Happy New Year!
The Semaphore

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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. E-mail: daveclinton@verizon.net Club phone: 781-740-2000. Web page: www.ssmrc.org

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BILL OF LADING

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DECEMBER B.O.D. MEETING
Monday, December 28th 8 p.m.

JANUARY BUSINESS MEETING
Monday, January 4th 8 p.m.

DECODER & LOCO TUNE-UP CLINIC
Thursday, January 7th 8 p.m.

SCOUT AND FAMILY NIGHT
Friday, January 8th 6-9 p.m.

SHOW COMMITTEE MEETING
Monday, January 11th 8 p.m.

OFFICIAL OPERATIONS
Monday & Thursday, January 18th & 21st 8 p.m.

NEWSLETTER DEADLINE
Saturday, January 23rd

DECEMBER B.O.D. MEETING
Monday, January 25th 8 p.m.

AMHERST RWY SOCIETY TRAIN SHOW
Sat.& Sun., Jan. 30-31 “BIG E” W. Springfield

Fred won the drawing for the Atlas C425 dressed in New Haven paint. (The last locomotive purchased by the New Haven.) Congratulations and thanks to all for playing!

FOR JANUARY: Our Annual Train Calendar contest.

What is the designation of Amtrak’s latest Electric locomotive, which replaces the “Mighty Mouse”? Also, what manufacturer produced this loco? As per tradition, contributions of RR calendars are being accepted now and all members with correct answers will go home with a RR calendar…no one loses!

Answer forms available on old display case inside door to train room or any piece of paper will do, or email answers to: daveclinton@verizon.net. Good luck!

CONTESTS

Congratulations to Bryan Miller on winning his month’s 50/50 Raffle!

The two famous RR viaducts in eastern Pennsylvania are THE STARRUCCA, which has had the New York & Erie RR, the Erie RR, the Erie-Lackawanna RR, Conrail, New York, Susquehanna & Western RR, and the Norfolk Southern cross its stone structure. The other is TUNKHANNOCK, a little bit south, which was built by the Delaware, Lackawanna & Western and hosted Conrail, Delaware & Hudson, Canadian Pacific and is now owned by Norfolk Southern. Here’s who knew the answers:

John Roberts        Bill Sims
Coleman Walsh       Roger St. Peter
Al Taylor           Jim Ferris
Fred Lockhart       Savery Moore
Dan Peterson        John Sheridan
Jim South           Skip Burton
Rick Sutton          Ron Clough
Marty Melamed

This month there has been a fair amount of progress being made, even though we are in the holiday season. First off, Paul III and Bryan Miller have almost got the roundhouse complete in Cedar Hill engine terminal; the building is all there but they still have some parts to glue. The roundhouse really is the centerpiece of that area. There was concern, in the planning stages, that it did not face the aisle. But now that it is built, you will see that the back walls have good-size windows. Paul wants to add lighting to it, and when that is done it should be pretty easy to see the locomotives inside the house and should make for some good photos. As has been for quite a while, the scenery at “Corner City” continues with most all the buildings completed and in place. Savery has been working on finishing the scenery on the land forms and ballasting. Peter Palica is putting the finishing touches on the station and there is some work on each end of the city to be completed. This city scene really makes a statement! The Electrical Committee has finished wiring the toggle panels in the Cedar Hill yard area, including wiring the LED’s. The final setup is toggles for the East end of the arrival/departure yard and the yard lead on both sides of the bridge, to make it easier during operations. Just remember, with dual controls, the position of the toggle does not always reflect the position of the turnout; the
LED’s do that—so always go by the LED. I will be glad to give anyone, who would like, an overview of the panels. The committee is also moving the “temporary toggles” (10 years) for the switch machines in Essex Jct. yard to the track diagram fascia. The toggle for the Essex Jct. freight house is working and labeled properly and the rest of the toggles should be done in a week or so. The toggles that control any turnout right off the main will have a “kill” switch to prevent the turnout from being thrown during an event where the public is present; after all, we seem to have enough wrecks on our own without outside help!! Hope Santa was good to all of you in the train department this year. Have a Happy New Year!

Fred Lockhart
Chief Engineer

SEMAPHORE MEMORIES

DECEMBER 2010 (5 years ago)
● MBTA begins service to T.F. Green Airport in Warwick, RI.
● MBTA builds 50 bike canopies at major train, bus and subway stops to shelter 12 or more bikes at each.
● Kinkisharyo introduces prototype LFX-300 low floor, hybrid streetcar for North American market.
● California High Speed Rail Authority votes to begin construction of L.A. to S.F. line.
● Chinese High Speed passenger train sets new high-speed record of 302 MPH on test run.
● 10 year anniversary of Acela service shows Amtrak has captured more than half the air/rail market of Boston-New York route.
● “Wick” Moorman, CEO of NS named Railroader of the Year by Railway Age.
● Talgo to close Milwaukee manufacturing plant, after Wisconsin governor turns away Federal money.
● Amtrak provides a G-scale models of their “Genesis” loco and five “Amfleet” cars to circle the National Christmas Tree on the Ellipse in D.C.
● “Limited Run” USN boxcar orders taken.
● Ross Kudlick voted as “Honorary Member”.

U.P. unveils its patented “AutoFlex” convertible multi-level car for transporting vehicles.

DECEMBER 2005 (10 years ago)
● Commemorating the 30th anniversary of his song “City of New Orleans”, Arlo Guthrie rides the real train for the first time.
● China ended steam locomotive operations.
● MBTA orders 100 more Green Line trolleys from Breda of Italy.

DECEMBER 2000 (15 years ago)
● Amtrak’s Acela Express service inaugurated, with one round-trip each day.
● Amtrak receives engineering award for electrification work between New Haven and Boston.
● Old B&M shops in Concord, NH, demolished for shopping mall.
● Lionel Trains celebrates 100th birthday.
● Champlain Flyer on Vermont Rail System starts service between Charlotte and Burlington, VT.
● Amtrak applies “Acela” scheme to first of P42 “Genesis” locos; later nicknamed “The Wave” or “Blueberry” scheme.
● Railroad Explorer picture magazine launched.
● Greenbush Line tunnel under Weymouth Landing in discussion.

