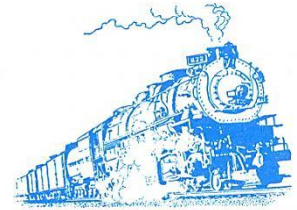


The Semaphore

South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938



APRIL 24, 2023 ■■■■■■■■■■ VOLUME 43 ■■■■■■■■■■ NUMBER 4

Gas Pains? Take Amtrak for Relief!



Rx Dr. M.D.

AMTRAK... a soothing cure-all for pains brought about by the high cost of gas. Recommended dosage-Adults: many round-trips for super savings over regular fares. Children: (2-11) half the adult fares. Consult Amtrak or your Travel Agent for details.



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
“Behind the Scenes”.....	Savery Moore
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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. ©2023
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VOLUME 43 ■■■■■ NUMBER 4 ■■■■■ APRIL 2023

CLUB OFFICERS

President.....	Jack Foley
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Treasurer.....	Will Baker
Secretary.....	Eric Mercer
Chief Engineer.....	Fred Lockhart
Directors.....	David Galbraith (*24)
	Bob England (*24)
	Roger St. Peter (*23)
	Gary Mangelinkx (*23)

BILL OF LADING

Chief’s Corner.....	3
Clinic.....	10
Contests.....	3
Editor’s Notes.	10
Form 19 Calendar.....	3
Library Corner.....	10
Members	10
Memories	3
Potpourri	5
Under the Wire.....	9

ON THE COVER: Early Amtrak advertisement presented during the second “gas crisis” of the 1970s. Apropos for today?

FORM 19 ORDERS

MARCH B.O.D. MEETING

Monday, March 27th 8 p.m.

APRIL BUSINESS MEETING

Monday, April 3rd 8 p.m.

DCC & EQUIPMENT TUNE-UP CLINIC

Thursday, April 6th 8 p.m.

OFFICIAL OPERATIONS

Monday, April 10th & Thursday, April 13th 7:30 p.m.

TROLLEY COMMITTEE MEETING

Monday, April 17th 8 p.m.

TRAINS 'N TAXES

Saturday, April 22nd Free-running 11 a.m. – 4 p.m.

NEWSLETTER DEADLINE

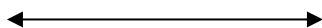
Sunday, April 23rd

APRIL B.O.D. MEETING

Monday, March 27th 8 p.m.

CONTESTS

Congratulations to **Dan Peterson** on winning this month's "50/50" drawing!



Puzzle for the **May Business Meeting** is "Amtrak's Long-Distance Trains". This "word-find" is *my* first try at imitating Al Taylor's puzzles, which were a favorite of puzzle folks. Extra copies are in the train room and please don't forget to put your name on your entry. We will celebrate Amtrak's 52nd birthday with a delicious cake from the Beech Grove Shops, as usual! Good luck and have fun!

CHIEF'S CORNER

Fred Lockhart

Here we are for another month's column about progress on the railroad. Work has mostly been in two areas: scenery around the steel mill and Highland Oaks village and wiring of the trolley line. I won't give a lot of details about the scenery work, as Savery writes a column on its progress, but the steel mill area will see the largest upgrade. The work in Highland Oaks is more of a rejuvenation project.



In the trolley area, the trackwork is being wired after a decision was made by the Trolley Committee to operate it with DCC. The trolley line is designed

for continuous running with trolley cars and it also has freight customers that can be served by a freight motor or diesel. Future work on the trolley will include finishing trackwork and wiring for the car barn, adding turnout controls and testing the trackwork thoroughly.

We had operations earlier this month and I felt all-in-all the railroad ran well. A couple of issues were found on the Monday night but were repaired for Thursday's session. A railroad of our size is always going to have maintenance issues; they seem unavoidable.

I belong to the NMRA and a common theme I see in the editorials, written on both the national and the Division levels, is retaining new members. I was just reading one this morning and it makes me think about our applicants. We have quite a few at this time--are they getting the attention they need to get involved? To stay interested in the Club? I know of a few who show up frequently but there are a couple I haven't seen in quite a while. This is not about the Membership Committee, it is about all of us to take a little more initiative with the applicants, myself included. Just my thoughts and probably a common theme in a lot of organizations.

Well, that's it for this month, your questions or comments are always welcome.

Fred Lockhart
Chief Engineer

Semaphore Memories

APRIL 2018 (5 years ago)

- Cedar Hill trackwork ballasting by scenery committee.
- Amtrak takes negative stand against hosting private railcars and charter trips.
- Entire Baltimore Metro shuts down for a month, after safety inspections showed emergency repairs needed. (Sound familiar?)
- VIA Rail Canada to spend \$46-million to upgrade 25 of its 1950s-era Budd-built stainless steel passenger cars.
- Last remaining NHRR building in Woods Hole demolished. Built in 1950 as the railroad-ferry freight terminal, used by Steamship Authority as administration and reservation offices, since 1959.
- Jim Shaughnessy's 100,000 railroad photo images preserved at the Center for Railroad Photography & Art in Madison, Wisconsin.
- "Contemporary dining" takes over on several East Coast to Chicago long-distance Amtrak routes. Despite 25 beautiful, new dining cars delivered to Amtrak, "box meals" are now being served First-Class passengers!

