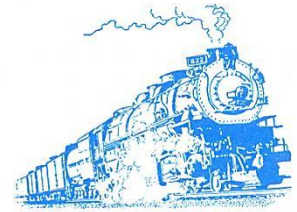


The Semaphore

South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938



DECEMBER 27, 2021 ■■■■■■■■■■ VOLUME 41 ■■■■■■■■■■ NUMBER 12



*Best wishes for Happy Holidays from the
Semaphore Crew!*

The Semaphore

David N. Clinton, Editor-in-Chief



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The Semaphore is the monthly (except July) newsletter of the South Shore Model Railway Club & Museum (SSMRC) and any opinions found herein are those of the authors thereof and of the Editors and do not necessarily reflect any policies of this organization. The SSMRC, as a non-profit organization, does not endorse any position. Your comments are welcome! Please address all correspondence regarding this publication to: *The Semaphore*, 11 Hancock Rd., Hingham, MA 02043. ©2021
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VOLUME 41 ■■■■■ NUMBER12 ■■■■■ DECEMBER 2021

CLUB OFFICERS

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Treasurer.....	Will Baker
Secretary.....	Eric Mercer
Chief Engineer.....	Fred Lockhart
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	Bob England (*22)
	Roger St. Peter (*23)
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ON THE COVER: A Pennsylvania RR T-1 loco and train passing one of the many steel mills in the Ohio River Valley. The “duplex drive” loco, which only the Pennsy acquired, had an unusual 4-4-4-4 wheel arrangement. 50 were built for pulling heavy, high-speed passenger trains. The first 25 were built in 1942 in the Pennsy’s Altoona Works, with the other 25 built by Baldwin. They were the last steam locomotives built for the PRR. (Painting by Gil Bennet from Wasatch Greeting Cards.)

FORM 19 ORDERS

JANUARY BUSINESS MEETING

Monday, January 3rd 8 p.m.

ANNUAL AUCTION

Monday, January 3rd after Business Meeting

FAMILY OPEN HOUSE & SCOUT NIGHT

Friday, January 7th 6 p.m. – 9 p.m.

DCC & EQUIPMENT TUNE-UP CLINIC

Thursday, December 13th 8 p.m.

JANUARY NEWSLETTER DEADLINE

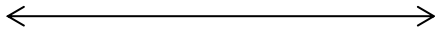
Sunday, January 23rd

JANUARY B.O.D. MEETING

Monday, January 31st 8 p.m.

CONTESTS

Congratulations to **Doug Buchanan** on winning this month's "50-50 Raffle!"



For the **January Business Meeting**, Al Taylor has prepared a special Crossword Puzzle: "Amtrak 50th Anniversary Finale". This will be our usual **drawing for new 2022 Railroad Calendars**. Everyone who enters with a correct puzzle will go home with a RR calendar. It also helps when those who participate in the contest donate a calendar to the selection. Extra puzzle entry forms in the train room—good luck!

CHIEF'S CORNER

Fred Lockhart

Picking up where this column left off last month about the progress on the railroad, the work on the new section has progressed at a good pace. The decision was made just after Thanksgiving that we would have the time needed before the March show to connect the Boston/ Great Lakes staging yards to the railroad. As of Monday 12/20 the bench work for the return loop on the far end of the Boston yard is complete, leaving only a short single track section of sub-roadbed to be installed to re-connect the yard to one of the tracks running along the back of the railroad. Paralleling the yard a twenty foot straight, double track section of the yard has been re-used to bring the tracks within ten feet of the new tracks; saving us a lot of work, they will connect to complete our circular route for show operation. Installation of roadbed on the new loop

will have begun by the time this column is being read. The Electrical committee is following the track workers real close, track that went down Monday night has feeders soldered to them and the electrical bus in place on Tuesday. I'm very pleased with our progress on this project; I thank all members who have put their efforts into making this work get done.

After the October show John Sheridan and Paul III approached me about upgrading the circuit breaker panels and power supplies under leg one, to bring them up to the standards that Bob England has used on the Cedar Hill leg and the entire railroad since that. Leg one was the section of the railroad built twenty years ago with the knowledge of DCC at that time, since then the DCC community has learned and developed new ideas on how DCC should be structured on large railroads. So after consulting with Bob, we gave John and Paul the go ahead. First they identified the blocks and what circuit breakers they were on, and then John made a new electrical schematic of the railroad indicating the blocks with the power districts color coded for easier identification as this schematic will be posted so members can more easily track down shorts. John has installed a small panel on the fascia at West Middleton, it has four blue LEDs on it, one for each breaker, and each LED is labeled for the blocks that it represents. When a short occurs the LED will light and with the schematic it will be a lot easier to track down a short. The other major upgrade is moving the power supply and boosters associated with the circuit breaker panel to the panel so the whole package is together. Another upgrade will be removing the Digitrax BD168s and replacing them with the RR Circuits detection system that Bob has been using. This work will take some time, but we should be able to minimize any time a track is out of service. Once leg one is done, John intends to install the blue LED panel over the entire railroad with the corresponding schematics to go along with it.

That's it for this month as always your questions or comments are always welcome.

Fred Lockhart
Chief Engineer



New 3rd leg construction (above). Old temporary leg moved down towards back wall, in order to accommodate "continuous running"; new trackwork to be built to complete loop (below). Fred Lockhart photos.