DECEMBER 1995 (20 Years Ago)
● Owners of the Flying Yankee, which had been trucked to Glen, NH, plan to turn three-unit train into a stationary restaurant.
● Amtrak converts two F40PH locos into cab cars with baggage section. Nicknamed “Cab-baggage” or “Cabbage” and first used on Downeaster.
● Amtrak Vermonter mistakenly routed to Long Island by Harold Tower in NY.
● CP in merger talks with Illinois Central.
● Bombardier opens car building plant in Plattsburgh, NY.
● Amtrak completes phase I of New York-Boston High Speed Rail System, with installation of new signals, concrete ties and five high-speed interlockings.
● Worcester Redevelopment Authority receives first money of $35 million for restoration of Union Station.
● John Childs joins SSMRC.
● Gov. Weld gives go-ahead to Greenbush Line restoration for December 1999 start-up. (try October 2007 for reality-Ed.)

DECEMBER 1990 (25 Years Ago)
● Paul Cutler, Jr. joins SSMRC.
Doug Buchanan wins first prize in “Second Annual Photo Contest” in the Semaphore.

Amtrak’s Night Owl speeds full speed into Back Bay station and crashes into full MBTA commuter train, miraculously with no fatalities.

Amtrak restores real china dishes and tablecloths to certain long-distance trains.

Workers dig through the last dividing rock, digging under the English Channel and connect Britain with mainland Europe. Nicknamed “the Chunnel”.

VIA Rail Canada unveils first fully-refurbished Budd Stainless cars, to be used on The Canadian.

Amtrak opens first “Metropolitan Lounge”, in Penn Station, NY, for first class passengers.

DECEMBER 1985 (30 Years Ago)

One-day strike by B&M Commuter Rail workers strands 25,000 commuters. Because of this, MBTA takes over Commuter Rail operations.

Wolfeboro RR up for sale; never reopens.

New Danvers River Bridge opens on Rockport Commuter Rail line. Old wooden bridge burned 13 months previous.

Budd SPV-2000 self-propelled cars pulled from service, after six years of problems.

FRA transfers responsibility for Northeast Corridor improvements Program to Amtrak.

MBTA orders 34 commuter rail coaches and cab cars from MBB of Germany, which were built in Germany and completed in Massachusetts.

Lionel closes Mexican plant and returns to production in Michigan.

Amtrak’s Adirondack re-routed to Central Station in Montreal, leaving Windsor Station with only commuter trains.

Applicant Rob Cook and “newbie” to the clinic, started off the fun with a Stewart F3A & B set; It was decorated for his favorite road, the New York Central (Especially “lightning-stripes" and the Boston & Albany). The set was an older one, from the days when Kato was providing the drive to Stewart, so the factory boards were replaced with the DH165KO. The hardest part is replacing the stock headlight bulb with an L.E.D. Paul Agnew’s advice was very helpful, showing us how he used the stock light tube and used heat shrink around the whole tube, so it fit nicely in the plastic support at the front of the chassis. Rob was happy and, I think, will be a returnee to the clinic!

Speaking of Paul Agnew, he brought another unusual piece, which looked “usual”. A Delaware, Lackawanna & Western F3A which was comprised of a Cary white metal body on an Atchison “Blue Box” chassis with a new can motor. This was definitely a “hard wire” job, using the DH126. A perfect decoder for this heavy model, as it has a peak 2.0-amp rating. This model could pull the door off the shed and without traction tires! A large L.E.D protected by a 1K resistor works good in the headlight, as the end of the L.E.D. looks like the lens on the locomotive headlight, which it is! Any of the decoders ending with a “6” can now have a “keep-alive” module added, which keeps power to the motor over dead spots, using four large capacitors. Paul has had good success with them in various locos and I have had good success with them in “cab" cars for keeping the various lights on. Good for cabooses, too!

Bryan Miller brought his Atlas RS3, decorated in the handsome P&W white scheme. Also being an older model, and there being no plug, the factory board was replaced with the Digitrax DH165AO The model did come equipped with resistor-protected L.E.D.s so they were simply wired to the center end contacts on the replacement board. Those boards now come with current-limiting resistors, so it is not necessary for separate resistors on L.E.D.s or 1.5v mini-bulbs. That being the case, the lights did not work properly, so we used the option of by-passing the on-board resistors and both L.E.D.s now worked, even if the front headlight stayed on. Another happy camper, Bryan can now register his history-filled loco, which originally came from the Delaware & Hudson, a favorite railroad of his.

Savery Moore brought his unusual GP9b, recently brought out by Atchison Genesis in Union Pacific, his favorite road (another one!). This model came with factory DCC and sound, so Savery was at the clinic (“tune-up”) to change out the crap-u-mate
couplers, that Athearn insists on using (plastic and crappy). Check out the portholes in the side, where the cab would be on a regular GP9—definitely unique.

Overall, a fun evening, with always something to be learned. Thanks to Paul III for setting up the Clinic workstations. Our next clinic will be Thursday, January 7th. Sign-up sheet on Bulletin Board. Everyone is welcome!

CSX’S SANTA TRAIN COMPLETED its 73rd run on Nov. 21, 2015 in Kingsport, Tenn., after having made its inaugural run in 1943 as a good will gesture to residents of rural Eastern Kentucky and Southwest Virginia. The Santa Train was started by the Merchants Bureau of Kingsport (which later became the Kingsport Chamber of Commerce) and one of CSX’s predecessor railroads, the Clinchfield Railroad, as a way to thank people who traveled to Kingsport throughout the year to do their shopping. It runs a 110-mile route through Kentucky, Virginia and Tennessee and makes 14 scheduled stops, starting with Shelby County, Ky., and ending with Kingsport, Tenn. More than 15 tons of gifts a distributed along the train’s route annually, CSX says. In addition to toys, fresh fruit and winter clothing are also handed out. (RA)

THE WESTERN MARYLAND SCENIC Railroad continues to make steady progress on its efforts to return Chesapeake & Ohio 2-6-6-2 No. 1309 to operation. The railroad sent out a letter to its foundation supporters on Nov. 22 highlighting recent accomplishments. “The most significant discovery was that the firebox of the 1309, was as Scott Lindsay put it, ‘in like new condition’, leading to speculation that the C&O replaced the firebox late in the locomotive’s service,” an excerpt reads. In October, Scott Lindsay and officials from the Steam Operation Corp. completed a detailed ultrasound survey of the locomotive’s boiler. The testing revealed several areas of the boiler and rear tube sheet with erosion and other potential issues. While the boiler and rear tube sheet would meet current standards, more extensive work would require several patches within the next 3-5 years, according to the letter. Western Maryland Scenic General Superintendent Mike Gresham made the decision to delay 1309’s return to service to give shop crew times to install the needed patches and bring the boiler to substantially “as-built” condition. The railroad also launched its “1309 Completion Campaign” fundraising initiative that will have the locomotive pulling trains by mid-2016. From its beginning, this has been a grassroots effort without the direct support of major corporations or the railroad industry,” the letter said. The campaign hopes to raise $200,000 through the expansion of its popular “Hand on the Throttle” program. A $500 (or greater) donation, the recipient will receive a gift certificate for a cab ride in No. 1309 during regularly scheduled excursions. For a $1,000 (or greater) donation, the donor will receive a gift certificate for 30 minutes of throttle time. For $2,000 or more, the donor will receive a 1-hour experience. (TN)