●GE's Fort Worth, Texas, locomotive production plant upgrades into a facility specializing in modernizing aging locomotives.

●First of 24 new Green Line trolleys arrives for testing. The \$175-million order being built by Spanish Co. CAF in Elmira, NY.

APRIL 2013 (10 years ago)

●Measurements and plans being made for "Corner City"

●Work begins on R-O-W to extend Green Line from Lechmere Station in Cambridge to Somerville.

●Cape Cod to again have Boston connection, after 25 years, with Cape Flyer beginning operations May 24th .

●Strasburg RR to restore Long Island RR G-5s 4-6-0, built by PRR shops in 1929, to operation. Strasburg Township Planning Commission approves design of 6-stall roundhouse for RR Museum of PA.

●Northern New England Passenger Rail Authority begins plans for indoor train layover facility in Brunswick, Maine.

●Amtrak's Auto Train last train to ban smoking on board

●ACF Industries re-opens plant in Milford, PA, to build tank cars for burgeoning natural gas industry; closed in 2009.

●East Broad Top RR offers 100 3'-gauge hopper cars for sale at \$7,500 each. →FRA releases report outlining more than a dozen plans for improving Northeast Corridor.

●Grand Central Terminal in NYC to celebrate 100th anniversary with "Parade of Trains" festival. →G&W introduces their usual paint job to first Cape Breton & Central Nova Scotia unit, a GP40 #3022.

●Rhode Island D.O.T. to spend \$6 million to revitalize Providence station, which handles over 1 million passengers a year.

APRIL 2008 (15 years ago)

●Quincy Bay Alco S4 #17 sold to Claremont Concord RR. Unit originally D&H #3036.

●Canada Allied Diesel in Montreal begins rebuilding VIA Rail Canada's F40PH locomotives.

●Mass begins talks with CSX about selling Boston Worcester line for Commuter Rail expansion. ●VT Agency of Transport takes another look at diesel multiple units for The Vermonter.

●CSX begins decentralizing dispatching from Jacksonville, FL. 300 positions involved.

●Local businessman purchases 25-mile Massachusetts Central from Canadian investor. →Maine Senate approves amended rail funding to expand passenger service to Brunswick.

●Grafton & Upton RR gets ex-BAR caboose. →40th Anniversary of the United Aircraft "Turbo Train", which ran in the U.S. between NY & Boston.

●MBTA Board votes to purchase 75 bi-levels from Rotem USA (Hyundai Motors Group), to be delivered in 2011.

●MBTA requests bids for 28 new locomotives.

●Last of abandoned Portland Terminal tracks on Commercial St. in Portland, ME are ripped up.

●Amtrak to celebrate first "National Train Day"; the second Saturday of May.

●Group called "Over the Hudson" receives \$8 million from State of NY to let contracts to turn New Haven RR

Poughkeepsie Bridge into walkway, after many years of lobbying and promotion.

●Bay Area Rapid Transit (BART), in San Francisco, switches from wood to plastic ties made from recycled grocery bags, milk bottles and car tires.

APRIL 2003 (20 years ago)

●Show attendance down 50% to 855. →Amtrak replaces Night Owl with The Federal between Boston and Washington.

●GE introduces "auto engine start/stop to reduce fuel consumption of idling locos.

●Amtrak increases service between Springfield and New Haven with five trains.

●Athearn introduces SD70MAC in "Genesis" line; a kit.

●MBTA signs 30-yr dispatching agreement with Amtrak.

●Cog Railway makes first ever trip up Mt. Washington in the winter (March).

●Connecticut Eastern RR Museum in Willimantic receives NH FL9 and Budd SPV2000 for collection.

●Three former Amtrak F40s go to Grand Canyon Rwy.

●First rebuilt Turboliner (of seven to be done) makes run from Albany to NYC.

●State signs 99-year lease with Town of Falmouth to turn rail line into bike path.

●Final coal train from "Tumbler Ridge" mines in British Columbia. End of electric BCR line.

●Kawasaki signs \$64 million contract with MBTA to build shells for 28 double-decker coaches & cab cars.

APRIL 1998 (25 Years Ago)

●Bathrooms in Bldg. 51 become operational.

●Dismantling of old layout in Weymouth begins.

●Club car Ocean Spray reefers from Athearn arrive.

●Amtrak replaces FL9s and F40s in "Empire Service" corridor with new "Genesis" dual-mode locomotives.

●Army Corps. of Engineers submits \$28 million proposal to rehab Cape Cod RR Bridge at Buzzards Bay

●Geeps replace Alco M630s on CB&CNS in Nova Scotia—last holdout for the big units in Canada.

