. The original Digitrax knobs are a tight fit on these encoders with metal shafts. I replaced all my knobs with p/n 138393 from Jameco.com. This larger knob is much easier to turn with your thumb, further reducing stress on the encoder shaft.” (from Frank Fezzie)

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**A FEDERAL ARBITRATION DECISION** has ruled that train crew size is subject to collective bargaining, a major win for railroads and loss for unions in the railroads’ effort to reduce crews to a single person. The National Railway Labor Conference — representing Class I railroads — had sought to include crew size in its current national labor negotiations, and indicated their intent to seek to make conductor a “ground-based” position. Unions have contended crew size should be negotiated at the local, rather than national, level. But the 2-1 decision issued on July 28<sup>th</sup> says the matter is, in fact, a subject for national bargaining. (TN)

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**THE SURFACE TRANSPORTATION BOARD** has accepted CSX Transportation’s beefed up Pan Am Railways merger application and established a schedule for reviewing the deal that would expand CSX’s presence in New England. If the board approves the deal, Pan Am would become a fallen flag on May 1, 2022. Comments on the merger are due to the board by Aug. 27, with final briefs due Jan. 2, 2022. The board will hold a public hearing on the deal if necessary. The merger application CSX submitted to the board on July 1 was its third. When CSX announced it would acquire Pan Am Railways in November 2020, it sought to have the

Pan Am deal treated as a minor transaction that would get a streamlined board review. It submitted a minor merger transaction application in February, but the board in March determined the deal was a “significant” transaction requiring a more thorough review process. (TN)

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**ANNIVERSARY-SCHEME P42** No. 108 leads the



Boston section of the *Lake Shore Limited* at Springfield, Mass., on July 30, 2021. (TN-Scott A. Hartley)

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The grand opening of the National Park Service’s Pullman National Monument and Pullman State Historic Site Factory Grounds is set for Labor Day weekend, Sept. 4-6. Free events will include tours, site visits, and historic tours at the community built for the Pullman Co.’s factory and as a community for its workers, as well as ticketed tours of historic Pullman-built railcars. The railcar tours,



sponsored by Amtrak, Metra, and the American Association of Private Railroad Car Owners, will take place Saturday, Sept. 4, and Sunday, Sept. 5, and Metra’s 111th Street station. The renovated Pullman Co. Administration Clock Tower, now the monument’s Visitor Center, will be open along with portions of the factory grounds and the neighborhood. A formal dedication and ribbon-cutting ceremony on Labor Day morning will be livestreamed; attendance for that event is by ticket only. (TN)

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**THE FORMER CSX INTERLOCKING** tower in Union City, IN, was successfully moved July 27<sup>th</sup> from its long-time location to a city park one block away. The tower, closed since 1968, will be turned into public restrooms and a visitor's center at Union City's Artisan Crossing, a gathering space for community and artistic events. The building had faced demolition before a fundraising effort, launched in February, surpassed its \$50,000 goal ahead of a March 25<sup>th</sup> deadline, setting the stage for Tuesday's 525-foot move. Plans are to restore the structure's top floor to show how it looked while it was still in use. (TN)

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**AN EXPANDED MENU SELECTION** and increased emphasis on food quality and preparation aren't the only changes in Amtrak's reinvention of dining car service on five western long-distance trains this summer. "They have made some really good choices," observes Michael Provost, a Los Angeles-based server on a recent *Southwest Chief* departure from Chicago. "The desserts are top quality; we've got sauces to decorate the flourless chocolate torte and cheesecake, and the carrot cake has edible flowers on top of whipped cream. Before they used to say the food was good when finishing a meal, but now you hear, 'This is really delicious.'" Meals served on tables with linen and fresh flowers will soon feature custom-made china, now on order. It will replace disposable plastic dishes that had been stored when restaurant-style service was dropped in 2020. The thoughtful menu and presentation upgrades in the west have also introduced a wider gulf between the western experience and other Amtrak overnights, which continue to offer the same limited meals-in-a-bowl lunch and dinner options, as well as a crusty microwaved breakfast omelet. A food-service upgrade could boost the fortunes of the *Lake Shore Limited*, *Capitol Limited*, *Cardinal*, and *City of New Orleans* by giving travelers in some of the country's top population centers more incentive to ride. (TN)