A BUYER HAS STEPPED FORWARD to save Apache Railroad from abandonment. Arizona-based real estate company Aztec Land and Cattle Co. has agreed to purchase the railroad to preserve it for future industrial development. Aztec owns thousands of acres of land along the railroad’s right-of-way. The purchase price is $7.2 million. The 38-mile line is known to railfans for its all-Alco roster of C420 and C424 locomotives built in the 1960s. The Apache interchanges with BNSF Railway at Holbrook on the Southern Transcon in northeastern Arizona. Snowflake Mayor Tom Poscharsky said one reason Aztec President Stephen M. Brophy is interested in the railroad is a proposal for a new chicken farm along the line. The facility would produce 5 million eggs a day, about 24 semi-trailer loads daily. The railroad is needed to bring grain in to feed chickens. The business could add $5 million a year to the railroad’s bottom line. The fight to save the Apache over the past three years reads like a novel. On one side was an investor group that wanted to tear up the railroad for its salvage value, while the Town of Snowflake fought to preserve it, fearing its loss would quash future industrial development prospects. (TN)
THE FEDERAL RAILROAD ADMINISTRATION is putting railroads on notice that while they have been granted a three-year extension to install positive train control, they will be held to a strict schedule to meet the new deadline. “The focus has to remain on getting PTC up and running and implemented as soon as possible,” Federal Railroad Administrator Sarah Feinberg said in a speech to a railroad conference last week. “I recognize that the legislation allows 2018 to be the goal and there can be a potential extension beyond 2018 to 2020. But the deadline is 2018. If you need to get to 2020, there are certain boxes that have to be checked in order to get there.” Warning against expecting another deadline extension, Feinberg sent a letter to the railroads outlining what she expects in the coming months and years. (TN)

EMD HAS RELEASED the first two SD70ACe-T4s from Progress Rail’s Muncie, Ind., plant for testing. EDMX Nos. 1502 and 1503 departed Indiana enroute to the AAR Transportation Technology Center near Pueblo, Colo. The SD70ACe-T4 is EMD’s North American freight locomotive designed to meet Tier 4 emissions standards that took effect at the beginning of 2015. (TN)

BOMBARDIER HAS SOLD almost a third of its train business to Quebec’s major pension fund for $1.5 billion. The deal marks the second time in less than a month that the company’s home province has stepped in to help shore up Bombardier’s balance sheet. (WSJ)

PRIVATE FUNDS MAY BE USED to finance part of the $20 billion Hudson River rail tunnel project linking New Jersey with Manhattan. Amtrak plans to build a new two-track tunnel with the federal government paying half of the bill. The states of New Jersey and New York would be responsible for the remaining amount, but financial hurdles both states face suggest they could try to tap private funding options to meet their commitment. Private financing would be especially suited to the expansion and revamp of New York’s Penn Station, but could also help fund tunnel construction itself, Drew Galloway, Amtrak’s deputy chief of Northeast Corridor Planning and Performance, tells Reuters. New York has several expensive projects, including funding of its subway and commuter rail system, that already compete for funding while New Jersey grapples with high debt, a pension system shortfall and a sluggish economy. The Port Authority of New York and New Jersey, which owns New York City area bridges, airports, tunnels and ports, will create a new unit to run the project and that unit could form partnerships with investors. Such partnerships typically would have the private sector design, build, finance, operate and maintain parts of the project while the public entity would retain ownership. (TN)

ONE OF THE MOST POWERFUL passenger steam locomotive ever built will soon be heading into 2016 with a new set of wheels. Norfolk & Western 4-8-4 No. 611 will journey from its home at the Virginia Museum of Transportation to Norfolk Southern’s Shaffers Crossing locomotive shop to receive a new front truck. The engine is expected to make the cross town trip in January with no firm date as to when it will return. “We knew early on that it would need to be replaced,” museum Executive Director Bev Fitzpatrick tells Trains NewsWire. “But it was okay for the first excursion season.” The standard bearings on the front truck will be converted from an oil bath to grease and will be cooled by ambient air temperature. Brenco, of Petersburgh, Va., has donated the set of four inside bearings to the project. The total cost for the new truck is expected to be between $150,000-$200,000, which is covered in the original restoration budget. Fitzpatrick says that the truck will still look like the current one to the casual observer. The locomotive has been winterized and is under the roof the W. Graham Claytor pavilion. Water has been blown out of it; minor work is being performed on the piston including the replacement of seals before it heads to the shop. (TN)

TRANSIT OFFICIALS detailed earlier this month a newly created “emergency snow desk” that will be staffed around the clock during winter storms, helping the MBTA provide a stream of service updates for commuters. The desk will produce a “situational report” every two hours for the T and the commuter rail during winter weather, and is similar to a structure used by the state’s highway division during snowstorms, said MBTA General Manager Frank DePaola. DePaola said the T will also have an “emergency operations center” where
executives will group together to make decisions related to the weather. (BG)

REFUTING PRACTICALLY EVERY purported benefit that Canadian Pacific has given, and citing substantial regulatory risks and uncertainties as well as many other negatives, Norfolk Southern on Dec. 4, 2015 loudly and firmly rejected CP’s proposal to merge the two railroads into a transcontinental. The NS board “has unanimously rejected Canadian Pacific’s previously announced unsolicited, low-premium, non-binding, highly conditional indication of interest to acquire the company for $46.72 in cash and a fixed exchange ratio of 0.348 shares in a new company that would own Canadian Pacific and Norfolk Southern,” NS said. “After a comprehensive review, conducted in consultation with financial and legal advisors, the Norfolk Southern board concluded that the indication of interest is grossly inadequate, creates substantial regulatory risks and uncertainties that are highly unlikely to be overcome, and is not in the best interest of the company and its shareholders. The board believes that Canadian Pacific’s indication of interest is opportunistically timed to take advantage of a Norfolk Southern market valuation that has been adversely affected by a challenging commodity price environment, does not fully reflect infrastructure investments Norfolk Southern has made, and does not incorporate the upside from further improvements anticipated to result from the initiatives that the company is implementing. (RA)