●MBTA celebrates 20 years of Commuter Rail operation, after B&M and New Haven gave up service.

●MBTA Board agrees to spend \$5 million to study New Bedford/Fall River Commuter Rail extension.

●MBTA Commuter Rail maintenance facility on site of old Boston Engine Terminal (North side) opens.

●First Operation in Weymouth without South Division, which had been ripped out.

APRIL 1993 (30 Years Ago)

●Ray Welliver moves to Maine; made honorary member.

●SSMRC tours Amtrak's South Bay facilities, courtesy of member Richie Schmeir (D).

●Amtrak Sunset Limited becomes America's first "transcontinental" train—Miami to Los Angeles.

●Bids taken for Old Colony RR Bridge over Neponset.

●Town of Carver considers taking over 5+ miles of Edaville track and leasing trains from the Maine Narrow Gauge Museum in Portland.

●BN places first order for 350 SD70MAC locomotives from EMD.

●Construction begins on \$81 million bus terminal over South Station railroad tracks.

• Amtrak's X2000 experimental Swedish train makes trips between Boston and New Haven, hauled by F40s, since no electrical overhead catenary.

• Rail link between North and South Stations recommended to Weld Administration, while "Big Dig" in planning stages; cost \$1.6 billion.

APRIL 1988 (35 Years Ago)

• "The Gov", John Governor (D), writes special "50th Anniversary Operator" for newsletter.

• Amtrak files papers with ICC to seize Guilford's Conn. River line, which had deteriorated so much that Amtrak had to annul The *Montrealer* train.

• World's longest rail tunnel, at 33.5-miles, opens in Japan.

• Honorary Members Dick Kozlowski and Dick Davis donate 50th Anniversary "East Coast Lines" locomotives.

• Boston-Providence Commuter Rail service restored, with ridership exceeding projections by 50%.

• Six-car trains start running on Red Line rapid transit.

• Framingham Commuter Rail line starts serving new Fenway Park station on game days/nights.

• Al Munn starts "tradition" of popcorn and 16mm movies after the Show.

APRIL 1983 (40 Years Ago)

• 2,024 people attend one-day Show at St. Jerome's Church and lined-up 15-20 minutes in rain to get into Club for Open House, which occurred both Sat & Sun.

• First "Employee Appreciation Night" held at Club with movies, slides, popcorn and cake.

• Steamtown decides to move from Vermont to Scranton, PA.

• Soo Line and C&NW in bidding war for Rock Island RR.

• Amtrak certifies F40s for speeds up to 110 MPH between Boston and New Haven.

• Amtrak's San Francisco Zephyr becomes California Zephyr, when train re-routed onto D&RGW, at that RR finally bought into Amtrak for its passenger trains; one of three "holdouts", when Amtrak was formed.

• Mt. Washington Cog Rwy sold to group of Littleton, NH businessmen, who had substantial renovation plans for the 114-year-old railway.

• B&M's bankruptcy reorganization plans approved by creditors and trustees.

• Conrail reports \$39 million in profit on \$39 billion in revenue and considered saleable by June.

• New Club passenger train (nick-named "the sled") donated by Honorary Members Dick Kozlowski (D), Wally Chase (D), Al Thurston (D), Dick Davis and Bob Mosher.

• Editor buys used mimeograph hand-crank machine from church for printing *The Semaphore*.

POTPOURRI

UNION PACIFIC has become the second major freight railroad to back away from the industry's longstanding push to cut train crews down to a single person. A bi-partisan bill, that's gaining support in

Congress, would require railroads to maintain two-man person crews and make several other changes designed to reduce the chances of future derailments, such as the horrific East Palestine one in Ohio in February. (BH)

•••••

THE TRACK AND SIGNAL UPGRADE program for South Station has risen \$29-million, due to the workforce being limited to nights and weekends to do the work. Work will address immediate "state-of-good-repair" needs of current train service, while also supporting future growth of both the MBTA and Amtrak. It is expected to begin this month and conclude in the spring of 2028. (BH)

•••••

FORMER LONG ISLAND Rail Road President Phillip Eng will become the new general manager of the problem-plagued MBTA. Massachusetts Gov. Maura Healey announced Eng's selection, saying Eng "is the proven leader the MBTA needs to improve safety and reliability across the system and restore the public's trust. He understands that a functioning transportation system is essential to a functioning economy, and he has a track record of taking the reins of struggling public transit systems and dramatically improving service. He also takes a collaborative approach to his work and maintains open lines of communication with customers, workers, businesses, local officials and communities." Eng began work April 10th and has almost 40 years of public transportation experience with the New York State Department of Transportation and New York's Metropolitan Transportation Authority, including time as MTA's chief operating officer and interim president of New York City Transit, which operates the bus and subway system. He was president of the LIRR from 2018 until his retirement last year. (TN)