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**WABTEC HAS REACHED A MILESTONE**, completing its 1,000th remanufactured locomotive at plants in Fort Worth; Erie, Pa.; and Contagem, Brazil, since the program's start in 2015. Norfolk Southern has received 500 of the locomotives since contracting with Wabtec to take 1990s-vintage, 4,000-hp, D.C. traction GE Dash 9 locomotives and rebuild them into 4,400-hp, A.C. traction units with a new designation of AC44C6M. That includes the 1,000th unit, No. 4463, unveiled Friday at the Fort

Worth plant and posed next to an un-rebuilt unit about to enter the program. (TN)

Norfolk Southern AC44C6M No. 4463, the 1,000th unit in Wabtec's



rebuilding program, poses with a locomotive awaiting remanufacturing at Fort Worth, Texas, on Aug. 6, 2021.

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**THE NORTHERN NEW ENGLAND** Passenger Rail Authority, which sponsors Amtrak's Downeaster service between Brunswick, Maine, and Boston, says it backs CSX Transportation's proposed acquisition of Pan Am Railways. Amtrak's *Downeaster* uses Pan Am trackage from the Massachusetts-New Hampshire border to Portland, Maine, and on to the passenger service terminus at Brunswick. The passenger authority is backing the merger after CSX said it would uphold current service agreements, ensure that trackwork will be timed to minimize interference with *Downeaster* service, establish a streamlined procedure for seasonal schedule changes, and participate in good-faith discussions regarding potential expansion of *Downeaster* service. CSX also agreed to abide by Pan Am agreements covering rail and station improvements at Portland and Wells, Maine, and a potential new passenger stop at West Falmouth, Maine. (TN)

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**THE B&O RAILROAD MUSEUM** has completed a cosmetic restoration of Central of New Jersey No. 1000, the world's first commercial diesel-electric locomotive. The existing paint scheme from the 1950s was maintained, which was an olive green with the famed Statue of Liberty emblem in gold. This restoration was completed in memory of Robert D. Timpany, trustee of the Central Railroad of New Jersey, and made possible with the generous support of individual donors and the Baltimore National Heritage Area. The CNJ No. 1000 restoration is part of a plan to prepare for the 200th anniversary of American railroading in 2027. In 1925, General Electric, in partnership with Ingersoll-Rand and the American Locomotive Co., created the first commercially successful diesel-electric locomotive. Identified as No. 1000, this diesel-electric was purchased by the Central Railroad of New Jersey. No.1000's boxy body,



traction motors, and trucks fell in line with the light electric locomotives of the time and was an instant success. Almost immediately, other railroads followed suit as managers realized that diesel-electrics were more efficient yard switchers because of their maneuverability and cost-effective operation. On June 13, 1957, No. 1000 retired from service and was donated to the B&O Railroad Museum. (TN)



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**CANADA'S ROCKY MOUNTAINEER** launched its first all-U.S. route this month with the first departure from Denver of the "Rockies to the Red Rocks" daytime excursion to Moab, Utah. The train utilizes leased Union Pacific SD70 locomotives pulling SilverLeaf coaches, former Canadian National cars from the 1950s which have been remanufactured with larger windows and wraparound glass at the roofline. In Canada, the single-level cars are always



accompanied by GoldLeaf domes, but those oversize cars won't fit through the numerous tunnels along the route. However, the Colorado version offers a lounge car for passengers traveling in a premium class known as SilverLeaf-Plus. The train follows the *California Zephyr* out of the Mile-High City at a leisurely pace for 185 miles to Glenwood Springs, Colo., where passengers stay overnight. The trip resumes its westward journey the next morning for 174 miles through Grand Junction, Colo.; scenic Ruby Canyon; and

Thompson, Utah, to a control point 5 miles further west at Brendel, where the Cane Creek branch diverges to the south. It travels down the branch approximately 20 miles to a platform at Seven Mile, where buses take passengers to their hotel in Moab.

