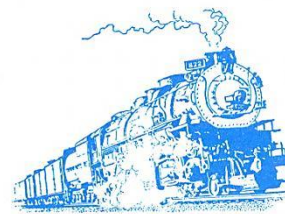


The Semaphore

South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938



SEPTEMBER 27, 2021 ■■■■■■■■■■ VOLUME 41 ■■■■■■■■■■ NUMBER 9



The Semaphore

David N. Clinton, Editor-in-Chief



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“The Operator”.....	Paul Cutler III
Boston <u>Globe</u>	Paul Bonanno
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“The Chief’s Corner”.....	Fred Lockhart
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The Semaphore is the monthly (except July) newsletter of the South Shore Model Railway Club & Museum (SSMRC) and any opinions found herein are those of the authors thereof and of the Editors and do not necessarily reflect any policies of this organization. The SSMRC, as a non-profit organization, does not endorse any position. Your comments are welcome! Please address all correspondence regarding this publication to: *The Semaphore*, 11 Hancock Rd., Hingham, MA 02043. ©2021
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VOLUME 41 ■■■■■ NUMBER 9 ■■■■■ SEPTEMBER 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: “Southbound CSX manifest freight passing Storm King Mountain on the “River Line”, on the west side of the Hudson River. This was from my sail up and down the Hudson. Note the box car with the ‘STRANGE’ graffiti! Other photos are of Metro-North Commuter Rail Road train, pulled by a P42 loco.”
(Photos by Savery Moore)

FORM 19 ORDERS

SEPTEMBER B.O.D. MEETING

Monday, September 27th 8 p.m.

OCTOBER BUSINESS MEETING

Monday, October 4th 8 p.m.

FALL SHOW & OPEN HOUSE

Saturday & Sunday, October 23rd & 24th

OCTOBER NEWSLETTER DEADLINE

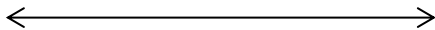
Sunday, October 24th

OCTOBER B.O.D. MEETING

Monday, October 25th 8 p.m.

CONTESTS

Congratulations to **Dan Peterson** on winning this month's "50-50 Raffle"!

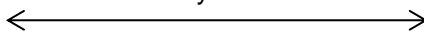


Congratulations to **Will Baker** for winning the drawing of those who entered the latest of Al Taylor's famous puzzles, "Early 1900's Massachusetts Railroads". Will took home the latest of Kadee's boxcars; the green, ex-Rutland Vermont Railway 40-footer. Here's who also entered:

Ron Clough
Bryan Miller
Al Munn
Jim Ferris
Mike Doland

Paul Cutler, Jr
Fred Lockhart
Dan Peterson
Bob Farrenkropf
Dick Grimm

Gunny



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

CHIEF'S CORNER

Fred Lockhart

Another month, another column to write, I don't have a good opening this month, so I will just get into the updates.



Progress

As for the new section, it will be ready to install after the October show, since last month the sections have been re-joined, another crossover added and the entire unit has been run with a train to test the track, turnouts and for electrical. Bob England is setting up the electronics for the mainline turnouts and block detection. Scenery Committee continues to work in the Cedar Hill area and they will be there for quite a while, as they are still on the freight side and will go onto the passenger side after that.

A couple members with the new DT602D radio throttles told me they were having poor or no reception in certain areas, I noticed last Monday the only new receiver UR93 (Digitrax's latest and greatest) on the railroad had its LEDs alternately flashing rapidly...not supposed to be that way? So I installed a second one at the other side of the railroad, as per the instructions. I wasn't really happy with the improvement, so last Wednesday I went to the club to see what I could do to improve this situation. First, I found the whole railroad running on one older radio receiver; so much for reception on the new throttles. The new throttles have a strength meter much like a cell phone, so I could see any change right away. I disconnected the older receiver and found nothing would run; the new receiver installed last Monday night was not functioning. Accessing the duplex system (radio), I scanned it for the correct channel and joined it to the system--now I could run again. The directions didn't mention this step or I would have done it on Monday. I replaced the other new receiver and brought that on-line and found that the reception has improved quite a bit, I also tested the system with my DT502D and everything ran as it should. A special note: where the channels have changed, if you own a duplex throttle (DT402D, 502D) you will have to plug it in the first time to automatically update the channel to #15. The reception is better with just the two new (UR93) receivers, but let me know if you find any dead spots. On a personal note, I am finally "warming up" to the DT602D.

Coming Up

About a month from now is our October show, I will be assigning tracks as I have done in the past. If anyone has a train on the railroad and they know for sure they won't be using it for the show, it would free up space if it could be removed. If you have any questions, see me before removing. Club will need a good cleaning as the cobwebs have been

growing for a year and a half on and off the railroad. That's it for this month.

Fred Lockhart
Chief Engineer

Semaphore Memories

SEPTEMBER 2016 (5 years ago)

- Swamp area in W. Middleton under construction.
- Model Board for Cedar Hill passenger being wired.
- Wick Moorman, former CEO of NS, to take over as Amtrak's CEO.
- Amtrak to run seasonal Ski Trains out of Denver.
- Amtrak contracts with Alstom to build 28 next-generation high-speed trainsets.
- Federal Transit Administration increases the "Buy America" policy from 60% to 70+%; first increase since 1991.
- Old Colony & Fall River RR Museum at Battleship Cove in Fall River closes.
- MBTA begins second phase of rehab of ex-B&M bridge over the Merrimack River in Haverhill, MA.
- Metro-North Commuter Rail Road brings back "Bar Cars", converting 10 of its latest production cars.

SEPTEMBER 2011 (10 Years Ago)

- Washington Union Station suffers damage from earthquake that hit D.C.
- Maine Narrow Gauge RR receives grant to restore steam loco #7.
- Shore Line Trolley Museum in East Haven receives heavy damage from Hurricane Irene.
- Mass D.O.T. receives \$32-million grant to expand and upgrade South Station.
- Grand Trunk station in Lewiston, ME, to be renovated as a restaurant.
- Canadian National merges three railroads into single U.S. subsidiary: Duluth, Missabe & Iron Range along with Duluth, Winnipeg & Pacific are absorbed into Wisconsin Central.
- The Alco Historical & Technical Society announces establishment of The American Locomotive Company Heritage Museum in Schenectady, NY.
- Tropical Storm Irene wreaks havoc on the Vermont Rail System; all restored and re-opened within three weeks, except for 3-span bridge over White River, which takes another two weeks.
- MBTA a year ahead of schedule replacing crumbling concrete ties on Old Colony lines.
- Cape Rail announces new management team, including Jon Delli Priscoli, named to the Board of Directors and as the company's new CEO.
- After Edaville RR was up for sale for a year, with no takers, owner Jon Delli Priscoli changes his mind and opens the park on October 1st with new rides and events

SEPTEMBER 2006 (15 years ago)

- Alexander Kummant takes over as Amtrak's president, after David Gunn fired previous November.