Semaphore Memories

DECEMBER 2016 (5 years ago)

- ✳ Problem with Tortoise switch machine contacts deteriorating; Stan building special circuit boards to fix.
- ✳ Mass DOT assumes full oversight of South Coast Rail.
- ✳ Alstom's manufacturing facility in Hornell, NY undergoing \$66.8-million expansion.
- ✳ Mt. Washington Cog Railway's owners propose building 35-room, 25,000-sq. ft. hotel near summit.
- ✳ MBTA Board approves replacing all current Red line cars.
- ✳ Foxboro Board of Selectmen approve "pilot program" for Commuter Rail service to Gillette Stadium station.
- ✳ Annual Auction grosses a record \$2,000+.
- ✳ Amtrak's *Downeaster* celebrates 15th anniversary.

DECEMBER 2011 (10 Years Ago)

- ✳ STB gives final approval to Alaska RR to build new 35-mile line to Port MacKenzie.
- ✳ Pan Am Railways paints GP9 in heritage scheme honoring Maine Central RR.
- ✳ UP kicks off year-long celebration of 150th anniversary.
- ✳ Revealed that the Federal government spent more on highways in 2010, than it has on Amtrak's entire 40-year history.
- ✳ MBTA provides special car on its "Ski Train" to hold ski gear. Train runs to Princeton, with shuttle to Wachusett Mountain Ski Resort.
- ✳ Alaska 2-8-0 returned from Everett, Wash., to be rebuilt for eventual operation.
- ✳ Saratoga & North Creek Railway, which expected 38,000 passengers its first year, saw 60,000.

DECEMBER 2006 (15 years ago)

- ✳ GN's "Hustle Muscle", the first SD45, restored to original 1966 special paint job by GN Historical Society.
- ✳ NS becomes country's largest transporter of automobiles, originating 1/3rd of all traffic, with over 4,000 autoracks on the roster.
- ✳ New England Central modifies its tunnel under Bellows Falls, Vermont, to accommodate double-stacks.
- ✳ Super Steel Schenectady rolls out first batch of hybrid diesel-electric locomotives, called "Green Goats", for UP.

DECEMBER 2001 (20 Years Ago)

- ✳ Passenger rail service returns between Boston and Portland, after 40-year absence, called *The Downeaster* and run by Amtrak. Note: getting service back took longer than construction of the transcontinental railroad!
- ✳ Cape Cod Chapter NRHS signs lease to restore 1912 West Barnstable Station.
- ✳ Super Steel Schenectady restoring Amtrak's French-built Turbo Trains.
- ✳ Regional and shortline operator Genesee & Wyoming acquires Emons Transportation Group, which owns St. Lawrence & Atlantic between Portland & Montreal.
- ✳ Bangor & Aroostook RR placed into Chapter 11.
- ✳ BLE votes overwhelmingly to reject merger with UTU.
- ✳ Norfolk Southern "mothballs" famous route over Saluda Mountain, with its 4.75-5.1%, 3-mile grade, the steepest mainline grade in America.
- ✳ Quincy Wholesale Grocery ice reefer club car produced.

DECEMBER 1996 (25 Years Ago)

- ✳ Amtrak restores names to its trains in the Northeast Corridor and Empire Service.
- ✳ Hobo RR restores two winged snowplows for service on the MBTA.
- ✳ CSX offers amended bid for Conrail.
- ✳ Green Mountain RR takes trucks from Bay Colony RS1 #1064 for use under its famous RS1 #405, one of the original Rutland locos still running on Rutland tracks.
- ✳ Weekend Commuter Rail service begins between Worcester and Boston.
- ✳ *Pacific Rail News* and *Passenger Train Journal* magazines combine to form *Rail News*, a monthly.
- ✳ Army Corps of Engineers resurrects idea of tunnel under Hingham Square for Greenbush Line.
- ✳ Trains stop running at Edaville, as operators unable to come up with lease payment and are evicted.

DECEMBER 1991 (30 Years Ago)

- Last of MBTA's new F40PH locos arrive on property.
- Last ex-MEC U25b (#226) scrapped by Guilford.
- Willimantic, CT, becomes stop for Amtrak's *Montrealer*
- George Bartholemew trying to sell Edaville for \$3.5-mil
- Quincy Mayor Sheets changes stance and now supports restoration of Old Colony lines, as long as Quincy gets a station.

DECEMBER 1986 (35 Years Ago)

- Budd Company closes Red Lion, Penna. Passenger car plant; the end of passenger car production for them.
- Amtrak becomes #1 carrier of passengers between New York and Washington, D.C.
- West Side freight line becomes Amtrak's property, allowing Empire Service trains to enter Penn Station, ending all long-distance passenger service from Grand Central Terminal.
- New co-generation plant opens in the ex-New Haven Cos Cob facility.
- 100+ car train arrives in Middleboro, and takes 24 hours to switch out!
- Central Vermont Railway runs first "Santa Trains" from Palmer to Monson, Mass.
- NYS&W reopens mainline between Sparta Jct. and Butler, NJ, after 20 years of disuse. SeaLand double-stack trains to use connection.

DECEMBER 1981 (40 Years Ago)

- SSMRC original "portable layout" (switching) goes to train show in Stoughton, Mass. railroad station.
- 15 members attend Wally's train show in Auburn, Maine, the previous month; a record for "Wally World"
- O-gauge locomotive operated down blocks 110/111 in Middletown Yard in South Division.
- Coal trains start serving Mt. Tom Power Plant in Holyoke, Mass.
- VIA Rail Canada drops many passenger trains, including the *Atlantic Limited* between Montreal and the Maritimes, running across northern Maine.
- Amtrak's Lake Shore Limited drops "cafeteria-lounge" car on Boston section; replaces with "Amdinette".