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**THE SURFACE TRANSPORTATION BOARD** announced that it has selected a senior staff member, Neil Moyer, to coordinate the board's efforts in preparing to meet new intercity passenger rail on-time performance responsibilities. Moyer will work closely with board members and staff to develop a plan for on-time performance investigations. Among the tasks: Forming a unit at the STB focused on passenger rail issues and analysis. In his role as passenger rail unit development coordinator, Moyer's work will build on that of the Passenger Rail Working Group, an interdisciplinary group of board employees formed in April to evaluate the resources the board needs to fulfill its on-time performance oversight responsibilities. (TN)

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**THE RED LINE'S QUINCY** extension will celebrate its 50<sup>th</sup> anniversary, opening on September 1<sup>st</sup> 1971. In a recent interesting and lengthy Ledger article, Quincy historian Ed Fitzgerald is quoted "The short story of the Red line is, yes, it both changed and saved Quincy. It prevented a possible economic decline to have it here, and it changed the whole nature of access, and, therefore, began to change the nature of the city." (PL August 21-22, 2021) Interesting old photos, too.-Ed.

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**THE MBTA HAS RETURNED** one of its new rapid-transit trainsets to service after sidelining the equipment as a result of a derailment in March. The Orange Line train built by an affiliate China's CRRC at a Springfield, Mass., facility was returned to service last Friday, after the MBTA and the state Department of Public Utilities accepted modifications to the trainset. An investigation found problems with a switch played a part in the derailment, but also said the rotational force of the trucks exceeded design limits because of problems with a component, the side bearer pads. The trainset is part of a 402-car order for equipment for the MBTA's Orange and Red lines. Five trainsets on the two lines have been withheld from service since the derailment. (TN)

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



JULY

**TRAINS**

Disappearing Railroaders  
The Railcars that Fought a Pandemic”  
Sandstone Spectacular  
East Broad Top Rises Again

**RAILROAD MODEL CRAFTSMAN**

Cumberland West  
Beautiful HO model RR  
A Model Terminal: North Conway  
Diverging Points by Jason Shron  
These Things Cost Money?

**MODEL RAILROADER**

Foundations for Structures  
Trains of Thought  
Seven Milestones in Model Railroading  
Freelancing vs. Prototype Modeling

AUGUST

**TRAINS**

(A great issue if you're interested in learning about railroading in Minnesota!)

In My Own Words  
A Night on the *Builder*

**RAILROAD MODEL CRAFTSMAN**

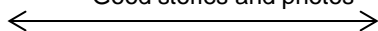
Model a Beehive Sawdust Burner  
Visible Staging to Improve Operations  
Diverging Points  
Terminals and Coach Yards

**MODEL RAILROADER**

Through the Woods  
DCC Currents  
Upgrading Entry-level DCC Systems  
Trains of Thought  
Rolling Stock as Scenery

**PASSENGER TRAIN JOURNAL** (2021-3)

Great tribute to Amtrak's 50<sup>th</sup> Anniversary  
Good stories and photos



News sources: Boston Globe, Boston Herald, Trains "Newswire", Railway Age, Railpace Newsmagazine, RRE "Callboy", "The 470", Patriot Ledger, Rail Passenger Assoc., Journal Register.

**LIBRARY CORNER**

This month's donations to our Library are:

Steam Trains of Yesteryear: The Monadnock, Steamtown & Northern Story by Rick Kfoury; published by the B&M Railroad Historical Society. This is a great history of the MS&N RR, the predecessor of Steamtown USA--both created by

Nelson Blount. For anyone who rode his trains, first out of Bradford, NH; then Keene, NH; then North Walpole, NH; and finally from Riverside, just north of Bellows Falls, you will find this book full of memories that you have of those trips. I rode out of all of the locations and found this book fascinating, full of color pictures and hard to put down. (Donated by Al Taylor)

Northern New England Color Guide to Freight and Passenger Equipment, by David R. Sweetland and Stephen Horsley; Morning Sickness Books, publisher. A great reference book for those planning to custom paint equipment from the Class 1 railroads in New England. (Donated by Ye Ed)

These books will be displayed on the table in the Break Room for a month and can be checked out, by using the check-out sheet on the Break Room counter. They will be filed in the Library afterwards.

