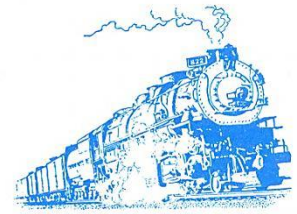


The Semaphore

South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938



JANUARY 25, 2016 ■■■■■■■■■■ VOLUME 36 ■■■■■■■■■■ NUMBER 1

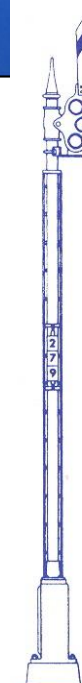


SIX "THE OPERATOR"s IN ONE !



The Semaphore

David N. Clinton, Editor-in-Chief



CONTRIBUTING EDITORS

Southeastern Massachusetts.....	Paul Cutler, Jr.
“The Operator”.....	Paul Cutler III
Cape Cod News.....	Skip Burton
Boston <u>Globe</u> Reporter.....	Brendan Sheehan
Boston <u>Herald</u> Reporter.....	Jim South
<u>Wall Street Journal</u> Reporter.....	Paul Bonanno
Rhode Island News.....	Tony Donatelli
Empire State News.....	Dick Kozlowski
“Amtrak News”.....	Russell Buck
“The Chief’s Corner”.....	Fred Lockhart

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The Semaphore is the monthly (except July) newsletter of the South Shore Model Railway Club & Museum (SSMRC) and any opinions found herein are those of the authors thereof and of the Editors and do not necessarily reflect any policies of this organization. The SSMRC, as a non-profit organization, does not endorse any position. Your comments are welcome! Please address all correspondence regarding this publication to: *The Semaphore*, 11 Hancock Rd., Hingham, MA 02043. ©2015

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VOLUME 36 ■■■■■ NUMBER 1 ■■■■■ JANUARY 2016

CLUB OFFICERS

President.....	Jack Foley
Vice-President.....	Dan Peterson
Treasurer.....	Will Baker
Secretary.....	Dave Clinton
Chief Engineer.....	Fred Lockhart
Directors.....	Bill Garvey (‘16)
.....	Bryan Miller (‘16)
.....	Mike Dolan (‘17)
.....	Roger St. Peter (‘17)

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On the cover: Pictures from six of our past Club activities.

Photos by Joe Dumas & Tony Donatelli.

FORM 19 ORDERS

JANUARY B.O.D. MEETING

Monday, January 25th 8 p.m.

AMHERST RWY SOCIETY TRAIN SHOW

Sat. & Sun., Jan. 30-31 "BIG E" W. Springfield

FEBRUARY BUSINESS MEETING

Monday, February 1st 8 p.m.

DECODER & LOCO TUNE-UP CLINIC

Thursday, February 4th 8 p.m.

TRAINS AND TOUCHDOWNS

Saturday, February 6th 11 a.m.-5 p.m.

NEWSLETTER DEADLINE

Saturday, January 20th

FEBRUARY B.O.D. MEETING

Monday, 29th 8 p.m.

CONTESTS

Congratulations to applicant **Rob Cook** on winning his month's 50/50 Raffle!

JANUARY: The answer to this month's question is: the ACS-64 electric by Siemens is replacing the AEM-7 "Mighty Mouse". The new loco is called "The Cities Sprinter". Here's who knew:

Joe Dumas	Brendan Sheehan
Fred Lockhart	John Sheridan
Coley Coleman	Jim South
Roger St. Peter	Alt Taylor
Jack Foley	Savery Moore
Ron Clough	Doug Buchanan
Paul Cutler III	

Congratulations to all and everyone was a winner and took home a railroad calendar supplied by these folks:

Kurt Kramke	Jack Foley
Al Taylor	Roger St. Peter
Fred Lockhart	Ron Clough
Doug Buchanan	Jim South
Ye Ed	

A fun January "tradition", started over 30 years ago!
Thanks for your participation and Happy New Year!