•••••

A LAWSUIT FILED LAST MONTH seeks to do away with quiet zones at pedestrian crossings in Massachusetts, an effort that pits safety concerns against quality-of-life issues in the state. The Boston Globe reports the suit was filed by Mark Layman, a former MBTA locomotive engineer whose train killed a teen walking along the tracks in 1999, and Peter Brown, a lawyer whose friend was killed at a pedestrian crossing in Beverly in 2019. They are asking a justice of Massachusetts' highest court, the Supreme Judicial Court, to find that the quiet zones are not permitted under state or federal regulations. Brown has been motivated by the death of Emerson College professor Moses Shumow, killed in October 2019 when he was struck while riding his bike across tracks at the Beverly depot — a death which has also

led to a suit questioning the safety of quiet zones created by the city of Beverly, which has five quiet zones--more than any other Massachusetts municipality. But the suit, if successful, would impact as many as 25 communities along MBTA commuter rail lines. Geoff Beckwith, executive director of the Massachusetts Municipal Association, told the Globe loss of the quiet zones would be “extremely disruptive You would have entire neighborhoods where the quality of life would be impacted. This would affect hundreds of thousands of people. It’s terrible these tragedies occur, but there’s always a balance.” The Boston Globe reports that while the Federal Railroad Administration approves quiet zones, Massachusetts’ Department of Public Utilities regulates grade-crossing safety in the state, and state law requires trains to sound their horn at least a quarter-mile before reaching a pedestrian crossing. The DPU says it has “limited oversight” but the FRA has jurisdiction over horn use. A spokeswoman for Keolis, contract operator of the MBTA commuter rail network, said no federal regulation requires horns to be sounded at pedestrian crossings.

●●●●●

UNION PACIFIC IS WORKING with commuter rail operator Metra to “safely and seamlessly transfer its commuter operation in Chicago, including the employees who perform the work”, setting the stage for an exit from the commuter rail business long sought by the freight operator. UP said Metra will take over services including train crew, mechanical, car cleaning, rolling stock maintenance, ticket sales, and some engineering services. Some management employees moved to Metra earlier this year, with union mechanical and transportation employees anticipated to begin to transfer in 2023. UP will continue to maintain and dispatch the three lines used by Metra: the Union Pacific West, Northwest, and North Lines. (TN)

●●●●●

A FORMER OFFICIAL with the contract operator of the MBTA commuter rail service is facing fraud charges for thefts totaling more than \$8 million, in part with the help of a supplier for the agency. The Boston Globe reports John Pigsley, a former assistant chief engineer who managed facilities maintenance for commuter operator Keolis, and electrical subcontractor John Rafferty allegedly used fake invoices to steal more than \$4 million. Pigsley also is accused of stealing copper wire and selling it for scrap for more than \$4.5 million. The U.S. Attorney’s Office for the District of Massachusetts said in a press release that Pigsley, 58, has been indicted by a federal grand jury on five counts of wire

fraud, one count of conspiracy to commit wire fraud, six counts of tax evasion, one count of filing a false tax return, and four counts of structuring financial transactions to evade reporting requirements. Pigsley was arrested and pleaded not guilty in a court appearance. (TN)

●●●●●

THE MBTA RECENTLY RELEASED a three-year Safety Improvement Plan, combining its proposals to address efforts mandated by the Federal Transportation Administration, Federal Railroad Administration, and other agencies. That report was released on the same day a study by the Massachusetts Taxpayer Foundation said the MBTA is facing a critical hiring shortage that could lead to service disruptions for an extended period. The safety plan incorporates safety requirements mandated by the FTA, FRA, U.S. Coast Guard (because the MBTA operates ferries), and the state Department of Public Utilities. It includes an overview of the safety inspection by the FTA, the special directives it issued last year, and the MBTA’s targets for achieving compliance with those directives. The Taxpayer Foundation study determined that the MBTA needs to hire 2,800 workers over the next 12 months but is unlikely to meet that goal, given Massachusetts’ low unemployment rate. (TN)

●●●●●

THE LAST OF AMTRAK’S cross-border trains, and the last route suspended at the beginning of the COVID-19 pandemic, has finally been fully restored. After the New York-Montreal *Adirondack* made its first run on Monday, April 3, the first southbound train made the return on Tuesday, April 4. It is shown above passing the Peel Basin, five minutes after departing Montreal’s Central Station at 11:11 a.m. It is the first *Adirondack* round trip in over three years. The resumption of service was announced March 10 by U.S. Sens. Charles Schumer and Kirsten Gillibrand of New York, who were among members of the state’s congressional delegation who pressed for the train’s reinstatement; Amtrak President Roger Harris noted “the strong support and advocacy” of Schumer, Gillibrand, and Rep.