And...don't forget we have a great DVD collection in the mailroom. Filed alphabetically. No need to sign out but please return to the book return tray in the Break Room when you're done. Happy reading and viewing!

Dave Clinton  
Librarian

**EDITOR'S NOTES**

1. There have been several "false alarms" at the Club recently. This costs us money, and will cost you a fine! Avoid that by staying by the phone and answering the alarm company when they call for your name and code. DO NOT LEAVE the building, if you set off the alarm by mistake! If you need a "refresher" for alarm procedures, please ask a Director for assistance.
2. Jack Foley is arranging a ride on the **Cape Cod Dinner Train** on Saturday, October 2<sup>nd</sup>, leaving at 5:30 p.m. for a 3-hr. trip with multiple-course meal. If you're interested, please contact him at [jack@scituate.net](mailto:jack@scituate.net).

.....*David N. Clinton*

"When you search for me, you will find me; if you seek me with all your heart." (Jeremiah 29:13)

## MEMBER NEWS

Congratulations to **Doug and Judy Buchanan** on their 50<sup>th</sup> wedding anniversary. This wonderful occasion is not celebrated too often these days. Best wishes to you both for many more anniversary celebrations!

Congratulations to **Chris Barlow** on his retirement from the USPS, after 30 years. Now you can finally do the “training” you’ve been wanting to do!

Congratulations to **Jack and Cathy Foley** on their 40<sup>th</sup> wedding anniversary. A milestone of happiness together. Best wishes for many more years together!

Welcome to our newest applicant **Dom Mirabello** from Quincy. We look forward to getting to know you, Dom, over the next several months!

(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:

Jack Foley .....September 13<sup>th</sup>  
Ralph Weischedel.....September 27<sup>th</sup>



Meanwhile, I’ve heard from these folks on

### **WHAT ARE YOU DOING?**

**Gunny:** “Another busy month. Lots more police qualifications, sorry no photo of police this month. Fishing in New Hampshire but no fish this time, I hope to catch them next week. I will be teaching more hunter education classes soon and hope to get some photos then.”

**Bob Farrenkropf:** I have spent my time working on a reduced size garden railroad. I went from one that took up 25% of my back yard to approx. 10%; no longer able to handle the maintenance of the larger size. However, I needed something in the yard. It is wireless DCC. I did have much help with ballast and roadbed and wiring from Alice & Lynda.



**Chip Mullen:** “The biggest thing I did was assemble a large playground my daughter bought for my grandson. It was a big project that came packaged in 7 large heavy crates, all of which I had to muscle over a retaining wall and down a hundred



feet of steep backyard. According to the manufacturer's instructions assembly would require 3 adults to complete, but as there is only one of me I had to make due with just myself. So, really only 1 pseudo-adult was required. (Or “Superman”!-Ed.) The project was accomplished over about 10 days in June when the weather was, thankfully, fairly pleasant.

“In model railroad work, I undertook about a dozen retrofits of TCS KA1 keep-alive units. About half were for new applicant, Domenic Mirabello and the rest were into my own engines. The most challenging were in two of Dom's Broadway Limited Paragon 2 SW1 switchers. There was little to no guidance on the internet as to how to hook them up to Broadway's circuit boards and inquiries directly to Broadway were met with total silence. I finally came across an avid modeler, a professor in the Engineering Department at Michigan State University, who worked with me on identifying how to map out the bridge rectifiers on Broadway's circuit boards and identify the 12 volt and ground terminals that the leads of the keep-alives attach to. That accomplished, it was then a matter of carefully wielding a needle point shielded soldering iron. These TCS KA1s are fantastic. Very small