POTPOURRI

FEDERAL REGULATORS HAVE ACCEPTED the Canadian Pacific-Kansas City Southern merger application and set a timetable for review of the first proposed merger of Class I railroads in two decades. In accepting the application, the Surface Transportation Board rejected Union Pacific's contention that CP and KCS failed to provide sufficient information about the merger's potential impact on rail-served markets and operations, and therefore should have to refile their merger paperwork. Canadian National, which also had sought to merge with KCS, supported UP's petition to the board. The STB also shot down UP's claim

that CP and KCS should have to file a service assurance plan. The pre-2001 merger rules, under which the CP-KCS merger will be judged, don't require such a plan, the board noted. The board also found that CP and KCS properly filed their merger application on Oct. 29, rejecting the contention of UP, CN, CSX Transportation, and BNSF Railway that the merger application should have had to wait until Dec. 15. The four railroads had argued that CP and KCS should have had to refile their "intent to merge" application since they scrapped their original March merger agreement when CN topped CP's bid and became KCS's merger partner. The CN-KCS deal fell apart after an unfavorable board ruling in August, and CP and KCS in September renewed their merger agreement. (TN)

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MEXICAN REGULATORS have given their approval to the planned merger of Canadian Pacific and Kansas City Southern. The railroads announced on Nov. 26 that they had received the required approval from the Mexican Federal Economic Competition Commission and the Mexican Federal Telecommunications Institute. "This important milestone marks the next step on our path to creating the first single-line rail network linking the U.S., Mexico and Canada," CP CEO Keith Creel said. (TN)

●●●●●●
CANADIAN PACIFIC'S FIRST hydrogen fuel cell locomotive, a converted SD40-2F dubbed H2 OEL for "hydrogen zero-emissions locomotive," will roll under its own power by the end of the year and then enter test service next year, CEO Keith Creel says. CP's homebuilt locomotive test bed, along



with its headquarters solar array and other sustainability efforts, were recognized this month at the United Nations COP26 Conference in Glasgow, Scotland, Creel told the RailTrends 2021 conference on Nov. 18. "I think this could be a needle-mover for the industry," Creel says of the hydrogen project, the first to use fuel cells and batteries to power a freight locomotive's electric traction motors. But Creel emphasizes this is an experiment. "And again, it may not work out. But I think it's the right thing to do," Creel says. "We're

not betting the farm on it, for lack of a better term.” (TN)

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IN A MILESTONE EVENT, the U.S. Army Corps of Engineers announced on Dec. 1 the issuing of a permit to allow construction of the tunnel and tracks under the Hudson River. The Hudson Tunnel Project looks to have finally broken through the last barrier leading to construction. With President Biden signing the infrastructure bill in November, the financing part of the \$12.3 billion project now appears to be easier to achieve. Work on two new tunnels and the rehabilitation of the two 111-year-old existing tunnels could begin as early as 2023.

“This step brings us much closer to the beginning of construction on the Hudson Tunnel Project, which is part of the single-largest critical infrastructure effort in the nation,” New Jersey Gov. Phil Murphy said in a statement. “I am looking forward to continuing work with our partners in the Biden administration, New York, Amtrak, and our congressional delegation on completing the entire Gateway Program.” The Gateway Development Corporation said federal financing for the Hudson Tunnel Project could be ready by the end of 2022. The project is expected to be complete in 2035. (RA)

●●●●●●

VIA RAIL CANADA HAS PROVIDED the first detailed look at its new equipment for corridor service, unveiling the first full trainset at the Ottawa station. A total of 32 Siemens-built trainsets will serve the Quebec City-Windsor, Ontario corridor. Testing of the first trainset will begin this month, with the first of the new equipment expected to enter service in the fourth quarter of 2022. “This new fleet marks a new era for passenger rail service in the Corridor, where we served over 4.7 million passengers in 2019 and which represented 96% of our ridership pre-pandemic,” VIA Rail CEO Cynthia Garneau said. “In addition to being one of the most environmentally friendly fleets in North America, this modern new fleet will offer our passengers an unparalleled, barrier-free, and fully accessible travel experience.”

Features of the new cars include:

- Wider aisles, automatic touchless interior doors, adjustable tray tables, ergonomic seats, and high-speed WiFi;
- Full accessibility, with six onboard wheelchair lifts, five Mobility Aid Spaces for wheelchair users per trainset, large accessible washrooms, braille, and embossed signage.
- Bidirectional operation powered by Siemens Charger locomotives, capable of 125-mph

operation meeting U.S. Environmental Protection Agency Tier 4 emissions standards.

In their standard configuration, with a locomotive, four coaches, and a cab car, the trainsets will include 194 economy-class seats and 87 business-class seats.



Siemens Charger locomotives will power the new VIA equipment.



VIA's new corridor equipment will provide bidirectional operation thanks to the first cab cars built for Siemens' Venture equipment.

●●●●●●

AMTRAK'S Downeaster from Boston to Portland celebrated its 20th anniversary on December 15th. An amazing success story for a new “start-up”.