- Amtrak operates last *Metroliner* between D.C. and New York. *Acela Express* trains take over.
- Bath, Maine, station planned for restoration.
- Experimental, high-speed "magnetic levitation" train runs off track in Germany, killing one and injuring 20.
- 26 Private Cars move through Palmer, MA, heading to Steamtown in Scranton, PA.

SEPTEMBER 2001 (20 Years Ago)

- Fore River Transportation takes delivery of two B23-7s
- Work starts on building World's highest railroad, between Tibet and China.
- CSX abandons ex-New Haven Lowell branch, between Framingham and Sudbury.
- Delaware Lackawanna RR assumes operation of 10 miles of former DL&W mainline track from Analomink, PA, through the Delaware Water Gap to Portland, PA, interchanging with NS.
- Trinity Industries and Thrall Car Manufacturing Company merge operations.
- Fourteen SSMRC members and friends take first-time ride on Amtrak's *Acela Express* to New York, returning via the Inland Route *Bay State*.
- Larry Strumpf joins SSMRC.
- Greenbush Line foes, led by former State Secretary of Environmental Affairs John Bewick, file lawsuit against the MBTA and restoration of the line.

SEPTEMBER 1996 (25 Years Ago)

- Then member Kevin Linagen schedules first "Open House" at Quincy Bay Terminal RR in Quincy Shipyard.
- Amtrak takes delivery of locomotive #1, a "Genesis II" P42-type from GE.
- CP Rail name disappears in favor of the heritage "Canadian Pacific Railway" name.
- Union Pacific officially takes over Southern Pacific.
- Foxborough "NIMBY"s file suit against Amtrak's high-speed service plans.
- Bob England joins SSMRC.
- Juveniles release brakes on six Budd RDCs on the Hobo RR, crashing them all over Rte 112 in Lincoln, NH

SEPTEMBER 1991 (30 Years Ago)

- Two Club Car Boxcars delivered in ECL paint.
- "Mountains of Fun in '91" series begins by author Ron Clough on year's NMRA Convention in Denver.
- Original Springfield Terminal RR (VT) files for abandonment.
- Amtrak rededicates Philadelphia's restored 30th Street Station.
- FRA approves implementation of rule on certification of locomotive engineers.
- Steve Polechronis, project manager and driving force behind Old Colony restoration, leaves MBTA for California position.

SEPTEMBER 1986 (35 Years Ago)

- First Semaphore-sponsored rail trip announced for October 5th: Cape Cod & Hyannis RR from Braintree to Hyannis *in our own car*--\$10 round-trip!
- John Governor (d) institutes Operations on the Thursday of each month, following the 3rd Monday Operations.
- Norfolk Southern withdraws bid for Conrail.
- Atlas introduces Alco "S" locomotives in HO.

- Amtrak splits *Broadway Limited*, making *Capitol Limited* a separate train from D.C. to Chicago.
- Amtrak wins contract to operate MBTA Commuter Rail
- Famed designer Raymond Loewy (GG1) dies.
- Wolfboro RR sells equipment to California short line and its land and ROW to the State of New Hampshire.
- New Hampshire Northcoast RR rebuilds ex-Conway branch to Ossipee gravel pits with 112-lb rail.

SEPTEMBER 1981 (40 Years Ago)

- Timothy Mellon acquires bankrupt B&M for \$24.2 million to add to his Guilford Transportation.
- "Honor System" cash box for Tonic stolen from frig.
- Members Chet Price, Milt Hall and Charlie Johnston (all deceased) take "Portable Layout" to exhibit at Westinghouse Shops in Readville, MA.

POTPOURRI

LOOKING TO THE FUTURE, the Maine Narrow Gauge Railroad Co. and Museum plans to restore two more of its 2-foot gauge steam locomotives to operating condition, in addition to two currently in service. The announcement was made at the Wiscasset, Waterville & Farmington Railway Museum's summer picnic in SEPTEMBER, where two Maine Narrow Gauge 2-foot steamers and one belonging to the WW&F put on a show, running



eight trains that day. The two engines to be restored were on display that day, bringing together all five remaining 2-foot-gauge Maine steamers. They are Monson Railroad 0-4-4T No. 4 (Vulcan Iron Works, 1918) and Bridgton & Saco River Railroad 2-4-4T No. 8 (Baldwin Locomotive Works, 1924). MNG's operating engines are Monson Railroad 0-4-4T No. 3 (Vulcan Iron Works, 1912) and Bridgton & Saco River Railroad 2-4-4T No. 7 (Baldwin Locomotive Works, 1913). WW&F's operating locomotive is WW&F 0-4-4T No. 9 (Portland Co., 1891), formerly Kennebec Central No. 4, Sandy River & Rangeley Lakes Railroad No. 6, and Sandy River Railroad No. 5. (TN)



WESLEY HEINZ, who had been in the position on an interim basis, has been appointed as executive director of the Western Maryland Scenic Railroad by the heritage railroad's board of directors. His background in preservation, fundraising, and marketing includes his previous position as executive director at the Maine Narrow Gauge Railroad Co. & Museum in Portland, Maine. He also served on operating and restoration crews for numerous steam locomotives, including Western Maryland's project to restore Chesapeake & Ohio 2-6-6-2 No. 1309. "Since stepping into the role of Interim Executive Director earlier this summer, Mr. Heinz has embarked on an aggressive program to rebuild and reimagine the Western Maryland Scenic Railroad," Mike McKay, WMSR board president, said. (TN)



CHINA AND RUSSIA have completed the construction of the China-Russia Tongjiang-Nizhneleninskoye bridge, the first cross-border rail bridge between the two countries, seven years after construction on the 2215m structure began. Testing of the bridge is due to begin later this month, with partial services beginning by the end of the year and full services launching in 2022. The dual-gauge bridge can carry trains operating on Russia's 1520mm-gauge and China's 1435mm-gauge tracks, with Russian-gauge trains able to travel 15km to a depot in China. The bridge crosses the Amur River to connect the Chinese city of