Elise Stefanik as Amtrak began selling tickets for the route. The first northbound run found Harris and Stefanik greeting the train at Plattsburgh, N.Y. (TN)

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CSX TRANSPORTATION has reached a tentative agreement with the Sheet Metal, Air, Rail and Transportation Workers-Transportation Division B&O union to provide trainmen and conductors with paid sick leave benefits. Pending ratification by SMART-TD B&O members, the agreement will increase the number of CSX operating employees with paid sick leave benefits to more than 10,000, or 60% of the company's union-represented workforce, the railroad announced. (TN)

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AS PART OF CSX's takeover of PanAm Rail, CSX agreed to have Genesee & Wyoming operate Pan Am Southern, a joint venture with Norfolk Southern, that includes much of the former B&M west of Ayer, Mass. G&W plans to operate the Freight Main west of Ayer to Rotterdam Jct., New York, along with the Conn River Main from Springfield, Mass. to White River Jct., Vermont. A number of branches are also included and will be operated under the flag of new regional "Berkshire & Eastern RR". (RP)

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AMERICA'S OLDEST CONTINUOUS railroad headquarters, the Central Vermont/New England Central building in St. Albans, Vermont, is now vacant. NECR and parent company Genesee & Wyoming finalized the move into a larger, modern headquarters and dispatching center during the first week of February. It was built in 1863. (RP)



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FORMER NEW HAVEN RS-3 #529 pulled the Railroad Museum of New England's excursion train for many years, but has been out of service since 2010. It is now undergoing an extensive restoration process, including wheel replacement, overhaul of the air brakes, restoring the diesel engine and replacing or restoring rusted steel on the carbody. (RP)

●●●●●

THE MBTA HAS COMPLETED a \$255 million purchase of the 24-acre Widett Circle industrial area, with plans to turn what was once a busy meatpacking district into a railyard. T officials say Widett will provide a crucial relief valve to South Station, which sits about a mile to the north, by creating room for a nearby layover space to store and work on trains used along nine commuter rail lines. Widett, which is sandwiched between the Southeast Expressway and a set of railroad tracks, is considered essential if the T wants to increase commuter rail frequency south or west of the city, and it's an important component of plans to add more tracks to South Station itself. (BG)

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CANADIAN PACIFIC KANSAS CITY (CPKC) on April 14 became the first single-line railway connecting Canada, the U.S. and Mexico, marked by the driving of the ceremonial Final Spike in Kansas City, Mo. on April 1st. The new transnational railroad also broke ground on a new yard office, the future location of its U.S. operations center. The merger of Class I railroads Canadian Pacific (CP) and Kansas City Southern (KCS) to form CPKC was authorized by the Surface Transportation Board (STB) on March 15. With its global headquarters in Calgary, Alta., Canada, CPKC describes itself as "the only railway connecting North America and has unrivaled port access on coasts around the continent, from Vancouver to Atlantic Canada to the Gulf of Mexico to Lázaro Cárdenas on Mexico's Pacific coast." The smallest of the now six U.S. Class I railroads by revenue, the newly combined company operates approximately 20,000 miles of rail and employs close to 20,000 people, and is expected to be fully integrated over the next three years. *CPKC's new logo is an updated version of the former CP logo, which included its heritage shield, maple leaf (Canada's symbol) and beaver. The letters CPKC now take the place of the founding date of CP, 1881, which moved inside of the shield.* (RA)



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A PRIVATELY-FUNDED project to operate a nightly first-class passenger train between San Francisco and Los Angeles is underway, the SFGATE reported. Dreamstar Lines Inc., based in Newport Beach, says it's working on lining up passenger cars, financing, staffing and agreements to operate the new service on the route once served by Southern Pacific's overnight *Lark*. Dreamstar

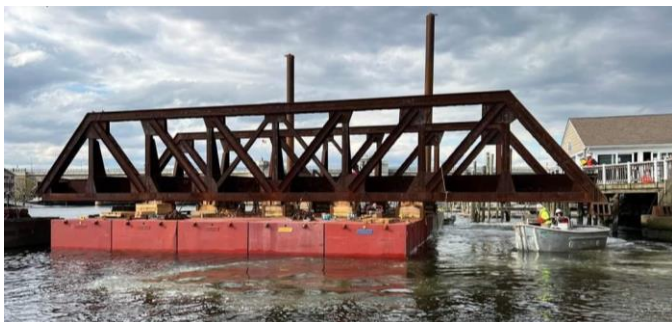
founder Tom Eastmond, who works as an attorney, said that the service would offer travelers an appealing journey while they sleep in private rooms. The train would leave at about 10 p.m. and arrive at around 8:30 a.m. Eastmond said Dreamstar is talking with Union Pacific and commuter system Metrolink, which each own or control part of the 470-mile route. Both railroads confirmed they are discussing the proposal. (TN)

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THE NEW YORK, SUSQUEHANNA & WESTERN has revived the silver color once worn by its fleet of Alco RS1s and S2s. SD40-2 No. 3024, built in 1979 as Burlington Northern No. 7200, has been repainted silver with a narrow maroon stripe. The scheme was first applied to the NYS&W's Alco diesels in the 1940s. Susquehanna was one of the first railroads to completely dieselize, in early June 1945. As the railroad's financial fortunes declined, it economized by eliminating the maroon stripe going to an all-silver scheme for a time. Later NYS&W adopted a black and yellow scheme, termed the "yellow jacket" worn by its diesels today.