●●●●●●

RAILWAY AGE on Dec. 9 announced that its 2022 “Railroader of the Year” Award goes to two exemplary and visionary North American rail industry leaders: Canadian Pacific President and Chief Executive Officer Keith Creel, and Kansas City Southern President and Chief Executive Officer Patrick J. Ottensmeyer. “Keith Creel and Pat Ottensmeyer will reconfigure the North American rail landscape by completing what would be the first Class I merger in more than 20 years and creating North America’s first transnational freight railroad, Canadian Pacific Kansas City, or CPKC,” *Railway Age* Editor-in-Chief William C. Vantuono said of the recipients of the 59th annual award. “This is a landmark combination that will enable seamless, single-line freight rail service linking Canada, the United States and Mexico, opening up new opportunities for rail market share growth and vastly improved customer service. Merging these two iconic railroads, each with a unique history and legacy, required strategic planning, cooperation, enthusiasm and execution.” (RA)

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THE MBTA ANNOUNCED the completion of the Green Line D Branch Track and Signal Replacement Project, enhancing safety, reliability,

and resilience. This project began in June 2018 as part of Green Line Transformation program with the goal of improving track conditions and signal efficiency while also reducing the overall risk of maintenance delays and need for repairs. Since June 2018, 25,000 feet of track on the D Branch have been replaced between Riverside and Beaconsfield Stations as well as 6.5 miles of signals. The D Branch was once a Commuter Rail route, and when converted to a light rail trolley system in the 1950s, the MBTA installed much of the signal infrastructure that was still in use when this project began. When there was a problem experienced within this old system, work crews were required to travel directly on to the tracks to diagnose and fix the issue. With the more centralized, digital system now currently complete on the D Branch, the signal system is easier to maintain and monitor. The MBTA's work crews will now be able to easily diagnose and fix potential issues faster. Before construction began in 2018, the average age of the tracks on the D Branch was over 30 years old. These tracks were replaced, bringing riders faster travel times, increased safety, better ride quality, and a lower risk of service disruptions from track issues. Future improvements planned for the D Branch will help us reach our goal of making the D Branch the first branch of the Green Line that is fully accessible. (RA)

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FOLLOWING PRESIDENT BIDEN'S signature on the \$1.2 trillion infrastructure bill a few weeks ago, Senate Majority Leader Chuck Schumer (D-N.Y.) helped finalize an agreement with Amtrak where the passenger carrier will use \$500 million in federal funding for a Metro-North project. The \$2.87 billion effort would connect Metro-North Railroad to Penn Station in Manhattan. Today, Metro-North only takes passengers to the Grand Central Terminal in Manhattan. The new line connected to Penn Station also would include four stops in the Bronx. The Metropolitan Transportation Authority also has agreed to contribute \$432 million for the \$1.3 billion project to repair the East River Tunnels. Schumer said the tunnels are the most important link in the commute of hundreds of thousands of Long Island residents. He said a problem in one tunnel creates a nightmarish domino effect for the entire Long Island Rail Road system, which is unacceptable. Amtrak is a frequent user of the East River Tunnels. (RA)

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THE SURFACE TRANSPORTATION BOARD (STB) on Dec. 10th reported that it will hold a virtual public hearing on the revised CSX-Pan Am merger

application, and affirmed that an environmental and historic review of the proposed combination is not required. Merging with Pan Am would expand CSX's reach in Connecticut, New York and Massachusetts, while adding Vermont, New Hampshire and Maine to its existing 23-state network. 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 (see map below). "Based on the comments that have been submitted [in response to the merger application], the Board finds that a public hearing, which will provide Board Members an opportunity to directly question the Applicants and the other interested persons about the issues that have been raised, is in the public interest," STB wrote in a Dec. 10 decision (download below). The hearing is set for Jan. 13, 2022, and it will continue on Jan. 14, 2022, if necessary. Anyone interested in speaking at the hearing must file "notice to participate" by Dec. 20. STB also wrote that the hearing date "will be considered the close of the record (depending on whether the hearing is one or two days long). In accordance with 49 C.F.R. § 1180.4(e)(3), the Board's decision would be issued no later than 90 days after the close of the record." That means the CSX-Pan Am merger decision would be made no later than April 13 or 14, 2022. (RA)



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TRACTION NEWS FROM RON: I have heard that two Green line trolleys finally ran under the 600V system on the Green Line Extension, a milestone on getting the extension up and running. There are three Green line trolleys (1 ea. of a type 7, 8 & 9) that were trucked to the new maintenance facility near Lechmere. Supposedly 2 of them ran under the power wire for testing very early December out to Union Square, the shorter of the 2 branches. I expect with the new spring rating for T employees that the trackless trolleys to Watertown and Waverly will be eliminated, probably for good. Due to construction in Watertown on Mt Auburn St, that branch will be closed and the T won't operate just the Waverly branch. And with the trackless trolleys approaching the end of their useful life (over 17 years now), by the time the construction is done, the T hopes to replace them with BEB's (battery electric buses). Get your last ride soon!

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STEPHEN J. GARDNER IS TAKING OVER Amtrak leadership on Jan. 17, 2022, succeeding William J. Flynn, the railroad reported on Dec. 15. Flynn, who is retiring, will remain as a senior advisor through the end of the fiscal year (October 2021-September 2022) to support the transition. Gardner joined Amtrak in 2009. He is currently President, directing the railroad's day-to-day operations; customer growth initiatives; and strategies to modernize products, services, infrastructure and fleet. He has also been responsible for efforts to expand state-supported service partnerships, increase Acela capacity, improve Northeast Corridor infrastructure, and develop Amtrak's strategic plan. Gardner was promoted from Executive Vice President/Chief Operating and Commercial Officer to President at the end of 2020, also taking over for Flynn, who remained as CEO and continued to serve on the company's Board of Directors. Gardner's appointment, Amtrak said at that time, was "part of a broader set of actions taken under Flynn's leadership, working with the Board of Directors, to ensure that Amtrak is well-positioned for success in fiscal year 2021 and beyond." Before coming to Amtrak, Gardner was a senior staffer on the Commerce, Science and Transportation's Subcommittee on Surface Transportation & Merchant Marine Infrastructure, Safety and