Tongjiang, in the northeastern Heilongjiang province, with Nizhneleninskoye in Russia's Jewish Autonomous Region, providing a direct connection to the trans-Siberian Railway. 1886m of the bridge is in China. A ground-breaking ceremony for the project was held in February 2014, with the bridge completed in 2019, and the final piece of track laid on September 17th. The opening of the rail bridge



follows the completion of a road bridge between Heihe in China and Blagoveshchensk in Russia in 2019, with much of the Chinese-Russian border following rivers. The bridge reduces the distance from China's Heilongjiang province to Moscow via Tongjiang by 809km, reducing the transit time by 10 hours. The bridge can carry 21 million tons of freight per year. (RA)

●●●●●●

RAIL EQUIPMENT SUPPLIER Greenbrier announced it has received order for 5,500 railcars, valued at more than \$530 million, since the start of the current quarter on June 1. Cars on order include intermodal, boxcars, tank cars, covered hoppers and gondolas. "Greenbrier continues to see momentum in our markets as we navigate the economic recovery and COVID variants," CEO William A. Furman said. "Our commercial and leasing teams have performed exceptionally in this environment. Greenbrier's proven ability to adjust production capacity in response to growing demand, positions us to actively secure new orders, strengthening our backlog. We expect this order trend to continue into fiscal 2022." This marks the fifth straight quarter the company has seen an increase in orders. (RA)

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MIDCOAST RAILSERVICE, Inc., a new subsidiary of New York-based Finger Lakes Railway, will assume the lease (State of Maine owns the tracks) and operations of the 58.68-mile ex- Maine Central Rockland branch line in Maine from Central Maine & Quebec Railway US, Inc. (CMQ), effective Sept. 8. CMQ was acquired by Canadian Pacific in June 2020 and has been looking to find another operator of the line since. (RA)

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AS THE LAST TWO of 25 Viewliner II sleeping cars departed car builder CAF USA's Elmira Heights, N.Y., an Amtrak official has confirmed that some of the new cars will replace original Viewliners on the New York section of the *Lake Shore Limited*. "I'm happy to share that Viewliner II deliveries made earlier this year allowed us to adopt a new route and bring this new car to our Chicago hub," says Larry Chestler, Amtrak's vice president of the long-distance service line. The new sleepers, No. 62523, *Wabash River*, and No. 62524, *Westfield River*, arrived at the company's Hialeah maintenance facility Thursday on the rear of the *Silver Meteor*. Chestler tells *Trains News Wire*, "This concludes the delivery of the sleeper set as well as the broader CAF order for new long-distance fleet. As the next step in the process, our maintenance team in Miami will spend time

readying the V-II's for revenue service — just as we have for the previous 23 cars." Amtrak placed the 130-car order for Viewliner II baggage cars, baggage-dorms, diners and sleeping cars in 2010. In 2013, the passenger railroad said it expected the full order to be completed by 2015, but because of CAF production issues, the first dining car wasn't delivered until late 2016 and the first sleeper arrived in February 2019. The original Viewliners were built by Morrison Knudsen and successor Amerail at the same Hornell, N.Y., shop — a former Erie Railroad locomotive shop — locomotive shop where Alstom is now assembling the Acela II trainsets. They and the Viewliner IIs both have two bedrooms and one accessible bedroom. Standard bedrooms have a separate annex for the toilet and a private shower. Each version also has a shower at the end of the car for roomette passengers' use, although the Viewliner II shower room is more spacious. But there are 12 Viewliner I roomettes, and all have toilets in the room on a seat under a folding wash basin, while the Viewliner IIs have 11 revenue roomettes and two washrooms for community use replacing a roomette. This means that when a Viewliner II is assigned, available inventory is slightly reduced. (TN)

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A CRITICAL PART in the restoration of Santa Fe Alco PA 59L at the Museum of the American Railroad has arrived in Texas. The cab roof and front windshield from a FP4A arrived Aug. 16 and was set down next to the legendary locomotive. The Cuyahoga Valley Scenic Railroad in Ohio provided the component from a locomotive that was scrapped. The section is identical to the Alco PA cab and roof areas. No. 59L's cab and roof were severely damaged in a wreck while the unit was running in Mexico. Robert Willis, coordination of the PA restoration project, calls this a major development in getting the project moving again after a 3-year delay. "This donation allows us to make a definitive decision regarding how to proceed with repairing the issues with the existing roof and peripheral damage," Willis says. "Work on the remainder of the car body frame will occur once the cab is repaired squared up, according to existing erection drawings." (TN)

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THE US Surface Transportation Board—as expected by many industry observers and financial analysts—on Aug. 31, 2021, by unanimous vote, rejected the CN-Kansas City Southern voting trust, effectively killing the merger, and opening the door for Canadian Pacific to re-engage with KCS on the CPKC ("Canadian Pacific Kansas City") deal it

struck with KCS on March 21, albeit with a sweetened offer. KCS has cancelled its Sept. 3 shareholder meeting to vote on the CN offer, and is considering CP's offer. Get used to the acronym "CPKC," which stands for Canadian Pacific Kansas City, the name of the Class I railroad that will begin operations sometime within the next 18 to 24 months, provided the Surface Transportation Board approves—as many industry observers and analysts believe it will—the merger of the Canadian Pacific and the Kansas City Southern. The two railroads have circled back to pretty much the original merger agreement they announced on March 21, 2021, one month before CN began its attempt to wrest the deal away from CP with a higher bid. (RA)

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CANADIAN PACIFIC CEO Keith Creel and Kansas City Southern CEO Pat Ottensmeyer expressed excitement today about finally being able to combine their two railways into the first system to connect Canada, the U.S., and Mexico. Their merger deal, officially announced on Wednesday after Canadian National dropped its pursuit of KCS, came after a four-month battle for control of the smallest Class I system. "We're very excited about the merger between these two terrific, historic, and iconic franchises," Ottensmeyer said on a webcast Thursday morning with investors and analysts. The combined CP-KCS will remain the smallest of the Class I railroads by revenue, but new single-line service will boost competition, take trucks off the highway, help lure manufacturing back to North America, and provide environmental benefits, Creel says. The railways envision \$820 million in annual revenue growth from new traffic opportunities and \$180 million in cost and efficiency savings. The new railway, dubbed Canadian Pacific Kansas City, expects single-line service to lead to growth in all traffic segments, CP Chief Marketing Officer John Brooks says. (TN)