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THE FINAL SECTION of the India Point RR Bridge in East Providence was floated away on a barge last Tuesday, marking the completion of the nearly 200-year-old structures removal. The so-called "bridge to nowhere" used to span the length of the Seekonk River, connecting Providence to East Providence but became obsolete as railroads started to disappear. The US Army Corps of Engineers removed most of the unused bridge from the river in 2002, leaving only the small portion that used to abut the East Providence Yacht Club. It cost more than

\$1 million to remove the remaining piece of the bridge. (WPRI.com)

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A COALITION OF RAILROAD LABOR unions today called on the Class I systems to pause their stock buyback programs and abandon the low-cost Precision Scheduled Railroading operating model until safety improves. The 14 unions, which combined represent more than 100,000 railroad workers, claim that since 2015 the six publicly-traded freight railroads spent more than \$165 billion in stock buybacks, which is \$46 billion more than they invested in safety. "For years, rail workers have been sounding the alarm about safety issues. It's time to listen to rail workers, not rail CEOs," the union coalition said. "It's time to end PSR now. If freight rail CEOs don't prioritize safety over profits, the crisis will unfortunately continue." The unions also are running a petition campaign to gain support for their anti-buyback effort. Surface Transportation Board Chairman Martin Oberman has been critical of the railroads' stock buyback programs, as well, saying they come at the expense of investments in capacity expansion and customer service. (TN)

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GOVERNOR HEALEY IS "CLEANING HOUSE" at the MBTA's Board of Directors, long criticized for its inaction and signals the new governor has taken ownership of the beleaguered T. Heaping high praise especially for the appointment of Thomas Glynn to Chairman of the Board. He previously served as the T's general manager under Governor Dukakis, and then as chief executive of the Massachusetts Port Authority. Also appointed to the Board was Thomas McGee, former Lynn mayor and former Senate chair of the legislature's transportation committee, and Eric Goodwine, a commercial banker from Worcester. Those three, along with Healey's transportation secretary, Gina Fiandaca, give the governor control of the seven-member board. (BG)

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CANADIAN PACIFIC KANSAS CITY (CPKC), in one of its first moves since officially combining Canadian Pacific and Kansas City Southern on April 14, has announced a new multi-year agreement with Schneider National Inc. to provide new single-line intermodal transportation service on CPKC's north-south corridor linking the United States and Mexico. CPKC on April 21 said Schneider will transition its Mexico-U.S. traffic to CPKC starting in mid-May and serve as an "anchor" domestic intermodal customer on CPKC's north-south intermodal service between Chicago and all major destinations in Mexico. (RA)



Under the Wire

Ron Clough

This will be a brief update to keep all members informed as to what the Trolley committee has discussed and plans for the future.

The Trolley committee had another meeting on Monday April 17th with nine club members in attendance. The minutes of the previous meeting were approved with one minor correction. At this meeting we decided to complete the trackwork and test run the line to uncover any issues before any additional work such as ballasting or installation of poles and overhead wire occurs. For ballasting, we felt it should not be heavy stone mainline type ballast but rather more of a gravel type with even some weeds and possibly more of a sand type ballast in the "beach" loop. It was also decided to use brass pole for the overhead wire to make solder connections easier to do.

There is still a lot of work to do, even before the line can be test run. Switches in the trolley barn area need to be finished. Some of the switches on the entire line could be hand throws, especially if the underneath benchwork causes access issues. The entire line still needs to be broken into blocks with its own electrical power unit created. Two reversing blocks will also need to be installed. Club-owned trolley equipment will need to be assessed to see which ones are worthy of having a decoder installed. As you can see from all of this, there is still a lot of work to be done even before we can run the ceremonial "First Trip"!

The next meeting of the committee is scheduled for June 12th 8 pm. at the club. All members are invited and encouraged to attend as the more input we get, the better we can make a unique little unit of the East Coast Lines.

In closing, I want to thank Al Munn and Bob England for what they have done, but more importantly Fred Lockhart, as he has done almost all of the recent trackwork/rail bonding.

Ron Clough
Chairman



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

TRAINS

Walk through Fire

Here Comes Santa Claus

Technology

VIA Rail's Engineer Training Simulator

Bill Stevens

UP Has Lost its Way

Preservation

Maine Central 4-6-2 #470

MODEL RAILROADER

Oh, my Gouache!