BNSF RAILWAY is prepared to intervene in any merger proceeding involving Canadian Pacific Railway and Norfolk Southern, and to even seek out its own merger partner, the railroad’s executive chairman told Trains News Wire recently. “If it’s going to happen, we’re going to play,” said Matt Rose in an interview with Fred W. Frailey. Without explicitly saying so, Rose implied that the obvious partner for BNSF in a merger would be CSX Transportation. A CP-NS merger, he said, would have NS’s profits being taxed at Canada’s lower corporate tax rate, putting CSX at a competitive disadvantage. At the same time, Rose said his own preference is to do nothing. “I always put myself in the minds of my customers. I just sense customers feel there has been too much consolidation and too much market power put in the hands of railroads.” But if there is to be a merger case before the Surface Transportation Board, BNSF will not sit idly by. Rose said. BNSF is owned by conglomerate Berkshire Hathaway, and as Rose puts it, “Everyone knows it has the firepower to do a major transaction.” (TN)

INTERNATIONAL CROSS-BORDER RAIL SERVICE between the Dutch city of Groningen and the northwest of Germany are going to be severely disrupted for several years following a collision between a 7,000-ton cargo ship and a bridge on Dec. 3rd. The bridge, near the small western German town of Weener, carries a single track rail line over the river Ems and was used by frequent regional passenger services between the north of the Netherlands and Germany plus limited freight services. Buses using an alternate road bridge have replaced the trains since the incident. The bridge could also be used by pedestrians and cyclists and had a lifting section enabling cargo ships to pass through. It was this that the ship collided with. Nobody was injured in the incident, but rail traffic is suspended indefinitely and the river is currently also closed to cargo ships — around 10,000 a year normally sail under or through the bridge. Experts surveying the damage and found that not only is the steelwork of the bridge damaged beyond repair but the force of the collision has damaged the bridge’s foundations. Repairs are estimated at more than $11 million and could take up to five years. (TN)

ONE MAINE LOCOMOTIVE is under steam again for the first time in 82 years. Wiscasset, Waterville & Farmington Railway No. 9 operated under its own steam for test runs on Dec. 5. The engine had been cold since 1933. The Saturday test runs are the culmination of a nine-year effort by Wiscasset, Waterville & Farmington Railway Museum members to restore the 18-ton two-foot gauge Forney 0-4-4t engine. Additional testing and crew training will take place before the engine enters regular service on the restored 2.5-mile section of the original railroad. Volunteers collaborated to complete most of the project including a new boiler and redesign of critical frame components to meet current safety requirements, restoration of the wooden cab, and manufacture of several missing components. In addition, WW&F members designed and built specialized tools such as a
portable quartering machine to move the project along. Except for construction of the new boiler at the nearby Boothbay Railway Museum, all work was done in the museum's shop. No. 9 is the oldest of the five surviving two-foot gauge steam locomotives operated by Maine’s two-foot gauge common carrier railroads. It was built by the state’s Portland Co. in 1891 for the Sandy River Railroad, a predecessor of the Sandy River & Rangeley Lakes, as its No. 5. It subsequently became SR&RL No. 6. In 1924, it was sold to the Kennebec Central Railroad, where it became No. 4. Kennebec Central shut down in 1929, and in early 1933, No. 4 was purchased by the original Wiscasset railroad, where it became No. 9. It operated only a few times on the WW&F before it was sidelined by a mechanical failure, just two days before the WW&F shut down itself. The locomotive languished in the WW&F’s shop in Wiscasset until 1937, when two Connecticut railfans purchased it and moved it to Thompson, Conn., where it was stored in a shed for 58 years before returning to Maine in 1995 and is now part of the museum group celebrating the heritage of its namesake railroad. (TN)

AMTRAK CEO Joe Boardman says he'll retire late next year. The surprise announcement in a recent letter to Amtrak employees comes one month after the passenger railroad’s board of directors voted to extend Boardman’s tenure for another two years. Boardman says in the employee letter that he will step down in September 2016 after having served about eight years in Amtrak’s top job.

“When I look back at this time I see so many accomplishments and so many changes we made to make America’s Railroad a stronger, safer and a more important part of our nation’s transportation system,” Boardman says. In an exclusive interview with Trains News Wire in Washington last week, Boardman gave every indication that he would continue. Retiring in 2017 would make his chief executive stint, which began in 2008, Amtrak’s second longest after W. Graham Claytor, Jr., who retired in 1993 after serving 11 years. That won’t change. When asked what his immediate priorities are, Boardman says he wants to get Amtrak’s Advanced Civil Speed Enforcement System version of positive train control installed on all sections of the Northeast Corridor by the end of 2015. He also spoke at length about equipment. “We’re really working hard to make sure we get the CAF (USA) deliveries for long-distance equipment,” Boardman said of Construcciones y Auxiliar de Ferrocarriles, the passenger car maker with a factory in Elmira, N.Y. “We have all the baggage cars now, the dining cars are in the climate chamber, and then we move on to (the baggage dorms and sleepers).” Regarding acquisition of high-speed trainsets for the Northeast Corridor, Boardman said, “I don’t expect to be here when they get here, but I want to make sure they get ordered and that gets done before I leave.” He said that Amtrak doesn’t have, “a final figure from the vendor and we don’t yet have approval on a Railroad Rehabilitation and Improvement Financing loan but we are doing all the due diligence that we are supposed to do to make that happen.” He said that he hopes to announce details on NEC trainsets within the next three months. Reflecting on his last seven years as president, Boardman said, “Our debt is lower, our revenues are up, our ridership is up, our labor efficiencies have improved. There’s no question that we’ve got more to do — I think we’re more incremental (recently) because we have so many things to move forward, like Americans with Disabilities Act improvements and implementation of all of the ideas and concepts that came out of the PRIIA legislation. We’re getting the Siemens electric locomotives—56 of the 70 of them have been delivered. I think we’ve gotten a lot done,” Boardman said. As for beefing up an aging fleet of Amfleet and Superliner I passenger cars from the 1970s and early 1980s that are older now than anything Amtrak inherited from railroads when it began operating in 1971, Boardman didn’t expect to see any difference in the annual appropriations, but he points out that the new surface transportation legislation at least authorizes money for the “Gateway” Hudson River tunnel project, “and that means,” he said, “that there’s going to be capital money that needs to be made available for our national system and to replace and improve the equipment we have out there.” These are all items Boardman refers to in his letter to employees. He also says that he wants to give the Amtrak board plenty of time to search for and select a successor.