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CSX TRANSPORTATION has been ordered to reinstate two workers at a yard in Waycross, Ga., and pay them more than \$667,000 after the U.S. Department of Labor's Occupational Safety and Health Administration found they had been fired in retaliation for whistleblowing actions. The two workers reported encountering a blue flag that signaled their train could not move safely, and were pulled from their job and fired, according to an OSHA press release. In addition to the payment of \$667,740 — for compensatory and punitive

damages, back pay, and costs incurred by the workers — CSX must pay the workers' attorney fees, restore their seniority and benefits they would have earned, and credit toward retirement, vacation days, and personal leave days the employees would have earned. "All workers have the right to be safe on the job, and by speaking up, these workers prevented potential harm to themselves and others," OSHA Acting Assistant Secretary Jim Frederick said. "Employers that punish workers for speaking out against unsafe or unfair working conditions are breaking the law, and OSHA will hold them accountable." It is the third such OSHA finding against CSX in 10 months. In July, CSX had to pay back wages and damages to a worker in New Orleans. In October 2020, a worker in Rebecca, Ga., received more than \$170,000 in back pay and punitive damages. (TN) Wow...three times in 10 mos...way to go CSX!-Ed.

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VIA RAIL CANADA further increased service in its Windsor, Ont.-Quebec City corridor as of Monday, Aug. 30, bringing corridor service close to 100% of pre-pandemic levels. The schedule restorations mean VIA's British-built Renaissance trainsets are back in operation in Ottawa-Quebec City service for the first time in a year and half, as seen by Quebec City-Ottawa train No. 37, with an F40 and seven Renaissance cars, on Monday, SEPTEMBER 30th. (TN)

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THE MBTA HAS RETURNED a second new Orange Line rapid transit trainset to service and two more should be back in operation in September. But the single new train that had been operating on the Red Line won't be back before the end of the year. MBTA spokesman Joe Pesaturo said crews continue to focus on addressing the problems revealed when an Orange Line train derailed in Medford, Mass., in March. The new trainsets, part of an order of 404 cars for the two lines being built by China's CRRC in Springfield, Mass., were removed from service while the accident was investigated. Problems with a component in the wheel sets were determined to be a contributing factor, along with track issues. The 152 cars for the Orange Line are now expected to be delivered by

April 2023, 15 months later than the original schedule, while the 252 cars for the Red Line will be delivered by September 2024, a year behind schedule. (TN)

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ONE OF THE COMPLICATING factors in CSX Transportation's proposed acquisition of Pan Am Railways — the Pan Am Southern joint venture with Norfolk Southern — is proving to be a lightning rod. Last week, the Justice Department said the Surface Transportation Board should force CSX to sell its stake in Pan Am Southern. A day later Canadian Pacific said that having CSX step into Pan Am Railways' shoes in the Pan Am Southern was a threat to the ongoing viability of the former Boston & Maine main line that is a competitive alternative to CSX's own main line across Massachusetts.

And now filings by the Vermont Rail System and the Vermont Agency of Transportation say the related agreement to have Genesee & Wyoming subsidiary Berkshire & Eastern become the neutral operator of Pan Am Southern would reduce competition in the Green Mountain State. In comments posted to the STB website late last month, the Vermont short line and the state agency that owns its trackage in Vermont say the CSX-Pan Am merger flunks the board's public interest test because it would harm the state's rail shippers by reducing competition. The Pan Am Southern provides NS with access to the Boston area via the former B&M from the Albany, N.Y., area to Ayer, Mass. The Pan Am Southern also includes Pan Am's north-south route along the Connecticut River from Vermont to Connecticut. VRS interchanges with Pan Am Southern on both routes. G&W's New England Central already is a significant player by operating the former Central Vermont main line, Vermont Rail System says, and having the Berkshire & Eastern operate Pan Am Southern would give G&W railroads "a near monopoly on interchange with VRS." (TN)

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AMTRAK HAS URGED federal regulators to impose conditions on CSX Transportation's proposed acquisition of Pan Am Railways that would protect current and potential expansions of passenger service in New England. The CSX-Pan Am merger is the first before the Surface Transportation Board in which passenger trains account for the majority of traffic on many of the lines involved, Amtrak noted in a filing posted to the STB website today. It's also the first merger to face an STB review since the Biden Administration's July 9 executive order encouraged the board to consider a host railroad's handling of passenger

trains, Amtrak noted. Pan Am has worked with Amtrak and its state partners to expand and improve service in recent years, Amtrak said, including the *Downeaster* linking Boston with Portland and Brunswick, Maine, and *Vermont* and *Valley Flyer* service in western New England. "In contrast, CSXT consistently has taken the approach of obstructing the expansion of passenger rail, and to limit access to its facilities, despite the fact that CSXT is statutorily required to provide Amtrak with access to its rail lines," Amtrak wrote. "Indeed, as the Board is aware from the current Gulf Coast dispute, CSXT has a history of stonewalling Amtrak's requests for additional service." (TN)

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A RAIL MANUFACTURER, shortline holding company, and university have announced formation of a consortium that they hope will revolutionize American railroading and eventually reduce the industry's carbon footprint to zero. Pittsburgh-based Wabtec Corp.; Carnegie Mellon University, known for its engineering curriculum; and shortline and regional railroad operator Genesee & Wyoming announced Friday, Sept. 10, that they have signed a memorandum of understanding to work to create a more sustainable rail freight network. The parties will work on two fronts — developing locomotive fleets using alternative energy sources such as batteries and hydrogen fuel cells, and advancing current signaling and digital technologies to increase rail capacity and safety. (TN)

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A NEW VIRTUAL RAILFAN webcam was started up a couple of weeks ago located at Springfield, MA, Union Station. Link: <https://www.youtube.com/watch?v=JWINReOteBw> Not at active as some but fun to see stuff so close to home!

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

TRAINS

What Happened to Talgo

The Science of Broken Rails

Peak Performance

Pikes Peak Cog RR

Gallery

A Rocky Mountain High on Rails

RAILROAD MODEL CRAFTSMAN

CP Rail in Vermont (in a Basement)

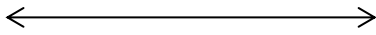
New York Central Tugboat #31

Diverging Points

Choose Your Challenge

MODEL RAILROADER

Scratchbuild a Timber Cribbing Loading Dock
DCC Currents
Block Detection for Signaling



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

MODELING "TIPS"

From Bob Farrenkropf: Recently, I tried using a spray can. Guess what...it wouldn't spray, as the nozzle was clogged on the can. **Tip:** "After using a spray paint can, please turn can upside down and spray for a second or two. It will clear the nozzle. (This is also a Manufacture's suggestion.)"