Track Bending Pliers

Trains of Thought

The Someday Central

Coal Country in the '50s

Tony Donatelli's WM Tygart Valley Division

MODEL RAILROAD CRAFTSMAN

Generations at Cass, West Virginia

Animate a Train Order Semaphore

Diverging Points

Change is Good

Editor's Notebook

Loose Ends

CLASSIC TRAINS (Spring 2023)

Archive Treasure: Just Another Sunday in 1946

Lehigh & New England Railroad

My USA Railpass Adventure of 1978

Firing on the Illinois Central in 1969

Not the Best of Times

The Oldest Amtrak Locomotives

News sources: [Boston Globe](#), [Boston Herald](#), [Trains](#) "Newswire", [Railway Age](#), [Railpace](#) Newsmagazine, RRE "Callboy", "The 470", [Patriot Ledger](#), [Rail Passenger Assoc.](#), [Attleboro Sun Chronicle](#).

DCC & EQUIPMENT TUNE-UP CLINIC

Dave Clinton

No clinic this month, due to other Club activities.
The next clinic will be Thursday, May 11th.

Please contact me with any questions about the clinic.

LIBRARY CORNER

New this month, contributed by Ralph Weischedel:

[PRR Hudson to Horseshoe](#); William D. Volkmer;
Morning Sun Books 1994.

[Pennsylvania Railroad Color Pictorial Vol. 2](#); David R.
Sweetland; Four Ways West 2000.

[Pennsylvania Railroad Color Pictorial Vol. 3](#); David R.
Sweetland; Four Ways West 2002.

All three books are full of beautiful, all-color photos
of the PRR and will be filed in the special **PRR**
section in the library. Thanks Ralph!

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 books return tray in the
Break Room when you're done. Happy reading and
viewing!

Dave Clinton, Librarian

EDITOR'S NOTES

1. Our friend and long-time supporter of the Club,
Tony Donatelli, has his home layout spotlighted
in this month's MR. "**Coal Country in the '50s**"
is a nice presentation of all his hard work and
modeling but nothing compared to seeing it in-
person. Congratulations to Tony!
2. At next week's business meeting, we will
celebrate Amtrak's 52nd Birthday, with
delicious Beech Grove cake and prizes for
everyone who entered a correct Puzzle.

3. Please note that the deadline for reservations for
our trip on the *Downeaster* is May 15th.

.....*David N. Clinton*

"Some friends play at friendship but a true friend sticks
closer than one's nearest kin." (Proverbs 18:24)

MEMBER NEWS

Bill Sims passed away Wednesday morning, April
19th. Our sympathies go out to his wife, Sandy, and
their family at this difficult time.

Bryan Miller is doing well, with some up-coming
check-ups and plans to be at the Club tonight!

Jack Foley is going for an operation tomorrow at
MGH, so please hold him in your prayers and
thoughts for a successful procedure and speedy
recovery.

Welcome aboard to our newest applicant, **Dylan
Lavinsky** of Marshfield. We look forward to getting
to know you, Dylan! Dan Peterson is Dylan's
sponsor.

Congratulations to our two new Honorary Members:
Steve Wintermeier moved to Arlington, Virginia,
and leaves a legacy of super scenery additions to
the RR, as well as much work on the W.E.T. while
he was a member.

John Walker was a member of the Club in the mid-
'80s and now lives in Maryland and accompanies
Ross Kudlick (H) to our big shows, during the year.
John puts in much work and effort in helping with
show activities, including advertising.

(Note: For 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:

Brendan Sheehan May 9th
John Sheridan May 11th
Paul Cutler, Jr. May 18th
Doug Buchanan May 22nd
Jim O'Brien (H)..... May 27th
Steve Peers May 30th



East Palestine has put railroads under a cloud of suspicion: Analysis

Trains Columnist Bill Stephens; April 7, 2023

All the positive freight railroad safety statistics in the world — like more than 99.9% of hazardous materials shipments arriving without incident — can't overcome that image of a towering column of black smoke rising from East Palestine, Ohio.

The toxic cloud from the Feb. 3 Norfolk Southern derailment did far more than upend 4,700 lives in East Palestine. It made people in trackside cities and towns across the U.S. wonder: What if that happened here? And an intense media spotlight on subsequent derailments has made it seem like no one can keep their trains on the rails.

So now there's a rush in Washington to introduce more stringent railroad safety regulations. Instead of following the data and waiting for National Transportation Safety Board recommendations, politicians want to show that they are doing something to make railroads safer.

High-profile railroad disasters always lead to new safety rules. What's different about East Palestine is that it has prompted a raft of proposed regulations that seem to have nothing to do with the wreck.

The NTSB said the derailment was caused by a wheel bearing failure. In its preliminary report, the board also said the train crew did nothing wrong, there's no evidence of track problems, and the hotbox detectors on the route were working as designed.

The Rail Safety Act, introduced by Ohio Sens. J.D. Vance and Sherrod Brown, would regulate wayside defect detectors for the first time, expand handling rules for trains carrying hazardous materials, and require railroads to provide first responders with more funding and real-time data on hazmat shipments. These are logical responses, although an argument could be made that installing wheel bearing sensors on freight cars is a far better solution than adding more hotbox detectors.