(TN)

THE NATIONAL PARK SERVICE is putting the steam back in Steamtown. On December 10th, Baldwin Locomotive Works 0-6-0 No. 26 moved under its own power for the first time in more than
The restoration marked the first time the federally funded museum dedicated to preserving steam-era railroading has had its own operating steam locomotive since 2012. The test run comes a year after the locomotive was test-fired in December 2014 as part of an exhaustive, multi-year overhaul. The locomotive was built by Baldwin in 1926 and was used as a shop switcher there and for the Jackson Iron & Steel Co. The engine came to Steamtown in January 1990.

No. 26 backed out on to the Steamtown turntable in Scranton shortly after 1:30 p.m. and then ran back and forth through the former Delaware, Lackawanna & Western Railroad yard for much of the afternoon.

The locomotive was fired up earlier in the week and crews spent the last few days addressing minor problems. Mechanic and preservation specialist Bruce Mowbray tells Trains News Wire that most of the issues stemmed from a troublesome air compressor but by Thursday it appeared to be resolved. Barring any major problems during subsequent months, the locomotive will be Steamtown’s primary locomotive during the 2016 season when it will be used on various yard excursions.

AS SHAREHOLDERS AND RAILRODERS gear up for a potentially epic Canadian Pacific battle for Norfolk Southern, Congress has just changed the rules. On December 10th, the House of Representatives passed the Surface Transportation Board Reauthorization Act of 2015, a sweeping piece of legislation that will establish the railroad oversight board as its own independent agency. Now that both houses of Congress have approved the bill — the U.S. Senate passed S. 808 earlier this year — it will be sent to President Barack Obama for his signature approval or veto. Once the bill becomes a law, the STB will be removed from the U.S. Department of Transportation and become its own independent agency. The board membership will also increase from three to five; of those five members three of them will have to “have professional standing and demonstrated knowledge in the fields of transportation, transportation regulation, or economic regulation.” The new law also requires the agency to address rail rate complaints faster, creating “simplified and expedited methods.” Now, the board will have to make a final decision on any rail rate issues within 180 days. While federal officials were silent about the news, the Association of American Railroads welcomed it. “This legislation strikes the right balance of preserving a market-based structure for shippers and railroads, while also providing commonsense process improvements that will allow the STB to work more efficiently,” says Edward R. Hamberger, AAR president and CEO. The STB was created in 1996 with the demise of the Interstate Commerce Commission. It is unclear what the changes to the board may have on recent talks of a Canadian Pacific-Norfolk Southern combination or merger. Any combination would have to be approved by the board under rules developed in the early 2000s. An independent board, however, may choose to adopt new rules. (TN)

THE NATION’S NEWEST TRANSPORTATION legislation will allow passenger rail operators the chance to operate as many as three long-distance routes currently run by Amtrak. Congress directs the U.S. Secretary of Transportation to start a pilot program enabling competitors to bid on up to three-long distance routes for an operational period of four years with one renewal option that spans an additional four years as part of “Fixing America’s Surface Transportation” Act. Those eligible to bid on the operation of Amtrak-served routes include railroads that own the infrastructure Amtrak is using on that specific route, railroads or companies with trackage rights or similar agreements, or state-operated authorities or other agencies administered by state government that offer intercity passenger service. Those bidding on such routes would be held to the same performance standard as Amtrak using data acquired from the last fiscal year. (TN)
Two-and-a-half years after an oil train derailed and exploded in the heart of a small Quebec town, the incident's victims will receive a $330 million settlement. On Tuesday, Robert Keach, the bankruptcy trustee for the now defunct Montreal, Maine & Atlantic Railway, announced that the settlement fund set up for the victims of the Lac-Mégantic oil train wreck was now fully funded to the tune of $460 million Canadian. Approximately $114 million Canadian will go to the descendants and family members of the 47 people killed when the loaded oil train exploded in the middle of the night. The remaining $317 million Canadian will go to the holders of personal injury, moral damage, and economic and property damage claims. Keach says victims should expect payments to begin early in the New Year. Two dozen companies that were directly and indirectly involved with the wreck, including the MM&A, oil companies and other railroads, all agreed to pay into the fund following the derailment. While the victims start to receive checks in the mail, attorneys are gearing up for what will sure to be a complex criminal case against three former MM&A employees, engineer Tom Harding, dispatcher Richard Labrie, and manager of train operations Jean Demaitre. The three men all pleaded not guilty last year to 47 counts of criminal endangerment causing death. Although the trial was due to start in Lac-Mégantic this month it was pushed back until April 2016 to give prosecutors more time. If convicted each of the men could face life in prison for their roles in the deadly wreck. The July 2013 derailment was the first of a series of high profile oil train wrecks across North America in recent years however it has been only fatal one so far. Forty-seven people were killed and more than 30 buildings were leveled in the wreck. Since then, the MM&A has gone bankrupt and its former Bangor & Aroostook and Canadian Pacific rail lines are now operated by the Central Maine & Quebec. (TN)

AMTRAK MAY NOT BE WINNING any awards for on-time performance, but it is getting special recognition from PETA (People for the Ethical Treatment of Animals). PETA has given Amtrak a Compassionate Business Award “in recognition of the rail company’s new pilot program, which allows passengers to take their cats and small dogs with them on certain trains. The program gives guardians the option to travel with their animal companions rather than placing them in a stressful situation by boarding them or leaving them alone at home. Dogs and cats can now ride the train instead of being left home alone or commercially boarded.” By allowing them to travel by train, Amtrak will spare countless dogs and cats the stress and loneliness of being separated from their traveling families,” said PETA President Ingrid Newkirk. “PETA is recognizing Amtrak for being on track by passing even more policies that help animals and their humans. PETA—whose motto reads, in part, that ‘animals are not ours to abuse in any way’—urges families to travel safely with their animal companions, such as with Amtrak or in a private vehicle, and never place them in the cargo area of an airplane.” Amtrak’s pilot program launched in Illinois, and until February will be available on Northeast Regional and Downeaster trains. For $25, a passenger may take a cat or small dog along in a “comfortable, secure carrier.” (RA)