LIBRARY CORNER

This month's donations to our Library are:

The Railroads that Ran Along the Edge of the Road by Frank Kyper (author of *The Railroad that Came Out at Night*). A great book about shortlines, like the Springfield Terminal in Springfield, VT. Lots of historic photos.

Conrail Rainbow Years--Volume 1, by Richard Herbert and George Povall. A picture book, showing all the combinations of locomotion in Conrail's early years, from EL, CNJ, LV, Reading and PC.

Trains magazine Special edition *Steaming the Last Baldwin*. All about ex-C&O #1309 and the history from its birth and removing from the B&O RR Museum in Baltimore to restoration and steam-up on the Western Maryland Scenic RR. Great pictures!

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. A **good suggestion** came from **Bob Farrenkropf** about a "tips column". So, we're starting it in this issue...see "Modeling Tips". If you have any tips to offer the rest of us, to help make our projects easier or better, please send me an email or note and I'll add to the column for the future.
2. The **October Dinner Train trip** on the Cape has been cancelled, as not enough reservations were booked. Jack indicated that maybe next spring we will try again.
3. Please sign up to help with our **Show and Open House** next month...the first in over 18 months!

.....*David N. Clinton*

"In everything do to others as you would have them do to you; for this is the law and the prophets." (Matthew 7:12)

MEMBER NEWS

Congratulations to **Paul and Lynn Bonanno**, who will celebrate 50 years of wedding bliss on October 10th...what a wonderful occasion not seen very often in this day-and-age!

(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:

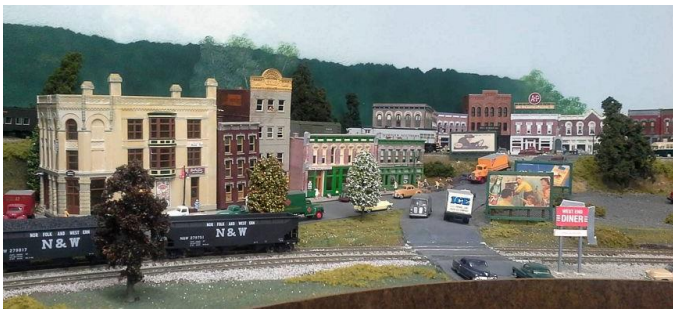
- Eric Mercer..... October 1st
- Dan Peterson October 17th
- Paul Bonanno (H)..... October 17th
- Eric Wilde..... October 25th
- Joe Corsaro October 26th
- Bill Hallsen October 28th



Meanwhile, I've heard from these folks on

WHAT ARE YOU DOING?

Kurt Kramke: "Most of the past month I was installing decoders in others' locomotives and prepping for the club being on the Narrow Gauge Convention list for visitors."

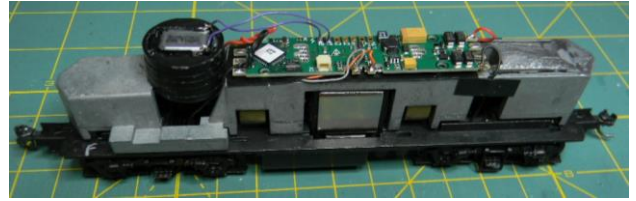


Bob Knapp: "This past month have revived a tired out of date kitchen for a nice young couple."



Chip Mullen: "In train work I have been slowly converting many of my older engines to sound. The most satisfying of these projects was installing a Soundtraxx Econami with an ESU sugar cube speaker into a Proto 2000 Seaboard Air Line GP18 which predated Walthers takeover of Lifelike."

In order to accomplish this I had to mill off the upper portions of the installed weight which came all the way to the top of the body in two places. My milling machine for this process was a 45 year old hacksaw with a brand new blade from Lowes along with an orbital sander to smooth out the rough spots. By laying down a covering of high quality electrical tape I was able to insulate the decoder



from the weight I also carved out a small quarter moon section of the weight in front of the cab section using a Dremel tool to create a shelf for gluing the speaker's cylindrical enclosure. I removed the Athearn style pick-ups and soldered pick-up wires directly to both sides of both trucks making sure to insulate those spots from making accidental contact with the frame. The final step was to mill out the head and tail light/number board tubes to make room for 1.5mm tubed LEDs. Final



result was better than expected, and when combined with my recently completed American Model Builders wooden caboose kit I have a really nicely detailed addition to my active fleet."

Ron Clough: "I still continue to try to keep the outside property looking presentable but it seems like I just can't keep up with the way the grass has been growing this year. It used to be an occasional mowing to keep things in check, but this year it has been constant mowing to keep the grass under control. Better than a drought! The water test results have come in and are posted inside the break room cabinet. Results are all positive with nothing to worry about. Some items are up or down but no E.coli or Coliform, which is important."

Paul Cutler: "This month, I did a loco shell swap with a pair of NH HH660's by Atlas. The NHRHTA sold two different road numbers of NH HH660's with sound in the warm orange & green scheme

and I had purchased both of them years ago. Recently, I acquired a more-recent production of an Atlas McGinnis-scheme HH660 but without sound. Since I'd rather have one of each scheme with sound, I thought it would be a snap to swap them. Well, not exactly. It turns out that between the production runs they switched from the QSI to LokSound boards. The new models have a 2-pin socket for the rear headlight while the old board appears hard-wired, and both run through a hole in the hood on their way to the cab. As I was making plans to cut and solder the headlight wires, I noticed that the old board LED had in-line, single pin plugs. Yay! I didn't have to cut the wires, but I still had to pull the LED out of the cab. On the old model, the LED housing was a press fit so it came off easily. On the new model, it was glued. Sigh. After breaking it off, I was able to reassemble it all and the operation was a success. However, nothing goes as easy as planned.

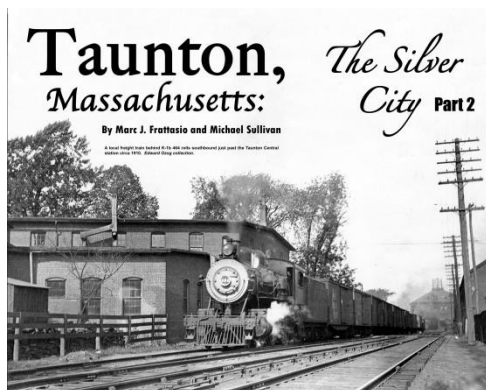


Old model

New Model



“Speaking of the NHRHTA, we’ve already started on the next issue of the *Shoreliner*, which will include the article about Taunton, Mass., Part 2. The first part has been well-received by folks who have commented on it, and we think this next issue will be just as good. I am also supposed to get another *SpeedWitch* magazine out with the next issue; hopefully I have the time and the articles to make one.