Security. He was also Legislative Assistant for Transportation for Sen. Tom Carper (D-Del.) and Rep. Bob Clement (D-Tenn.). Early in his transportation career, Gardner held various operating and managerial positions with Maine Central Railroad in Maine and Massachusetts (part of the Guilford Rail System; now Pan Am Railways), and the Buckingham Branch Railroad in Virginia. He is widely recognized as the principal author of PRIIA (Passenger Rail Investment and Improvement Act of 2008). (RA)

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SHADES OF THE AEM7: Amtrak's newest heritage locomotive, ACS64 No. 662, made its debut on Thursday, handling Northeast Regional train No. 176 from Washington to Boston. The first trip came shortly after Amtrak released photos on Twitter of the Siemens locomotive wrapped in a recreation of the paint scheme worn by the earlier electric locomotives built by EMD and ASEA. The wrap was sponsored by Dovetail Games, which will feature the engine in its Train Sim World 2 game. (TN)



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DAYS AFTER AMTRAK WRAPPED one of its ACS64 electrics in the paint scheme once worn by its AEM7s, Bay Area commuter operator Caltrain has unveiled a repainted AEM7 in a variant of the red, black, and white scheme worn by its MP36 diesels. The ex-Amtrak unit will be used to test the Caltrain catenary system, in advance of the arrival of its Stadler-built EMU trainsets, as it prepares to switch from diesel to electrified operation between San Francisco and San Jose. (TN)



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BNSF RAILWAY WILL JOIN Caterpillar and Chevron in a hydrogen fuel-cell locomotive demonstration project, the three companies have

announced, seeking to show hydrogen is a viable alternative fuel source for line-haul rail. The companies have announced they have signed a memorandum of understanding and are working toward definitive agreements in which Progress Rail will build a hydrogen fuel-cell locomotive, Chevron will develop the fueling infrastructure, and BNSF will operate the locomotive — which it says will be a high-horsepower road locomotive — in a test. (TN)

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THE LANDMARK CANADIAN PACIFIC Building, once the headquarters of what was billed as “The World’s Greatest Transportation System” and the tallest building in Canada upon its completion in 1913, could be converted to residences under a plan filed with the City of Toronto by the current owners. (TN)

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THE CITY OF FORT MADISON celebrated completion of an almost 14-year effort to restore its downtown passenger station on Friday, Dec. 10th, with Southwest Chief service to and from the station beginning Wednesday, Dec. 15th. Work at the downtown facility, built by Santa Fe in 1910, required raising the building above the Mississippi River floodplain and construction of a platform compliant with the Americans with Disabilities Act. It returns service to downtown for the first time since 1968, when Santa Fe moved passenger service to a structure at its Fort Madison yard, some 1.35 miles away. The project cost approximately \$4.5 million, including federal, state, local, city, BNSF, and Amtrak funding. (TN) This is one of the Virtual Railfan Webcam sites. -Ed.

<https://www.youtube.com/watch?v=CwnlNQSHBfc>

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EAST BROAD TOP RAILROAD has been awarded a \$1.1 million state grant to rebuild 7.8 miles of track between the company’s headquarters in Rockhill Furnace and the towns of Three Springs and Saltillo, and to support related EBT projects. The grant awarded Wednesday, Dec. 8, is the first step toward reopening the historic narrow gauge railroad’s long-disused main line south to the semi-bituminous coalfields that once supplied the majority of its traffic. That part of EBT’s onetime 33-mile main line has lain disused, but not abandoned, since the road shut down common-carrier operations in April 1956. The Redevelopment Assistance Capital Program grant was announced recently by state Sen. Judy Ward and state Rep. Rich Irvin, who represent the area. EBT will use the money to restore track and bridges to Saltillo,

acquire property for and make improvements at Colgate Grove, purchase track maintenance equipment; improve the water supply for a planned fire-suppression system in the Rockhill Furnace shops complex and roundhouse; and repair a historic Rockhill Iron & Coal Co. office building. (TN)

●●●●●

A NEW 35-YEAR AGREEMENT between New Haven, Connecticut, and the New Haven Parking Authority will renovate the century-old New Haven Union Station while adding parking and retail space. The deal ensures the parking authority will continue to run the state-owned station, as it has since the 1980s, add a new 600-space parking garage, and renovate the first and second floors and basement to create new retail opportunities. The 35-year agreement includes two 10-year options, potentially making it a 55-year deal. It seeks to use the station as an anchor for redevelopment of the surrounding area. The structure, which opened in 1920, was commissioned by the New York, New Haven & Hartford Railroad, and designed by Cass Gilbert, whose works include the U.S. Supreme Court Building, New York’s Woolworth Building, and state capitols in Minnesota, Arkansas, and West Virginia. The building was closed in the early 1970s, but was placed on the National Register of Historic Places in 1975 and reopened following extensive renovations in 1985. “We’re standing in a national historic gem and this century-old station is not finished yet,” state transportation commissioner Joseph Giulietti said during ceremonies to mark the signing of the new agreement. The station is used by Amtrak, Metro-North, and CTrail trains. More than 425,000 Amtrak passengers passed through the station in fiscal 2020, making it one of the busiest stops in Amtrak’s network. (TN)