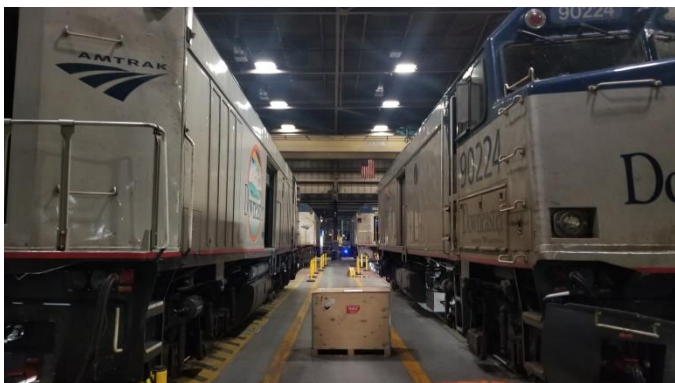


and very powerful. As an experiment, I attached one to a Huffingtronics LED light board which kept it illuminated for over 7 minutes after power was removed.

“Finally, for the past two weeks I have been slowly and carefully building an American Model Builders wooden caboose kit for the Seaboard Air Line. This is the third AML caboose kit I have built and it is the most challenging so far. I am now awaiting delivery of some 2200 microfarad capacitors I will use in conjunction with the lighting system, which I have built. Here’s a picture of the still incomplete project, which I hope to finish very soon.”



**Jesse Collins:** “All four cab-bags from the *Downeaster* line are in the shop at the same time.



They will use a regular engine on both ends of the train set, if all four are down and out when the next scheduled run goes up to Maine. These are the only four left, as far as I know.”

**Roger St. Peter:** “Hi all, I’ve been busy golfing, with a lot and back to work at the Club. Went to my niece’s wedding in Maine. Also having fun with new grandson, who has been taking swimming lessons for the last six weeks. He’s becoming a li'l fish and I have a great picture of him under water with not a hint of fear; he’s fearless at four months

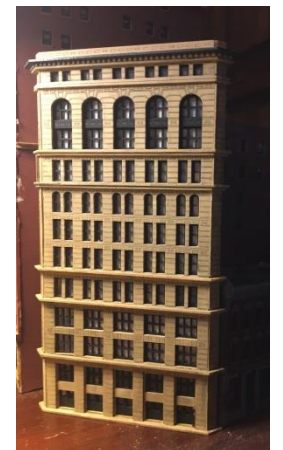


old...crazy! Also, he’s really liking his dog. Glad to see more and more people back at club and back working.”

**Kevin Linagen.** Joe Burgess’ 1950s NYC caboose was recently painted to its “as-delivered” scheme at the FRR enginehouse. Here’re a couple night shots from Kevin:



**Peter Palica:** “I completed (preliminary) work on an N scale Custom Model Railroad kit called the Gas & Electric Building. It is an interesting triangle-shaped structure and is the first of about 10 CMR kits that I have accumulated and am hoping to finally get around to building. They are precisely crafted, a bit pricey and time-consuming to build; however, their offerings in both N and HO scale are spectacular.”



**Kurt Kramke:** “I have been working out the bugs in the layouts. I have also been installing decoders including an RDC sound for a friend. The club I am a member of here is getting ready for the narrow gauge convention the first week in September. Arlene surprised me with a birthday party with friends and my son who lives in Washington State”.

**Ye Ed:** “I recently rode “Codzilla”, one of Boston Harbor City Cruises’ new offerings. It was no ordinary boat and quite the ride! The 70-foot boat, seats about 70 and is powered by two turbo-

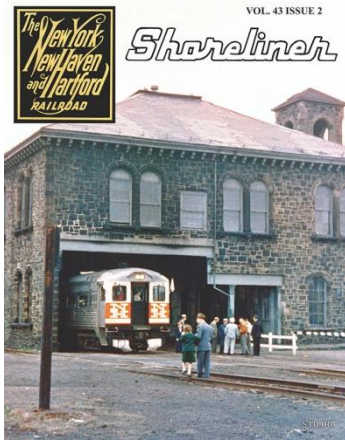




charged diesel engines, state-of-the-art water jets and 2,800 horsepower. Its unique hull design makes it capable of thrilling turns and spinning on a dime. A great attraction to take out-of-town visitors and yourself! Here's proof...my Nephew and his twins and me on board!"