“At home, my father and I finally finished work on our old shed by replacing a bunch of cedar shingles on the rear of the shed. Instead of stripping the whole thing, we decided to only replace the bad shingles. Since this is the north side of the shed, the majority of the shingles were still in good shape; why waste them? I was able to patch things together and it looks good to me! The next project is to finish repainting a couple exterior walls of my house around our kitchen. They aren't really that bad, but a simple scrape and paint keeps the house looking fresh.”

Peter Palica: “In going through my iPhone photos looking for something that club members might find interesting, here is a photo of what may be among the smallest operating full scenery train layouts ever. This is one of what I believe are 8 different Thomas Kinkadee scenes with a steam locomotive that moves around a fully lighted town with two coaches, two freight cars and a caboose in tow. It is battery operated and at approximately 4”x6” is a perfect answer to those who say that they don't have space or time to accommodate or create a model railroad in their home, apartment or condo!”



Savery Moore: “It’s been a busy summer, with a 50th high school reunion in New York, a sailing trip on the Hudson, and a vacation to Maine. While in Maine, the remnants of Ida hit, and I came home to a partially submerged boat. It took quite a while to get it floating again, and I got it back from the engine repairman today. Just in time for a few fall foliage rides before I pull it for the winter. (Photo attached.) I’m looking forward to getting back to a more



“normal” schedule, which will include a lot more time at the club.”

Ye Ed: I recently attended the Central Vermont Railway Historical Society’s Annual Convention in St. Albans, Vermont. It’s been a few years since I was in Vermont and it *is* a beautiful state in many unique ways. I did a little railfanning while there, of course! St. Albans is only 70 miles from Montreal and the hope is that, eventually, Amtrak’s *Vermont* will be extended to Montreal. The *Montrealer-Washingtonian* connected Montreal and Washington D.C. for many decades until 1966, and the train was one of the first to be restored, a year and ½ after Amtrak took over America’s passenger rail service. Then, it became a victim of budget cuts in 1995 and Vermont didn’t want to be left out of the Amtrak system, so the state agreed to pay a large portion of the expenses and the *Vermont* train was established. It runs between D.C. and St. Albans daily. Here are pics of it waiting to depart



the CV St. Albans headquarters, which included the station and was built in 1867. The building now houses the 70+ dispatchers, who run all of the Genesee & Wyoming railroads around the country. (The CV predecessor New England Central is a G&W railroad.) Second pic is the train crossing the “Georgia High Bridge”, just south of St. Albans. As you can see the day changed from a nice sunny one to cloudy—something familiar to Vermonters!



The third shows the train coming into the White River Jct. station, which was a large rail hub in its day—serving trains between Montreal,

New York and Boston run by the CV, B&M and Canadian Pacific.



Last photo is of the locomotive weathervane on top of the station.

RUNNING EXTRA

White-tablecloth service has come back to Amtrak. Here’s what it’s like

“I hopped aboard the *Empire Builder* for a ride from Seattle to Chicago, some great views, and lots of good food.”

By Carol Band Boston [Globe](#) correspondent 9/1/21

I hadn’t seen my son who lives in Bellingham, Wash., since before the pandemic, and I had never slept on a train, so I decided to visit my son and then take the train from Seattle to Chicago on the way back to Boston. My romantic visions of “North by Northwest” and “Some Like it Hot” were fueled when I learned that Amtrak was returning some trains to white-tablecloth dining — a glamorous alternative to the prepackaged meals that have been standard fare since 2019.

The *Empire Builder* is one train that has reinstated chef-prepared meals. It travels from Chicago to the Pacific Ocean, wending its way along the Mississippi roughly following the route of Lewis and Clark across the North Dakota plains, through the Wisconsin Dells, and dipping into Glacier National Park. It crosses a bit of Idaho and traverses the rugged terrain of Eastern Washington before it splits at Spokane, where some of the cars head to Seattle and others leave to go through the Columbia Gorge and onto Portland. According to Amtrak’s Ridership reports, it’s the most popular long-distance route, and many experienced riders claim that it is also the most scenic. Sold!



After a great visit with my son, I booked a roomette on the *Empire Builder* headed from Seattle to Chicago. I dropped off my rental car in downtown Seattle and walked a few blocks to King Street Station.

A burger aboard the Empire Builder

The Amtrak crew made sure that everyone with sleeping cars got on first (they really do say “All Aboard!”), and as I collapsed into my tiny roomette, I heard the two whistle blasts signaling that we were on our way.

A roomette is more private than a coach seat and less expensive than the slightly larger bedrooms. It's big enough for one person; cramped if there's two. There is a seat that transforms into a lower bunk and a narrow upper bunk that pulls down. Restrooms are shared and there's a shower stocked with towels and soap and with surprisingly good water pressure.

Trains are all about schedules, and my car attendant, George, booked me for lunch in the dining car at 12:45. All meals are included with every sleeper car ticket.

At the designated time, I walked down the length of the dining car and peeked at the burgers and Caesar salads on other people's plates. Our server, Lori, seated me at a table with another single woman. It was nice to have company.

The baked potato topped with vegan chili looked good, and it was delicious. The only disappointment was that it was served on a plastic plate, with ice tea in plastic cups.



White tablecloth service has returned to Amtrak



“They are working on transitioning to china and glassware,” Lori assured me. “Come back at the end of the summer!”

After lunch, I took my book and another glass of ice tea to the Lounge Car, but with the breathtaking beauty of the Cascades and the chance to chat with fellow travelers (through masks), I never read a word.

George took my dinner reservation for 6:45 and, as promised, there were white tablecloths, blue cloth napkins and fresh flowers on every table. I was seated with a couple from Fort Worth, Texas. We hit it off and all ordered a glass of wine (one is included with every meal) and it was served in real stemware. I ordered the crab and lobster cake for an appetizer. It's Amtrak's signature appetizer for a reason — it's delicious. For an entrée, I picked grilled Atlantic salmon, which was perfectly cooked and nestled on a bed of farro. My tablemates got the signature flat iron steak and the tortellini with pesto cream. Both were fabulous, they said. For dessert we passed around slices of flourless chocolate torte, cheesecake, and carrot cake. These were not made in the kitchen downstairs, but they were rich and wonderful.

After dinner we headed to the lounge car, played cards, and watched the sunset over the farms and hills of Central Washington.