CHIEF'S CORNER

Fred Lockhart

Another month to report on; well let's see if I can remember what we have got done. Last month I reported that the Electrical Committee was moving the toggle controls that control the manual turnouts for the Dairy, Essex Jct. yard, and the freight house onto the fascia panel. They have been moved; you will see amber LEDs above the letter "K" near each set of toggles: the "K" refers to a kill switch and the amber LED lets you know that the power is on. The last thing to do on those will be to add red/green LEDs to the toggle that controls the turnout right off the main--that will give engineers a good visual that their track is clear, especially during operations when there are locals working that area. Over at the steel mill, you will notice another new toggle has been added. With the help of the Benchwork Committee, this toggle controls the turnout for the steel mill lead, which comes off the outbound passenger lead. It has red/green LEDs to indicate the turnout position, as the points can't be seen from the aisle. This will help the local that works the steel mill.

The Scenery Committee continues to work on the finishing details at "Corner City". They also continue to work on the area near West Middleton. They are building this section at the work bench; it will have residential houses backing up to the railroad. When it is done, they will install it in front of and around the diamond crossing. They are also working on a marshy area, to complete the scenery on the permanent part of the railroad. To the left of that project, all the track work will be re-configured when the Fourth peninsula is built.

What is next? The next major project I want to see get done is build the model board for the Cedar Hill passenger terminal. It will have the track diagram for the area, with LEDs to show routing through the double slip turnouts, similar to the smaller panel we installed at the entrance to Cedar Hill arrival/departure yard, with red/green LEDs for the standard turnout position. We have made good progress on our "punch list" and will continue to work off of that, also.

One part of the Chief Engineer's responsibilities is to qualify members on the railroad. This year, I want to establish some qualifications guidelines and put together a team of members who have

experience on different parts of the railroad and start the process of getting members qualified.

That is it for this month.

Fred Lockhart
Chief Engineer

TRAINS AND TOUCHDOWNS

NEW THIS YEAR! Similar to the famous “Trains ‘n Turkey, held the Wednesday before Thanksgiving, here’s a chance to come and run trains with your fellow members. This “free-style” operations will be split up with a “group lunch” in the early afternoon. Come and leave anytime you want. Burn some of those calories, walking around with your train....calories that you’re going to put on being a “couch-potato”, watching the “Superbowl” the following day! Thanks to Jack for this fun idea.

SEMAPHORE MEMORIES

JANUARY 2011 (5 years ago)

- Reception at the Club for our old friend, and 40-year member John Governor, who was suffering with brain cancer and at a rehab in Randolph.
- STB approves Montreal, Maine & Atlantic Rwy. abandonment of 233 miles of track in Maine.
- State of Maine purchases those 233 miles of track.
- First of two MP36PH-3C locos purchased by MBTA from FrontRunner commuter service in Salt Lake City, UT, arrives on the property; 010 & 011.
- Maine Narrow Gauge Museum choosing between three different Maine sites for its eventual move.
- MBTA implements “quiet cars” on two lines.
- VA requests Amtrak service to Norfolk.
- Jim Boyd, influential rail photographer, book author and longtime editor of R&R dies.