AMTRAK ACTIVATED its final segment of ACSES (Advanced Civil Speed Enforcement System), its version of Positive Train Control (PTC), along the Northeast Corridor on Dec. 18, 2015. ACSES is now fully functional on all Amtrak-owned track between Washington, D.C., and Boston, almost two weeks before the Congressionally imposed original deadline of Dec. 31, which has since been extended by three years. PTC on the Philadelphia-New York segment was activated during the weekend of Dec. 18-20 and between Washington, D.C. and New York City the previous weekend, according to news reports. The only unequipped territory is along a Connecticut DOT-owned
segment east of New York City also used by MTA Metro-North regional/commuter trains. ACSES, it is widely believed, would have prevented the May 12, 2015 fatal derailment of Amtrak Northeast Regional train no. 188 at Frankford Junction, just east of Philadelphia. Eight people were killed and more than 200 were injured in the wreck, the exact cause of which the National Transportation Safety Board is still investigating. Train 188 derailed when it entered a curve with an unenforced civil speed restriction of 55 mph at more than 100 mph. (RA)

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THE WISCASSET, WATERVILLE & Farmington Railway Museum is seeking funds to restore Bridgton & Saco River Railroad boxcar No. 67. The Laconia Car Co. of Laconia, N.H, built the car in 1905. The Bridgton & Saco River was one of the fabled narrow gauge two-foot lines common only in Maine. The Narrow Gauge Preservation Foundation has offered a 2:1 Challenge Grant. According to the terms of the grant, for every $1 donation received by the museum, the foundation will donate $2 up to the estimated cost of the restoration. Museum officials say the car can be restored for about $7,500, which includes $5,000 for materials, $2,000 for contract labor and $500 for incidentals. Much of the labor will be donated by museum volunteers, many of whom helped restore two original WW&F cars and build replicas of two others. After the road closed, No. 67 was sold to one Ellis D. Atwood’s Edaville Railroad in Massachusetts. The tourist line used the car as a shed next to Cranberry Junction station. (TN)

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TWO NASA ASTRONAUTS went railroading this month on the International Space Station in orbit more than 250 miles above the earth. They performed a spacewalk with the goal of freeing a rail car that was stalled outside the lab. Astronauts Scott Kelly and Timothy Kopra exited the space station and made their way toward the stuck car to release its brakes. The car had to move about four inches so it could be latched into place and allow a cargo ship filled with almost 3 tons of food and supplies to dock. The car is part of the station's Mobile Remote Servicer Base System’s Mobile Transporter. The transporter was designed by Northrup Grumman and allows robotic arms to glide 354 feet down rails on the station’s main truss. The “railroad” gives the two robotic arms the ability to travel to work sites all along the truss structure. If needed, it is possible for an astronaut to “ride” the vehicle while it moves at a top speed of about 5 feet per minute – now that’s “rare mileage!” (TN)

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DUE TO CONSTRUCTION about to begin on the site of the former Boston Garden, the existing MBTA head house will be closed on Jan 2. Commuters should be aware that covered ADA accessible walkways will be put in place for MBTA customers until the developer's project is completed in December 2018. The head house closure and demolition is needed to allow for construction of a direct connection between the Orange and Green Line Stations and the east lobby of North Station Commuter Rail. Once built, it will have long-lasting benefits for T customers, who will never again have to walk outside in extreme weather, nor cross the street to get from one station to another (as is now the case). The developers have coordinated with T personnel to ensure safe and convenient pedestrian flow between North Station and the Green and Orange Line stations. In the interim, pedestrians will be asked to use the other entrances/exits at the Orange/Green Line Station and cross Causeway Street at the designated crosswalks. Signs will be posted and as work zones change, the signage will change accordingly. (About the MBTA)

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

TRAINS
Railroading in Avalanche Alley
Guilt Trip to the World’s Rooftop
When Winter Comes

MODEL RAILROADER
On the Waterfront Part 1
New Haven Tribute
DCC Corner—Powering All-live Turnouts
How to Model a Cornfield

RAILROAD MODEL CRAFTSMAN
Railroad Signals
Balsa Foam Primer
Look Both Ways

We have researched for new Radios and headset and have come up with an attractive price:

$22.50 for a nice up-to-date Radio and $25 for a comfortable (2-prong) headset.

For the most part, our radios are pushing 20 years old, and various things have broken, so now is the time to up-date, or buy for the first time.

There is a sign-up sheet on the Bulletin Board. If you want both the radio and headset, please write “both” next to your name. (you really should get both) If you can’t get to the club to sign-up, or think you will forget, please feel free to email me at daveclinton@verizon.net and let me know your desires and I will add you to the list.

So much of a good Operations depends on good communication, so now is an opportunity to get with it and do away with those single-prong radios, that have lose headset contacts or broken belt clips or just over-all outdated! Imagine: No more “you’re on vox” with the new radios and headsets!

We will keep the list up through December and place an order after that. Hey...what a nice Christmas gift...let your “better half” know about this...and he or she can email me privately and it will be a “surprise” for you!

The Club Car Committee is now taking reservations for our up-coming VERY LIMITED-RUN grey 40’ gondola (1941 build date) by Accurail, decorated in the markings for the USN here at the Hingham Shipyard. There will be at least 20 different numbers available. THIS IS A KIT---so dust the cobwebs out of your brain and grab a couple of tools to assemble this basically a “shake the box” kit. You will have to add Kadees and metal wheels to run it on our RR. Price is $19.95 each and we hope for a February delivery. Sign-up sheet on the BB or email me with your desires: daveclinton@verizon.net. Thanks in advance for your support of our Club Car projects.

1. “Junk Food Jollies” (JFJ) was another fun time with fellow members friends. 19 showed up to enjoy happy food and happy times. So many delicious things, many of them prepared by members—their “specialty”. The occasion has matured into more than just “junk” food. In fact, we even had a Vegetable Platter this year, to the horror of several! Guest, and former member, Kevin Linagen brought some interesting digital pictures of happenings on the Fore River RR in the Quincy Shipyard. Savory brought digital pictures of ex-Edaville locos doing their thing on the Maine Narrow Gauge Museum trackage in Portland. I showed a 50-year-old 8mm movie I had taken on several steam “fan” trips I had taken with my dad in Canada and the Lehigh Valley in Pennsylvania. There were several “first timers” and a good time was had by all. Thanks to all...
participants and for the donations to the table!