When I returned to my roomette, George had made up the bed with sheets and a blanket. I climbed in and slept fitfully through the night. Sleeping on a train is not easy. There are lights and bells and whistle stops and some rough tracks. I woke up early and was delighted that there was a coffee station near my roomette. Fortified with caffeine, I lurched my way to the dining car. I was eager have breakfast and find a good seat to view Glacier National Park.

Breakfast on the Empire Builder

Breakfast options ranged from yogurt and oatmeal to omelets. I opted for scrambled eggs. Alas! The cloth napkins were replaced with paper and the coffee served in paper cups, but the food was good and I tipped Lori and found a place in the Lounge Car where I could watch Glacier’s snowcapped mountains and rushing streams. I saw a moose.

By dinnertime, we were entering North Dakota and I could tell that the staff was feeling stressed. The train had picked up more passengers in White Fish and was full. They had run out of some menu items and were completely out of dessert. My hips were grateful, but some passengers weren’t as gracious. I ordered the crab cakes again and the chicken breast with wild mushroom risotto. My appetizer never came, and when I mentioned it to the server, Carl from the kitchen appeared with a double portion and an apology. These folks work hard.

Chicken and risotto aboard the Empire Builder



The next morning, after breakfast, I spoke with the chef and her two-person crew. “We have a 4-foot-by-3-foot grill and some steam trays, and we cook everything from scratch,” she explained. While lunging along at 70 miles an hour, it can’t be easy. Lunch was the last meal aboard. I sat with a college track coach who had great stories and a restrained appetite. He had a salad and I had a grilled cheese with turkey and bacon. We exchanged cards and promised to “friend” each other.

With Chicago just a few hours away, I packed up my clothes, took a quick shower (still amazed at the water pressure!), tossed my book into my suitcase, and



sat down to watch a little more of America pass by. The view from inside the Empire Builder

Looking to return to the golden age of rail travel? These six long-distance trains have reinstated white-tablecloth dining. Dinner jacket optional.

California Zephyr — Travels between Chicago and San Francisco. Sights include: the Rocky Mountains, Mississippi River, and canyons.

Coast Starlight — Travels between Los Angeles and Seattle. Sights include the Pacific Ocean, vineyards, and the Columbia River

Empire Builder — From Chicago to Seattle or Portland. Sights include: Glacier National Park, the Mississippi River, and the Cascades.

Southwest Chief — From Chicago to Los Angeles. Sights include: Route 66, the Mojave Desert and the Mississippi River.

Sunset Limited — From New Orleans to Los Angeles. Stops include: Houston, El Paso and Phoenix.

Texas Eagle — Service between Chicago and Los Angeles. Sights include: the Gateway Arch, Ozark Mountains and the San Antonio Riverwalk.

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— Rick Kjoury, Newsletter Editor



“Oh, didn’t I tell you, John? Our new neighbor is a retired railroad engineer.”

(From B&MRHS “Newsletter”)

Diverging Points

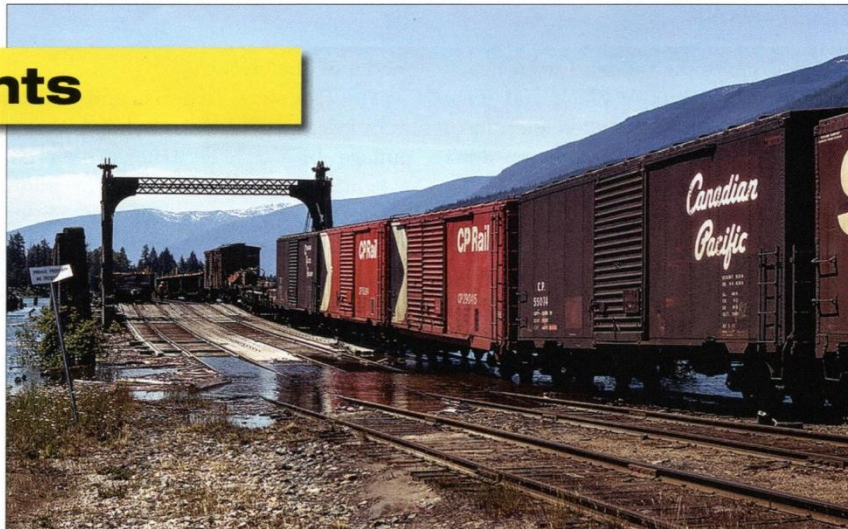
Global Shipping Crisis

I had considered a number of potential model railroad industry-related topics to discuss this month, such as the processes involved in researching a model, tape measure vs. laser scanner, or how we design our packaging. These would each make a great column, but right now our industry is facing an unprecedented challenge and I wanted to bring you, my fellow model railroaders, up to date on what we are all facing.

The global shipping industry is in a complete mess. In fact, “mess” is not the right word. Disaster. *Catastrophe*. CATAclysm. Those might be better words. This is not just affecting the model train business; it’s affecting every industry from automobile manufacturers to your local organic jam producer. Basically, stuff is not getting from Point A to Point B. In our case, our models are manufactured in China and we can’t get them from there to here. But even if a company just uses a few parts that are made anywhere else in the world — such as jars for that local organic jam producer — they are all on a similar (slow) boat.

I’m writing this column at the end of August. Since May, the following shipments have left our factories in China: three locomotive models, four different freight cars, three passenger cars, and two British bus models. Of those 12 items, only one of the locomotive models has landed on our shores and been delivered to our warehouse outside of Toronto. In Rapido’s 17-year history, we’ve never had 11 different projects en route at one time because shipments usually don’t take so long to get here.

Here’s the process we’re going through when the models are ready to leave the factory. We call the freight forwarder in China and ask them to pick up our shipment. They tell us they aren’t coming for another week at least as they have no space in their warehouse in China. Then they pick up the shipment and it sits at their warehouse waiting for a container. Then it moves to



Canadian Pacific Train 90 loads the Kootenay Lake barge at Procter, B.C., on June 25, 1974. This would probably be faster than today’s container vessels from China! —GREG M. DONNELL

the port and waits days or weeks for an available vessel. Then the vessel takes an extra week to get to Vancouver, B.C., where it waits in port to be unloaded for as long as another week. Then the container sits in the Vancouver port for two or three weeks waiting for space on a train. Then it heads by train to Toronto (which takes a week) and we get the shipment a couple of days after arrival at the local intermodal terminal. What used to take five weeks door to door is now taking two to three months.

In addition to these delays, shipping costs have more than tripled. Despite the cost increases, we’re now air freighting in our next run of N scale locomotives as we can’t afford to have them wander the planet for three months before showing up at our warehouse.