- Eugene Garfield, founder of Auto-Train Corp., and former asst. U.S. Sec. of Transp., dies.
 - Last roll of Kodachrome film sold.
 - Caterpillar subsidiary Progress Rail Services begins hiring employees for its new Muncie, IN locomotive assembly plant.
 - 28,500 tons of new 115-lb rail delivered to NECR for up-grading 140 miles of CT River Valley track for new *Vermont* routing through Holyoke, Northampton and Greenfield, MA.
 - Conway Scenic’s first loco, GE 44-tonner #15 sold to Southern Prairie Rwy. in Saskatchewan.
 - Amtrak to begin year-long celebration on May 1st, with special train equipped with exhibits.
- ### **JANUARY 2006** (10 years ago)
- MBTA begins phasing out tokens on subway lines, replacing with “Charlie Card”.
 - First Montreal, Maine & Atlantic Rwy.-painted unit, a B39-8, comes out of Derby, ME shops.
 - Amtrak plans to replace Thames River Bridge in New London, CT; a two-year project.
 - New York City implements computer-controlled subway train; with first on “L” line.
 - Athearn brings out the RS3 in their R-T-R line; an up-dated MDC/Roundhouse model.
- ### **JANUARY 2001** (15 years ago)
- McCain’s Potato Chips tries new experiment, shipping refrigerated TOFC from Presque Isle, ME to Palmer, MA.
 - Maine Coast RR quits ex-MEC Rockland Branch.
 - Anonymous donors purchase only 2-ft parlor car for over \$100,000 from Edaville and donate to Maine Narrow Gauge RR Museum in Portland, ME.
 - BC Rail shuts down electrified “Tumbler” Subdivision in British Columbia.
 - New company Vermont Rail Link attempts to restore 95-mile ex-St. Johnsbury & Lamoille County RR through northern Vermont between St. Johnsbury and Swanton. (Not successful.)
 - VIA Rail Canada announces purchase of what are now called “Renaissance” cars from consortium of five European countries.
 - Amtrak’s *Acela Express* completes first month of operation, carrying over 11,000 passengers.
 - Amtrak substitutes F40s at each end of *Vermont* for cab car (ex-Metroliner coach).
 - Old South Weymouth station purchased by individuals, who plan restoration as general store.
 - MBTA agrees to build shallow tunnel or viaduct through Weymouth Landing for Greenbush Line.

JANUARY 1996 (20 Years Ago)

- ✳ Connecticut's "Shore Line East" service expands to New London from New Haven.
- ✳ MBTA purchases 25 ex-CN GP40s for Old Colony service; after modifications, designated GP40MC.
- ✳ "Slumbercoach" service ends on Amtrak, with introduction of new "Viewliner" sleepers.
- ✳ P2K announces E7 locomotive, a first in plastic.
- ✳ Work to begin constructing new Portland, ME "intermodal" service.
- ✳ Interstate Commerce Commission, oldest surviving Federal regulatory agency, disbanded.
- ✳ First of 57 refurbished by Morrison-Knudsen single-level coaches arrive for use on Old Colony.

JANUARY 1991 (25 Years Ago)

- ✳ Amtrak installs automatic stop signal before Back Bay Station, following previous month's crash of Amtrak *Night Owl* and Commuter Rail train.
- ✳ Restaurants open at rebuilt South Station.
- ✳ Canadian Pacific purchases Delaware & Hudson.
- ✳ Maine contemplating opening a "satellite" operation of Edaville near Acadia National Park.
- ✳ Amtrak purchases 52 new locomotives from GE, later to be designated P40 "Genesis".

JANUARY 1986 (30 Years Ago)

- ✳ Gov. Dukakis (MA) signs transportation bill, which includes first design money for three rebuilt ex-New Haven RR "Old Colony" lines.
- ✳ Quaboag Transfer, Inc., operating over CV between St. Albans, VT and Palmer, MA, with ex-CV RS11s.
- ✳ With Franklin Line ridership growth, MBTA considers extending line to I-495 in Bellingham.
- ✳ Western Heritage State Park in North Adams, MA opens with displays of history of Hoosac Tunnel.
- ✳ Conrail donates last New Haven U25b (and last loco NH purchased) to Valley Railroad Museum.
- ✳ VIA Rail Canada announces "Superliner" cars to be built by joint venture of Bombardier and GO Transit of Toronto. (Never happened.)

JANUARY 1981 (35 Years Ago)

- ✳ Joint venture with North Shore Model RR Club to revise By-laws to conform to recent State requirements, saving legal expenses for both.
- ✳ Canada's "LRC" from Bombardier testing as *The Beacon Hill* between Boston and New Haven. On a 2-year lease to Amtrak.
- ✳ Dues problem—21 members had not paid January dues!