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KENTUCKY STEAM HERITAGE CORP., the organization restoring Chesapeake & Ohio Kanawha-type (“Berkshire”-Ed.) 2-8-4 No. 2716, has announced an agreement to bring the locomotive to the Railroad Museum of New England as the first stop of a year-long “residency program” following completion of the restoration project. Announcement of the plans to operate at the museum in Thomaston, Conn. — a goal Kentucky Steam says is “several years off” — coincides with a fundraising drive seeking to raise \$10,000 by the end of 2021 for the work that continues on the locomotive built by Alco in 1943. The museum will be a “months-long” host for No. 2716, which will operate on its 19-mile tourist line

between Waterbury and Torrington, Conn. It will be the first and longest stop on the planned year-long program; other stops will be announced at a later date. "We're pleased to be hosting C&O 2716 on our railroad, as it will be the first large steam locomotive to operate in New England since 1976," museum Chairman Howard Pincus said. "It's a wonderful opportunity to partner with a capable and visionary group like KSHC. Moving operational steam locomotives between heritage groups is quite common in Great Britain, but has only been done a few times in the United States." (TN)

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

TRAINS

The Railroads of Genesee Valley Transportation Commentary

Galloping Across the Gallup Sub

MassCentral Passenger Excursions Revisited

RAILROAD MODEL CRAFTSMAN

Christmas Trees Shipped by Rail

Convert a Rapido RS-18 into an RS-10

Realistic and Reversible Tie Loads

Scratchbuilding a Phoenix Log Hauler

MODEL RAILROADER

A Tale of Two Railroads

Model Half-empty Hoppers

DCC Currents

Resuscitating a Lifeless Locomotive

Trains of Thought

The Magic of Trains

CLASSIC TRAINS (Winter 2021)

Two Photographers You Should Know

George Corey & Stan Bolton

Man With a Pass

Life of a Signal Man

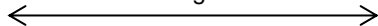
Buffalo's Blizzard of '77

The Last Catch

On the railway post office car

Best of Everything

Chris Berger of the Central Vermont



News sources: Boston Globe, Boston Herald, Trains

"Newswire", Railway Age, Railpace Newsmagazine,

RRE "Callboy", "The 470", Patriot Ledger, Rail

Passenger Assoc.

LIBRARY CORNER

This month's donation to our Library is:

EMD AT 100 a special issue from *Trains* magazine about the "Locomotive builder that changed railroading". Ten great stories from various authors

about the "Electro Motive Division" and its subsequent names, all including the "EMD" initials.

New 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 alphabetically in the Library afterwards.

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

DCC & EQUIPMENT TUNE-UP CLINIC

The next clinic will be Thursday, January 13th. In order to reserve a spot at the clinic, please email me and include the type and brand of locomotive or equipment that you want to work on (such as "Atlas GP38") and what you want to do with it (such as "install decoder"). Also, to begin with, the clinic will be reserved for SSMRC members only. I will confirm all requests. Reservations--email me at: daveclinton@verizon.net. Please feel free to email me with any questions about the clinic, also.

EDITOR'S NOTES

1. There's no "What are you doing?" column this month, as I felt everyone was pretty busy and no time to contribute to this issue, so we'll return next month with this popular feature. Hope you saved up some good stories for January!
2. **We have lost** so many long-time members in the past five years: Barry Doland, Skip Burton, Jim South, Coley Walsh, Rob Cook, Jack Bryant, Dom Ritucci, Fred Alexander, and Rick Sutton. They are all still missed and thought about, especially at this time of year. May they rest in peace and God bless us and our happy memories of the times they were with us.

.....*David N. Clinton*

"Each of you must give as you have made up your mind, not reluctantly or under compulsion, for God loves a cheerful giver." (2nd Corinthians 9:7)



THE OPERATOR



Nov. 15 & 18/21

ECL OPERATING DEPARTMENT

NO. 187



OPERATIONS REVIEW

by Paul A. Cutler III

Remember operation sessions at the club? I sure do. It's hard to believe but the last one was in February 2020, almost two years ago! Wow, that's a long time between sessions. It was so long ago that I thought it would be a good idea to ease our way into it by only doing the way freights and not running any mainline trains.

Even more importantly, due to the expansion of the layout and the moving of the Boston & Great Lakes staging yards, we could only do the local freights anyways. So, what started as a good idea became a necessity. ☺

Operations Review: Monday, November 15th, 2021

There was no dispatcher on duty during the operation because there were no schedules, no fast clocks, and no timetables. We operated trains with our patented "Crash Avoidance Technology"TM. A.K.A. Please don't run into anything.

All the way up in Cedar Hill Yard, **Dave Clinton** took on half the duties of HX-4 the yard peddler by starting the setouts. He said it was "tough" because he'd never worked that yard before (*after how many years?*).

Dave mentioned that it would have been nice if all the switch toggles were set up so that "up" meant throw and "down" meant



Eric, Dave, Marlowe, and Savery around Cedar Hill.

clear (a lapse on the Ops Set Up Crew...**Oops! Me**). It is unknown if this is what caused him to throw a switch under his own train. ☺ **Dave** had no throttle problems and reported no real electrical issues, but said that the track into Avram's Baking, etc. was in tough shape and causing derailments and shorts. **Dave's** conductor was new applicant **Marlowe Fairhurst**, who agreed with what **Dave** said.

The other half of Cedar Hill's HX-4 was operated by **Savery Moore**. **Savery** did most of the pick-ups and mentioned that switching the Car Shop using the transfer table sure is tedious. It was also made more difficult because all the tracks leading to the transfer table were full of engines. **"Oops!" Me** (*I should have cleared one track*).

Around the bend in the big town of Larson was HX-1 with **Jack Foley** at the helm as the conductor (first time, he says). With a straight face, he said, "Not one problem.