Why is this happening? The one-word answer is COVID and the related pandemic restrictions. With so many people staying home and not spending their money on travel and entertainment, there has been a surge in spending on consumer goods. Everything from model trains to microwaves to movie memorabilia has seen increased demand. On the other hand, during the early months of COVID a lot of people in the shipping industry were furloughed, and now there is a shortage of locomotive engineers, port employees, dock workers, warehouse workers, you name it. Many Chinese ports, such as Yantian and Ningbo, have had to partially or fully shut down for lengthy periods due to local COVID outbreaks. That leads to

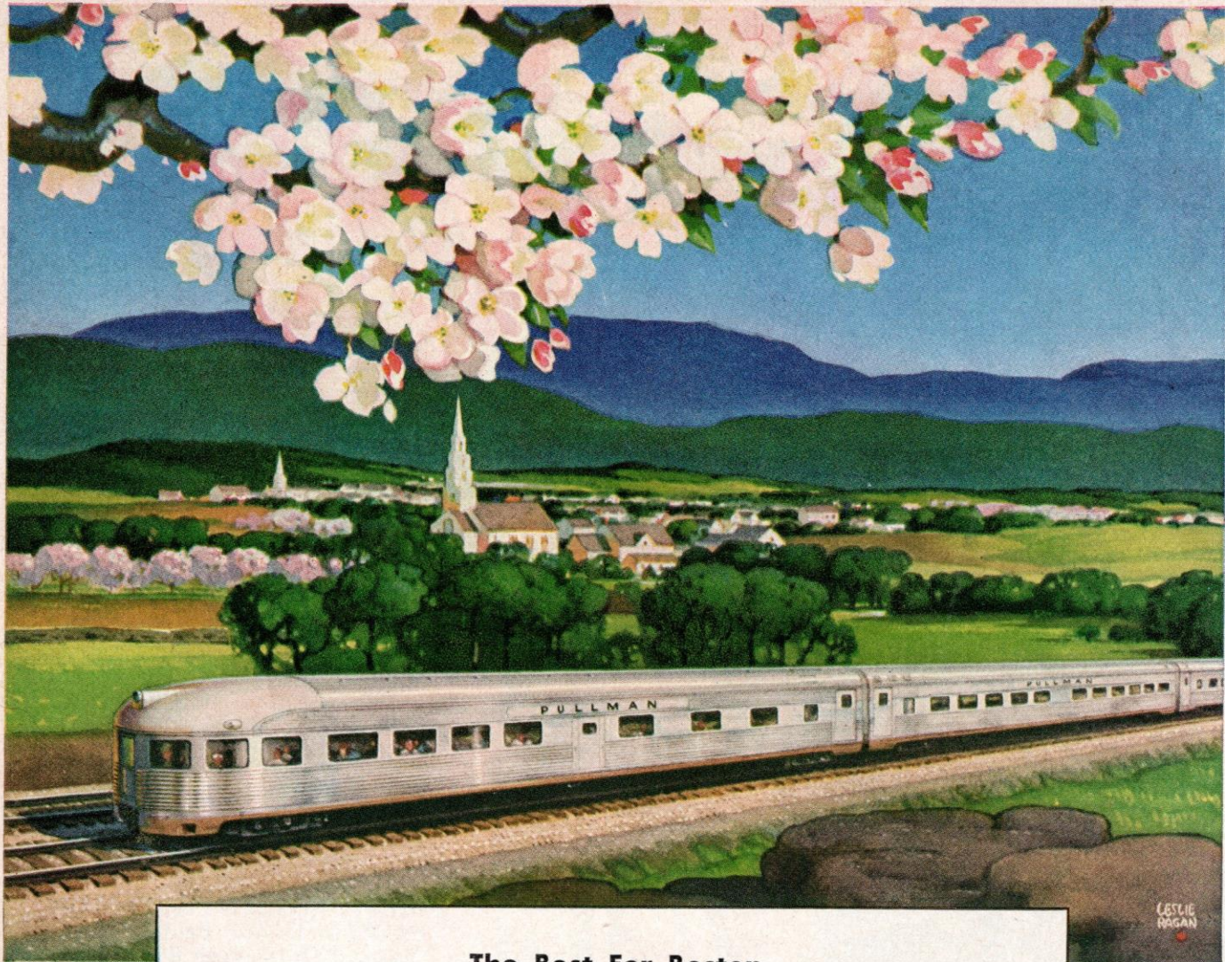
congestion at the other ports, and returning vessels are waiting one, two, or three weeks to dock.

All of this has resulted in the largest peacetime shipping delays in history, and many companies have had to increase their prices to offset the increased costs. The professional pundits are predicting that this global gridlock will continue at least until the middle of next year.

So far, we have not seen model train prices increase significantly. That’s largely because most model trains are small. You can fit a whole lot of value into one shipping pallet. Compare a pallet of HO scale sound-equipped locomotives with a pallet containing one dishwasher. Shipping makes up a much smaller percentage of our overall product cost compared to large appliances or automobiles. Hopefully we as an industry can continue to hold the price increases in check until we’re through this crunch.

As a fellow modeler, I ask that you please be patient with your model train manufacturers. Your models are on their way, but it’s taking a really long time for them to arrive. Please continue to pre-order products from all your favorite manufacturers and please continue to support your local hobby shops. We’ll get through this together. **LB**

JASON SHRON is a lifelong model railroader, and the founder and president of Rapido Trains Inc. See his layout progress at [facebook.com/KingstonSub](https://www.facebook.com/KingstonSub)



The Best For Boston



Two of the finest trains ever built now link New England with Chicago and the great Middle West, the new *New England States*—providing fast daily service in both directions. Each is of gleaming all-stainless steel construction built by The Budd Company for the Boston & Albany-New York Central railroads.

On these trains passengers enjoy the fruit of many Budd inventions and developments, including spacious double bedrooms with enclosed toilet facilities and full-width panorama windows.

The *New England States* is the latest expression of the Budd principle of creating superior products with better materials and challenging, imaginative design.

It is a principle that has built The Budd Company into an important industry, here and abroad. It has brought Budd, in only fifteen years, to the position of second largest builder of railway passenger cars in the world. This parallels the growth of Budd in other fields. Today, Budd is the largest independent producer of automobile body components in the world. And, in addition to millions of automobile wheels, Budd has built more wheels for busses, trucks and trailers than all others in the world combined. The Budd Company, Philadelphia, Detroit.