2. The Annual Auction, with substitute Auctiioneer Paul Cutler III, was a lot of fun, too. We did miss Barry making a fool of himself, for the good of the cause. The gross of over $800, was second only to last year’s $900+ take, due to the sale of locomotives from a member’s estate; we did not have any locomotives this year. Thanks to all participants, who opened their wallets and to those who brought home-made baked goods and train items for the Auction…and to Paul III and Bryan Miller for a smooth-running Auction!

3. Happy New Year…may it be a great train year for all of us!

---------------David N. Clinton

Birthday Celebrations

The following members have made it through another year and deserve congratulations:

Paul Cutler ..................... January 7th
Fred Alexander .............. January 16th
Eric Tedeschi ................. January 25th

Intercity rail: Canada should get on board

Jason Shron, Special to the Toronto Sun

First posted: Saturday, December 12, 2015

Jason Shron, president of Rapido Trains Inc., which is Canada’s top model train business.

I just rode the train from London to Paris, and we arrived right on time.

This summer I took the train from Winnipeg to Vancouver, and we arrived seven hours late.

This shocking but common example is symptomatic of Canada’s dilatory approach to our national passenger railway, Via Rail. Compare Canada with
the rest of the world. Over the past two decades, there has been widespread recognition that trains are a smarter investment for moving large numbers of people over short to medium distances. My trip from London to Paris generated approximately 22 kg of carbon dioxide emissions. If I had flown, I would have generated up to 244 kg of CO2 emissions.

Since 2000, the British government has invested over $145 billion (Canadian dollars, adjusted for inflation) in its passenger trains. Brazil has announced over $30 billion in new rail lines. Even Nigeria has started construction of a $16-billion rail line uniting its coastal region. In contrast, VIA received a meagre $1.5 billion in capital funding between 2000 and 2014.

Via is an easy target for cuts and neglect. It has been a political football since the day it was created by order-in-council rather than an act of Parliament. In layperson’s terms, VIA can be shut down completely with a written note from the sitting government. To add insult to injury, VIA operates most of its services at the mercy of the freight railways. There is no financial penalty to CN for delaying a VIA train or causing its cancellation. Via’s on-time performance has fallen from 84% in 2011 to below 75% this year. The Canadian, VIA’s flagship, regularly arrives in Toronto or Vancouver seven to 10 hours late. This abysmal performance is entirely due to increased freight traffic.

Fixing Via is a four-step process. First, we need to change the way we talk about passenger rail. Funding for roads is considered an “investment” while funding for VIA is considered a “subsidy.” Once funding for our national passenger trains is described in the language of investment — in our environment, in our collective health, in reducing road and air congestion and increasing safety — we can have a less prejudiced conversation about passenger rail.

The second step is for the federal government to pass a VIA Rail act of Parliament that would legislate a guaranteed level of service from the freight railways that control the tracks.

The third step is to reconnect population centers that have been cut off from the national network through various cuts: Saint John, Fredericton, Trois-Rivieres, Thunder Bay, Regina, Calgary, and Banff. Restoring daily service across Canada will give Canadians more travel options, especially for those living outside major centers and a long drive from the nearest airport.

Finally, the federal government should listen to the experts. VIA president Yves Desjardins-Siciliano wants a new rail line in Ontario and Quebec that would allow express VIA trains to run unimpeded by freight traffic. This should have been built 13 years ago when it was first proposed.

The time of the intercity passenger train has come everywhere but here. Canada should get on board.

KEVIN CONNOR

Toronto Sun

kevin.connor@sunmedia.ca

Jason Shron has turned his model train hobby into an international business. Eleven years ago, Shron left his PhD studies in art history to start his company, Rapido Trains Inc., which is now Canada’s top model train business.

He says he loves trains the way others love the Toronto Maple Leafs. When Shron was two years old, his family took a train when they moved from Montreal to Toronto and it’s his first memory. “That’s when it all started and then it just got worse,” said Shron, whose office lobby resembles a train car.

His obsession with Canadian trains is evident in the attention to detail in his models. A popular model is the Via Rail dome car. Each seat under the dome is
made individually, instead of from a plastic block, and every component under the train, such as the brakes, is based on the real thing. “Every piece of history has to be included and very few model train companies get it right,” Shron said. “Only the real nuts get the details right.”

He spent 41/2 years and roughly $10,000 to reconstruct an actual Via Rail passenger coach in his Vaughan home. After learning that a former VIA coach was going to be scrapped, Shron purchased the mothballed car, gathered a group of rail-fan friends and tore it apart so he could rebuild it in his basement. His latest venture is restoring a Via Rail sleeper car he found in Georgia, which he plans to run from Orangeville, through the Forks of the Credit Provincial Park, to Brampton. “I lament that so many trains get scrapped,” Shron said. “This is a way to give back to railway history in Canada.”

Letter to Editor—Boston Globe

Public transportation, whether it is the MBTA or Amtrak, should not be regarded as a service that must make a profit. Trains and subways provide so many benefits, including fewer cars on the roads, less of a carbon footprint, and less need for parking spaces. Public transit should be considered an essential part of the infrastructure, a service subsidized by government, if necessary. We should accept the reality that if we want this service, we will have to spend money not only to keep it going but to upgrade it for the future.

Services such as late-night T service (“T prepares to cancel late service,” Page A1, Dec. 15) should not be cut to balance a budget. Instead, the benefit of any service should be considered, and money should then be spent to continue the service if the benefit is worth it.

If public transportation throughout the country, including the T, needs government subsidies, it would be money well spent.

Peter Gray

Boston

RICHARD PRONE: Weekend rail fares need extreme makeover

With Governor Baker’s Fiscal Management Control Board busy identifying potential transit cuts in FY 2017 (yes, weekend commuter rail is on the list), it’s time for the MBTA to take a fresh look at its fare structure. Let me be clear, this is a systemic problem, not confined to the Greenbush and Kingston/Plymouth lines. For example, who’s going to pay $21, plus $4 parking for a Kingston-Boston round trip, when that money will buy 250 miles of driving with $2 a gallon gas? Transit companies frequently use “load factors” -- the percentage of actual riders compared to the capacity of the vehicle -- to set fares. With most of the T’s weekend trains running around with 600 or more empty seats, wouldn’t you think they’d try something like Chicago’s Metra $8 weekend pass, which has trains packed, or Los Angeles’s Metrolink $10 weekend day pass, which has boosted ridership by 300,000 in only three years? Not to be outdone, New York’s Long Island and MetroNorth RRs offer 27 percent discounts on weekends and on off-peak weekday trains. Unfortunately, the only publicity the T receives on fares is when they’re going to raise them, like right now.