**Paul Cutler III:** "It's been a busy summer. This week, the plan is to send the next issue of the NHRHTA's *Shoreliner* magazine to the printer. This new issue is all about Taunton and this is only Part 1. The cover shot here is of the old Taunton Central station that was later damaged by a high load on a freight train and then torn down due to the damage. Today, this area is the parking lot of a shopping mall.



"In hobby news, I recently received some new



engines. First is the new Rapido SW1200 in New Haven. Last year, Walthers came out with their own version based on the old Proto 2000. In this picture taken at the club you can see both models side by side with the subtle differences between them. Walthers is on the left, Rapido is on the right.

"Then I got an interesting story and this NH "McGinnis" DL-109. I got a call from a guy in Canada who said that he had something for me. He showed me this loco, plus several others;



all brass, all New Haven. Seems that a NH fan recently passed away and his family decided to clean out the house themselves. Part of that action was to take all the brass models and throw them into a dumpster! No boxes, just tossed loose in the dumpster. Some workers replacing a roof next door saw the trains and decided to rescue them. Not being model railroaders, they took them to a nearby hobby shop to sell them. The guy who called me had been given the models by the hobby shop in order to do any repair work. Since he knew I was a NH nut, he gave me first dibs. I had the other models already, but I didn't have this one 😊. The best part is that it's completely mint; not a scratch on it. I put a simple DCC decoder in last month and it runs like a champ.

"For non-hobby items, my nephew is now moved into his new (to him) house right across the street from me. My entire family and I spent a bunch of time this summer over at the place doing a lot work to get it ready. He still has a ways to go, like building a new deck to replace the one he tore down next to the driveway, but the interior work is just about done.

"Dad and I continue to railfan just about every Sunday evening at the Mansfield train station. We can catch 4 trains in about 40 minutes if Amtrak is on time. Here's a



picture of dad walking the platform at Mansfield, waiting for the next Amtrak train to pass.”

## RUNNING EXTRA

(From RT&S July 9, 2021)

### No firefighting technology handy? Hire some goats!

The western U.S. is in the middle of wildfire season, which has brought destruction and devastation to many. Just yesterday, RT&S reported on the horrible wildfire that essentially destroyed the community of Lytton, British Columbia, and the concurrent damage to a vital corridor of Canadian National and Canadian Pacific infrastructure that has significantly impacted intermodal traffic flow across much of these systems. The disruption and ruin resulting from wildfires cannot be overstated. And, since the rail industry is drowning in technology, the first instinct of railroad planners may be to look for a technological solution. Maybe that’s not always the right path to pursue.

I thought readers would enjoy a story about a slightly humorous, but very effective way that Bay Area Rapid Transit is working to prevent the spread of wildfires along its lines. BART has employed a herd of 700 goats to graze on the tall grasses adjacent to its tracks that could easily fuel a wildfire. The story of this effort was put together by **Melissa Jordan, a Senior Web Producer for BART**, and we’ve reprinted it below, with permission from BART. I think it’s a great story for a Friday after a week of tough news.

### BART USES GRAZING GOATS TO REDUCE FIRE DANGER ON RIGHT-OF-WAY PROPERTY

As the Bay Area endures another hot, dry summer, BART is using goats to graze and cut firebreaks on its right-of-way property, which reduces reliance on fossil-fuel-powered equipment, decreases the chance of sparking fires, and increases safety for workers. “This is the smartest way for us to deal with the vegetation in these areas,” said Josh Soltero, an irrigation/grounds worker in BART’s grounds maintenance department who was keeping an eye on some 700 goats grazing near Fremont Station on a recent hot June day.