The bill also is a legislative grab bag. It would require a train crew of at least two people, cap train length and weight, set minimum times for freight car inspections, outlaw blocked grade crossings, and increase fines on railroads that violate safety rules.

No matter what you think about the merits of these proposals, they won't prevent wheel bearing failures. Nonetheless, bipartisan momentum is building for the Rail Safety Act.

Railroads shouldn't be surprised that they have few friends in Washington. The industry has given itself a black eye since 2017, when railroads began a wave of massive layoffs while implementing the low-cost Precision Scheduled Railroading operating model. Since then railroads have been criticized for everything from service problems to multi-billion-dollar share buyback programs. Because of this, East Palestine has played into two narratives.

First, it's an "I told you so" moment for rail labor. Union leaders have been warning that railroads are no longer putting safety first — and that job cutbacks would lead to disaster. East Palestine could be the start of a trend, but safety statistics have gotten better overall, not worse, since 2017. Regulators and lawmakers need the valuable insider's perspective that rail labor can provide. But unions lose credibility when they try to tie every single derailment to PSR. Labor leaders would be wise to stop overplaying their hand.

Second, politicians see railroads as modern day robber barons who oppose safety regulations. All they care about is profits, and the public be damned. The railroads reinforced this view by continuing to push for taking conductors out of the locomotive cab at a time when safety is under the microscope.

It's understandable that lawmakers have made NS CEO Alan Shaw the industry's punching bag. NS has taken a beating over the derailment and invited criticism with its early response, which was clumsy and flat-footed. Yet NS has gotten no credit for Shaw's promise to "make things right" in East Palestine, his personal donation of \$445,000 to start a scholarship fund for the town's high school seniors, or the safety steps the railroad has taken since the wreck.

The know-nothing politicians ignore the fact that despite not being required to do so, railroads have invested billions in the wayside defect detector network as well as new track and train inspection technology. Also lost on the politicians: Railroads have a financial incentive to reduce derailments. A safer railroad is a more efficient, lower cost, and more profitable railroad.

But it's clear that railroads can and must do far better at preventing derailments. The train accident rates at NS and Union Pacific are roughly four times higher than that of industry leader Canadian Pacific. There's no reason that gap can't

be closed — and quickly. You get the sense that East Palestine was a wake-up call for the industry. Still, the Ohio disaster and subsequent derailments have put railroads under a cloud of suspicion that's likely to linger. ← →

Pictures from this month's Operations:



**Join Us on the
6th Semaphore-Sponsored trip on *The Downeaster* Train**

This year, we will return to the beautiful college town of **Brunswick, Maine!**



Photo courtesy Mike Duprey

SATURDAY, JUNE 10th

LV: North Station Boston	8:50 a.m.	#691
AR: Portland, Maine	11:25 a.m.	
AR: Freeport, Maine	11:55 a.m.	
AR: Brunswick, Maine	12:10 p.m.	

LV: Brunswick, Maine	5:45 p.m.	#698
LV: Freeport, Maine	5:58 p.m.	
LV: Portland, Maine	6:33 p.m.	
AR: North Station Boston	9:05 p.m.	

Fare: \$30
Reserve & pay by:
► Monday, May 15th ◀

It's been six years since we took Amtrak's only train operating out of North Station to the lovely small town of Brunswick, Maine. And now there are five trains a day that continue past Portland to stops at Freeport and Brunswick. *The Downeaster* is a very "regionalized" train, with its operating crews out of Portland, and truly a New England "flair". See the unusual "Cab-baggage" control cars, made out of former F40 locomotives. Lots of scenery during the pleasant trip. A perfect one day train trip for those who have never taken an intercity train before!

The college town of **Brunswick** is now the terminus for *The Downeaster* trains. The station is a couple of blocks south of the main part of town on "Maine St." and a couple of blocks to Bowdoin College, Maine's first college. There are several museums, including the Bowdoin College Museum of Art, Perry-MacMillan Arctic Museum, Harriet Beecher Stowe House and Joshua L. Chamberlain Museum. Also, there are many shops and places to eat and drink along Maine Street, where you could enjoy a meal before the ride home.

A fun day trip open to all members, family and friends. **Please note** that you are on your own getting to and from North Station. The Green Line trolley runs to the station, as does the Orange Line subway, connecting with the Red Line at Downtown Crossing. There are local parking lots, as well as underground behind North Station, but it is expensive (\$20+).

-----tear here and give or mail slip with fare to -----

RESERVATION DEADLINE: MAY 15th

**Dave Clinton
11 Hancock Rd
Hingham, MA 02043**

Please sign me up for the trip on June 10, 2023:

_____ tickets @ \$30 each = \$ _____
Name

Email Address: _____

(checks payable to David N. Clinton)