Everything was perfect." (*The exclamations from the other members at the critique were less than complimentary.*) **Jack** then reported that switch #2 on the yard side of Larson has big problems and needs to be fixed, and that switch #5 also has issues (same side). Still, he had fun. "It was a blast," said **Jack**. His experienced engineer was **Bob England**, who ran the train and helped **Jack** figure out the area as **Bob** has done that job a few times.

As a glutton for punishment, **Ed Carter** decided to duck under and operate Hudson Falls for his very first time in the pit. As a rookie in the area, he really didn't know what he was getting into. ☺ He started making pick ups and accidentally picked up a car that was supposed to be a hold and forgot to pick up two cars that were not holds. His experienced conductor, **Chris Barlow**, helped him figure out the right cars to move. **Ed** reports that two switches, #5 and #8 operate but do not throw all the way, leading to derailments. **Ed** would like a new map of the area that can be mounted right above the toggle switchers for ease of use and perhaps an explanation of the diamond toggles for reversing the current (he just thought it was a temporary short, not a reversing block). **Ed** mentioned that his DT500D worked fine if he held it above the scenery backdrop in Hudson Falls; below that at waist level, it would lose connectivity to the LocoNet.

John Sheridan oversaw HX-2, the Mountain Division local through Highland Oaks to White River Jct. As someone who's done that job before, **John** breezed through the operation so quickly that he was done before 9 o'clock. It is a much faster job when you're not dodging mainline trains. Of course, some of that speed might have been due to the three cement hoppers that were left behind at Portland Cement. They were mysteriously flown by hand to Cedar Hill and coupled to HX-2 that was already parked in the yard. *Ah-mazing!* **"Oops!" John**. He also pointed out that the HX-2 map is woefully out of date but that everything else worked well, electrically and track-wise.



John is about to shake a fist at me.

For the first time ever, the Steel Mill local was operated. *Huzzah!* **Dave Galbriath** volunteered to try it out as our "canary in the coal mine" and he found a few problems, namely that the track power through switch #3 is quite dead. **Dave** had some throttle problems, but I snagged a LocoNet coil cord for him to use and he was quite happy using it. For a loco, he used an ancient ECL S-12 that **Paul Agnew** put a ton of work into with a power extender, etc. It worked very well but even it couldn't cross that switch #3 dead spot without dying. **Dave** did mumble a bit when he found out that the

track work in the mill wasn't as straight forward as it looked. It may have been designed that way on purpose. ☺ **Dave** finished early and said he had fun.

Bob Farrenkopf decided to try his hand at BX-7 for the first time, the local to Richmond Mills & Essex Jct. Because of the absence of Boston, the train started in Bryant City. The first move was to pick up and drop of a car at Bryant City Freight House...but **Bob** was in a rush and just zipped right by it. **"Oops!" Bob.** *It's a long-standing tradition with that train.* ☺ In fact, **Bob** was in such a rush that he skipped by Richmond Mills, too, and went right to Essex Yard. This meant he had to backtrack a bit, but at least there weren't any mainline trains to get in his way. He said, "You'll never figure out what I've done." *And maybe I don't want to.* **Bob** did stay all night working on the job, and said he'd come in the next morning (!) to finish.



Bob, Chris and Bob occupy the main aisle.

In Middleton with MX-3 were **Rick Pearson** as engineer and his grandson **Adam** as conductor. Later they switched roles. They have spent many years staffing Middleton during train shows and I thought they'd be a natural in switching MX-3. Yeah, things didn't work out that way. I asked **Rick** why and he said, "Yeah, but that was all pretend!" To begin their troubles, it took them 15 minutes to figure out that one of the yard blocks had been turned off. The silly thing is that I had turned off that block during the Ops Set Up to silence some noisy engines and forgot to turn it back on. **"Oops!" Me.** Then **Rick** had trouble with the car cards and understanding what they meant because he's never used them before. *Oh.* And just as he was figuring it all out, his throttle stopped working. As a result, he pulled his own ejection lever and vacated the yard around 9:15 P.M.

Tom Ross did run some mainline trains back and forth with a couple steam engines and some US Army hospital cars. These were unscheduled "Extra" movements but added to the overall ambiance of the operation.

During the critique, observer **Eric Mercer** asked some good questions about operations. It reminded me that I must start handing out ECL Operation Rule Books again. If you don't have one or lost yours, please contact me and I'll give you one.

As for **yours truly**, I was too busy putting out "fires" to get any throttle time in myself. ☺ I was introducing several members who were new to local freights how car cards worked, where to put them, how to use them, etc. I was having fun as the "host" of the party...until the 4th circuit breaker under Middleton decided to start tripping for no good reason. Good thing we weren't running a mainline schedule because that would have stuck a fork in it. I ended up just unplugging the board, killing one entire mainline track through Middleton (that breaker has since been replaced and the new one works fine).

Operations Review: Thursday, November 18th, 2021

We got off to a late start due to several issues. We were supposed to start at 7:30 P.M., but it was more like 8 o'clock and even later for some of us who had late-arriving meals.

Dave Clinton returned to finish up HX-4, along with **Marlowe Fairhurst**, with each doing half the setouts. When asked about any troubles with Cedar Hill, they pointed at switch #5 at the end of B-Yard; it does not move. It makes a noise but does not operate. **Marlowe** says that even when using it as it is currently lined up, it derails cars constantly. **Dave** also said that the previously working lead track to the transfer table is now dead, that the yard map has a location error (map has been updated), and that coupler covers that are only held on by pins are awful. Both **Dave** and **Marlowe** report that their throttles worked fine.

Jack Foley and **Bob England** ran down to Larson again, this time with HX-3. **Jack** said he really enjoyed this and that we should do this again.