The Spanish-Boer cross goats, contracted from a herding business, chomped away at the dry brush on a steep hillside, the type of terrain that can be hazardous to human groundskeepers using mowers, weed whackers and other power tools. “Mowers can spark fires on this kind of brush that we see in a drought,” Soltero said, waving his hand to gesture at the expanse of scraggly, thorny brown hills. “The goats can get into places we can’t. They save a lot of shoulders and backs.” Indeed, following the goats up the hill for photos was challenging for two-legged observers even without heavy equipment. Another bonus is appreciation from many neighbors in nearby residential areas, who prefer the occasional bleat of a goat to the roar of a power mower. “They come up and tell us they’re so happy we are using goats,” Soltero said, and as if on cue, a woman in a sun hat walking by the side of the field, smiled and gave a thumbs-up. BART provides water for the goats, a herd of which can drink 300-plus gallons a day and can clear well over an acre of vegetation a day. They’ve been contracted for the past several years and their work has been a step toward BART’s overall sustainability goals, said Glen Eddy, Assistant Superintendent of Ways and Facilities. Eddy said goats are contracted usually in May-June and September-October, depending on conditions, and they graze about 35 acres out of more than 100 total acres of right-of-way property.

The contractor BART uses is Living Systems Land Management, a Coalinga-based family business owned and operated by Michael and Jan Canady. “We put the goats in a small area and do what we call a mob graze,” Jan Canady said. “With a power weed eater, you’re just cutting it down, but you have to worry about erosion, because the root is still there. The goats, they’re constantly eating wherever they’re needed, everything, until you move them somewhere else.” In Fremont, the goats had started their day on one parcel behind a fence until it was nearly bare. Some of them stood on their hind legs to nibble green leaves overhanging one side of the property (or to be handed leaves as a treat from their visitors).

At each location, a goat herder contracted by the Canadys stays with the goats 24/7 to move them along to their next stop. On this day, herder Zenobio Ordonez, a Peruvian national, called out to the goats as he opened a fence and they stampeded into the new grazing spot.





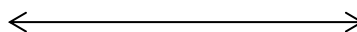
The goats begin their stampede from the now-grazed plot to a new one. (Photo courtesy of BART)

“Goats are active and explorative eaters, often climbing trees in pursuit of food and nutrition,” Jared A. Lewis, Natural Resource Program Manager/Outreach Director for Living Systems, wrote on the company’s website. “This propensity towards variety coupled with an uncanny ability to consume unlikely feedstuffs such as low lying branches, small trees, grasses, weeds, chapparal, shrubs and a panoply of fire-hazardous exotic and invasive species, creates the unlikely but nonetheless perfectly suited fire-fighting tool in the goat.” Ordonez and others of the Canadys’ contracted herders are legally working in the United States on H-2A temporary agricultural worker visas. Brave goat herders and intrepid goats have been credited with creating firebreaks that saved multiple homes in recent years’ devastating fire seasons, from Santa Rosa to the north to Agoura Hills in the Santa Monica Mountains to the south. Contrary to popular culture, goats don’t really eat tin cans, Canaday said, but they’re intelligent, playful creatures who instinctively know which plants they need to eat. “The goats like to cavort, they jump and twist,” she said. True to form in Fremont, some of the feisty ones locked horns to head butt one another, and nosed around the BART worker who offered them a green leaf. Ordonez explained that he was a machinist by trade in Peru, but grew up with goats and sheep on his father’s farm. He earlier herded goats in remote parts of Nevada, which he described as a lonely existence, but he is happy with the proximity to people and places in the Bay Area. He came to the U.S. to help pay his four children’s way through college and trade schools, and he misses his family very much but only gets to return to them every couple of years for a few months at a time. He doesn’t give the goats

names or treat them as pets; they are livestock and hard workers who get the job done, he said.

With 4.2 million acres burned statewide in 2020, California experienced one of its most devastating wildfire seasons in modern history. Some of BART’s extensive real estate is in high wildfire potential zones and contains vegetated habitat. Due to climate change, increased precipitation in these areas during the rainy season may spur overgrown vegetation, which can dry out and serve as wildfire fuel during torrid summers. Uncontrolled wildfires pose a risk to BART assets and other nearby built structures, so BART proactively manages any overgrowth on its properties to help prevent fires from starting or spreading. The goats also leave behind natural compost as they graze, further enriching the soil quality.

After their Fremont assignment, the goats moved on to their next job, grazing between Lafayette and Walnut Creek stations near Highway 24. If you’re on a BART train and look up at the hills in that area, you might spot the brown-and-white spotted, lop-eared-looking four-legged firefighters that are helping BART with its broader sustainability efforts. “Using goats at BART is really a win-win situation,” Eddy said.