It doesn’t have to be this way. The T’s new Draft Fare Policy document contains language in Section B that recommends lowering fares under crowded conditions or reductions in comfort: “It is therefore important to prioritize fare strategies that will increase ridership on services that have underutilized passenger capacity.” That is, of course, dependent on whether the T agrees standing up from Park St. to Quincy constitutes overcrowding or a reduction of comfort. The MBTA’s Mission Statement contains similar language, citing their goal: “To provide affordable transit [by reducing] the
burden to taxpayers through efficient operations [and] innovative fare policies ... "The quicker the T realizes that by following other cities' weekend commuter rail strategies, it will lose less money by attracting more riders. It will also break the vicious cycle of fare increases forcing riders to defect, then the T trying to compensate for the lost revenue by raising fares again or cutting services. These railroads were built to move thousands of people efficiently and comfortably. With a little ingenuity and improved scheduling, the MBTA can achieve that goal. (Richard Prone served on the Old Colony and Greenbush Citizens Advisory Committees and is Duxbury's representative to the MBTA Advisory Board. He is a retired 38-year Amtrak and MBCR locomotive engineer.)

ROCHELLE, III. — Nippon Sharyo is laying off workers at the plant assembling bilevel passenger cars after a prototype failed key safety tests.

Plant managers announced the layoffs on Thursday saying they are "... a result of complications during the testing phase of one of its prototype cars."

Nippon Sharyo is building the cars to one design for state-sponsored Amtrak service in several states, including Michigan and California.

Bruce Roberts, Chief of California's Division of Rail in the Department of Public Transportation, the agency that is overseeing the procurement for the states, tells Trains that he learned from Nippon Sharyo on Thursday that the company has yet to discover whether the 800,000-pound compression test failure which caused the shell to buckle was the result of poor workmanship, production failures, or a fundamental design flaw.

A compression test is meant to demonstrate how a car would respond in an accident, protecting passengers.

Local media report that as many as 98 workers will be laid off.

Stop Fiddling, and Upgrade the Infrastructure

It is time for Congress to pass long-term, sustainable transportation funding for America's economic vitality and national security. Band-Aid funding impedes long-term financial planning and cost savings ("As U.S. Infrastructure Creaks, Congress Dithers," U.S. News, Oct. 6). The U.S. Highway Trust Fund regularly runs near a depleted level. Congress set the gas tax in 1993 at 18.4 cents per gallon, and it has never been adjusted. If adjusted for inflation, it would be about 30 cents today. Thirty years ago, gasoline prices were $2.62 per gallon, adjusted for inflation; today's average price is less than that.

Infrastructure improvements lead to private-sector development and attract the next generation of workers who expect public-transportation systems. Studies show that every dollar invested in public transportation generates $4 in economic returns. When the Chicago Transit Authority upgraded its iconic Brown Line "L" train, median home values grew over 40%, and since 2010, 15% of all new Chicago construction building permits have been issued near Brown Line stations. One of the reasons Chicago has led the U.S. in corporate relocations the past two years is its reliable mass-transit system, which provides two million rides each workday. Last year, commuter-rail provider Metra had its second highest year for ridership, CTA "L" ridership reached an all-time high, and Pace's suburban bus services have grown more than sixfold since 2011.

Kirk W. Dillard
Chairman
Regional Transportation Authority
Chicago
Norfolk, Rival Near Proxy Fight

Railroad submits letter rejecting latest $30 billion proposal from Canadian Pacific

BY LAURA STEVENS AND BETSY MORRIS

Norfolk Southern Co. on Monday officially rejected Canadian Pacific Railway Ltd.'s latest $30 billion bid to merge the two railroads, bringing the rivals a step closer to a potential proxy fight.

The Norfolk, Va.-based railroad outlined in a letter its reasons for rejecting the "grossly inadequate" new offer, including what it said was less overall value and cash than CP's first offer.

Moreover, nothing in the revised, reduced proposal addresses the concerns of the Norfolk Southern board arising out of our extensive review of your prior proposal," the letter adds, "including with respect to the substantial regulatory risks."

A CP spokesman said the company was reviewing the letter.

Norfolk Southern challenged CP's assertion that its bid would pass regulatory muster with the U.S. Surface Transportation Board, which has established tougher, largely untested rules mandating rail mergers promote competition.

The rejection of Canadian Pacific's latest offer isn't expected to end this contest, however. Last week, activist investor and CP shareholder William Ackman said Norfolk Southern's continued resistance is "reasonably likely" to lead to a proxy fight similar to the one he successfully launched four years ago at CP. The fight resulted in a majority of the Canadian Pacific's directors being replaced and Hunter Harrison being appointed chief executive.

A CP-NS merger would most certainly lead to a "final round" of consolidation in the railroad industry, including BNSF Railway Co., according to Matthew K. Rose, executive chairman of BNSF. If Canadian Pacific buys Norfolk Southern, "we'll be all in and we're going to play in it," Mr. Rose said.

Rail customers don't want the consolidation, Mr. Rose said, and neither does BNSF because of the cost, interruptions and the fact that "the industry is truly hitting its pace right now." He said the concern is that consolidation will make the rail network more vulnerable to disruptions and offer shippers fewer choices. In a survey of rail shippers by Cowen & Co. earlier this month, 71% of respondents said they oppose the merger.

Mr. Rose wouldn't say how or when BNSF might enter the consolidation fray. But if Mr. Ackman is successful in merging CP with Norfolk Southern, BNSF could make a play for CSX Corp., rail-industry executives and analysts say.

CP last week said that it would place its own railroad in a so-called voting trust during the likely drawn-out regulatory-approval process to keep the companies separate, allowing Mr. Harrison to move to Norfolk Southern and start running operations there.

"Based on the advice of regulatory experts, including former STB commissioners, we believe it is highly unlikely that any voting-trust structure would be approved in connection with the proposed transaction, and that the STB would view the unprecedented structure proposed by you to result in premature control being exercised over Norfolk," the railroad added in its letter to CP.

The two railroads have been locked in a public battle since CP officially launched its first bid to combine with its American counterpart on Nov. 17. Norfolk Southern has resisted its advances, saying the regulatory hurdles are too high and that CP's price is too low.

CP has argued that it would open its tracks and terminals to competitors if service or pricing suffered and that it would reduce congestion in Chicago, things that would help it gain regulatory approval in the U.S.