Hudson Falls had a real jack-in-the-box in **Ed Carter** when he returned to finish up JX-2. On Monday he had a conductor helping him out; on Thursday he didn't (well, except for some occasional assistance from **Joe Dumas**).



Ed hoping that he won't have to jump out of here again.

This meant that **Ed** had to repeatedly jump into and out of Hudson Falls every time he needed to make a switching move in Essex

Yard. With the bad switches such as they are (#5 & #8), it makes using Hudson Falls impractical for operations until they are fixed. Ed also said that in the future, he'd switch the cars to put them in order while they are still in Essex Yard rather than trying to do things piecemeal.

Chris Barlow decided that MX-4 in Middleton offered the best view of the football game, so he signed up for it. His first engine had too much momentum and he couldn't get cars to reliably stop over the uncoupling magnets. He grabbed a replacement engine, but it wouldn't work at all. Finally, a third engine ran well enough, and he continued on with that one (keep in mind these are all his *own* engines!). **Chris** reports that switch Blue 8 does not throw all the way, and that switch Blue 6's green light doesn't work. Because of the dead track through Middleton passenger station caused by the faulty circuit breaker from Monday, **Chris** couldn't get to the Middleton REA siding next to the station. He was, however, able to be struck by a rampaging Budd RDC that was running fast on the mainline. They examined the wreck but couldn't find the Budd car engineer; it's like he was in another town while his RDC ran on without him. *Hmm...*

With **yours truly**, I was able to actually contribute to running a train for once. I invited an old friend of mine named **Rich Hubert** to attend the operation. **Rich** used to operate on my old layout so he's well familiar with car cards and DCC, and we've only known each other since kindergarten. He and I ran a re-set HX-2 through the Mountain Division. **Rich** noted that there was some power hesitation through the double slips at Bethlehem, and that 40' WM boxcar 28004 did not match the 28001 car card that was with it. **"Oops!" Ops Set Up Crew.** He also had a few issues with control when it would miss a reverse command, and he had a 40' boxcar decide to roll over on its side at Bethlehem for no good reason.

All in all, it was a very good operation, especially after so long without one. We will do this again, just not sure when. See you then!

Paul Cutler III 

MEMBER NEWS

Welcome aboard to our newest applicant, **Jeffry Griesemer** from Quincy. We look forward to getting to know you Jeffry, during the next few months!

Congratulations to **Jesse Collins** on getting a "She said yes!" to his Christmas Eve proposal to his long-time friend Anna.

(Note: The "Health & Welfare Committee", Ye Ed, would like to hear of any member who is ill, hospitalized or special occasion news, so we can keep the membership advised of these happenings.)

BIRTHDAY CELEBRATIONS

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

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



Meanwhile, I left out this entry, by mistake, from last month's

WHAT ARE YOU DOING?



Jesse Collins: Some great pictures of inside the shop at the South side.



A Genesis "gathering"
New Wheel-turning machine at South Bay Shop.



Also at South Bay: ACS64 painted "Phase III Heritage" for the "Train Sim World 2" video game recently released.

RUNNING EXTRA

Trains "News Wire" Top 10: No. 9, the STB and Wall Street:

By Bill Stephens | December 24, 2021

BOARD CHAIRMAN REMAINS CRITICAL OF OPERATING IMPACT FROM INVESTOR DEMANDS

Surface Transportation Board Chairman Martin J. Oberman ended 2021 the way he began it: By criticizing Wall Street's influence on the publicly traded Class I railroads. Oberman addressed several shipper and rail industry conferences during the year and sharpened his message each time he spoke. Wall Street's demands for lower operating ratios have prompted railroads to seek only the most profitable traffic, he contends, which has stunted growth and sent rail traffic to the highway over the past 15 years. "The Class I [railroads] have become almost completely shareholder-centric in their business philosophy, and actual operations and have long ceased being customer-centric," Oberman told the RailTrends conference in November.

Railroads talk about growth and service improvements that make them better competitors against trucks, Oberman says. “The railroads’ emphasis has not been on growth,” he told the North American Rail Shippers in September. “Rather the emphasis has been on cutting in pursuit of the almighty [operating ratio] down to below 60%.” To satisfy Wall Street demands for lower operating ratios, or O.R.s, the Class I railroads have cut their workforces by 25% over the past five years, which Oberman says makes it difficult to provide more reliable service and recover from disruptions like extreme weather events. It’s also led to railroads demarketing certain types of traffic, he contends.

“It is clear that as a whole, railroads have foregone many kinds of carloads that they could carry profitably, only not at O.R.s as low as 55%, and instead have focused only on the most profitable traffic,” Oberman says. “No one is asking the railroads to focus on traffic that would only be carried at a loss. But surely it is not asking too much for railroads to actively seek profitable traffic, even if not as profitable as others.” Oberman says Wall Street’s influence has put shareholder interests above those of other key railroad stakeholders, including customers, employees, and the public. And he was critical of railroad stock buyback programs and dividends that have put more money in shareholders’ pockets than into maintaining and expanding the rail network.

The Association of American Railroads has pushed back against Oberman’s comments. Excluding coal, rail ton-miles are up over the past 15 years, AAR CEO Ian Jefferies wrote. Jefferies defended the industry’s capital spending, which has averaged nearly 19% of revenue over the past decade – or six times higher than the manufacturing industry’s average. He also said Class I railroad share buyback and dividend programs struck a balance between the industry’s reinvestment needs and providing the returns that shareholders demand.



C&O compound mallet H-6 1309 on Helmstetters Curve on ex-WM track. Photo by Robert Clites on December 19th. (Doug Buchanan) Finally!-Ed.