### Analysis: Former BNSF Executive Matt Rose’s 2019 Warning Comes True

By Bill Stephens, Trains Magazine | July 22, 2021

#### Railroads become a target for regulators

The railroad industry’s chickens have come home to roost.

Before he retired in 2019, BNSF Railway Executive Chairman Matt Rose warned that the other Class I railroads were inviting regulatory risk by adopting Precision Scheduled Railroading, reducing service, and demarketing some types of traffic in pursuit of higher profits.

Matt Rose, retired BNSF Railway executive chairman, speaks at the 2019 NRC Conference in Florida. (Trains: David Lassen)



“We have this common-carrier obligation to provide freight service to all customers in all markets,” Rose told an industry conference in January 2019. “And what we’re doing in PSR is we’re redefining what we’re willing to accept in the freight railroad industry on certain lanes.



And I really do believe we're going to get in a lot of trouble by doing that. When you start redefining markets," Rose warned, "I think then the federal policymakers will look at this, and quite frankly, they will not be happy with us."

That day of reckoning is here.

Last week, Surface Transportation Board Chairman Martin J. Oberman questioned whether railroads are shirking their common-carrier obligations due to pressure from Wall Street. "I have wondered ... whether the combination of the reductions in workforce, the interruptions in service, the demarketing all implicate the common-carrier obligation that railroads have and have had really since the beginning of the railroad industry," Oberman told the Midwest Association of Rail Shippers. "And it's something that I continue to focus my attention on." Oberman said he fully supports the White House's call for increased competition in the rail industry. The Biden administration's July 9 executive order, which aims to limit the dominance of large corporations, dovetails with efforts already underway at the STB. "There are just many, many parts of the country ... where there's just not real effective competition among rail carriers," Oberman says.

Surface Transportation Board chairman Martin Oberman addresses the Midwest Association of Rail Shippers meeting. (Trains: David Lassen)



The STB chief says his agency will take a look at hot-button issues like reciprocal switching, lifting exemptions on the regulation of certain commodities, and ways to more easily settle rate disputes. Reciprocal switching, which allows captive shippers to seek access to another nearby railroad via interchange, has been on the board's back burner since 2016. U.S. railroads vigorously oppose reciprocal switching, but Oberman wants action. "I have talked about it a lot. And it's not just talk," he says. "The concept of more competition ... is something very high on my list of concerns, and I hope we will be able to move forward in some fashion in that area."

What we don't know, of course, is what shape regulatory reform ultimately may take at the STB. The devil is always in the details. But it's clear that Oberman is likely to get the ball rolling — and that the Class I railroads won't like it much. "I am frequently reminded by my friends in the railroad industry that we should butt out and the market should regulate rates and service. And I agree. I think the market should regulate rates and service," Oberman says. "But ... for that to happen there has to be a market. And so to me, it is far better if we

have more competition in the shipping and freight industry so we don't have to get involved."

It's unclear whether the Big Is Bad mood in Washington may affect the proposed Canadian National-Kansas City Southern merger, the first between Class I systems in two decades. CN and KCS seem to have broad shipper support for their deal, and that's important. But obviously talk of reducing railroads' market dominance does not help a merger's prospects of winning regulatory approval. The STB has become more activist in the past couple of years and has increased its scrutiny of all sorts of transactions. Among them: CSX Transportation's plan to sell its line linking Montreal with Syracuse, N.Y., to Canadian National fell apart after the board insisted on one condition involving interchange. The board upgraded CSX's proposed acquisition of New England regional Pan Am Railways to a "significant" transaction requiring a more thorough review, then rejected CSX's merger application as incomplete and told the railroad to do its homework and come back with a more detailed filing. And the STB is taking a closer look at CN's sale of branch lines in Wisconsin and Michigan to shortline operator Watco, the kind of deal that's usually been rubber-stamped. If railroads have been downplaying the threat of onerous regulations — and ignoring Rose's prescient warning — then Oberman's comments should serve as a wakeup call.

There's a new Sheriff in town.