DECODER & ENGINE TUNE-UP CLINIC

Applicant **Rob Cook** and was again first to attend this session and brought an old Stewart F3A&B decorated in NYC "lightning-stripe" scheme. Since these units have the Kato drive, he replaced the factory board with the DH165KO. The factory headlight runs directly to the front, middle contacts and the board "current reducing resistor" is disabled by scratching through the "V" on the board, allowing the full 12v to reach the factory 12v bulb.

Our newest/oldest member **Bill Sims** brought an old Athearn "Bluebox" F7A dressed in the famous Santa Fe "Warbonnet" scheme. This all-night job entails removing the motor, in order to isolate it from the chassis, and hardwire the DH126 between the track pick-up and motor. He decided to wait on the lights, so that he doesn't just reinstall the factory "cookout in the cab" look, using the factory light apparatus.

Eric Tedeschi brought his 3-unit E9A-B-A from Walthers, dressed in the UP's "executive train" scheme. Due to a shortage of DH166 decoders, he used the DH126 in one of the As and the B-unit. Only problem is that only the number boards light with this decoder. He used the DH166 in the other A-unit, in order to get both the number boards and headlight to operate. He will just have to make sure that this latter A-unit is always in the lead!

Paul Agnew brought his own sound decoder, a Soundtraxx MC1H102P8, to install in his P2K SD7, dressed in the EMD "Demo" scheme. This is a "power only" decoder, even if made by Soundtraxx.

Paul Cutler brought his NJ Custom Brass New Haven EP-1 and hard-wired the DZ126. There are no lights, due to the delicate nature of the brass headlights and where they are located. The only problem with this unit is it was produced and painted before the days requiring an "F" on the front of the loco. And, because it is an electric, dual-cab loco, there is no way to tell the front from the back,

so it will be a “50-50” chance, each time he places on the RR!

All participants were successful with their various projects and went home happy! Special thanks to Paul for “running the show” this month, as I was out of town. His backup is appreciated. Our next clinic will be **Thursday, February 4th**. Sign-up sheet on Bulletin Board. Everyone is welcome!



THE LARGEST CONTAINER SHIP ever to call at a North American port, *CMA CGM Benjamin Franklin*, arrived at the Port of Los Angeles on Saturday, December 26. The *CMA CGM Benjamin Franklin*, a brand new 18,000-Twenty-Foot Equivalent Unit (TEU) container ship, is the largest container ship ever to visit a U.S. port. TEU is a term used to indicate a ship's cargo capacity. It refers to a 20'x8'x8' cargo container. The longer 40'x8'x8' cargo container equals two TEUs. [BNSF](#) was ready with a train to transport many of the ship's containers inland. BNSF said it will take 10 of its trains to move its share of the cargo, more than 2,500 containers, to inland intermodal facilities located in Chicago, Dallas, Houston, Kansas City and Memphis. From there the containers will continue by truck to their destinations. The ship is among the largest in the French shipping line CMA CGM's fleet and is about a third larger than the biggest container ships that currently call at the San Pedro Bay Port Complex at the Port of Los Angeles. The ship will depart from the Port of Los Angeles on Wednesday, December 30, for the Port of Oakland.



THE 17TH YEAR of the Canadian Pacific Holiday Train program “saw tremendous crowds, generous donations and big smiles as it etched its way across Canada and the northern U.S.,” according to CP. “With results continuing to roll in, the 2015 edition of the Holiday Train is on track to raise more than \$1.4 million and more than 300,000 pounds of food for food banks and food shelves.” Since its

start in 1999, the CP Holiday Train has now helped to raise more than C\$12 million and 3.9 million pounds of food for local food banks, “shining a light on the important role food banks play in a healthy community,” CP said. “This year saw record crowds in many communities and estimated overall attendance of 450,000 people over the 23 days. Again this year, people attending Holiday Train events were encouraged to think about healthy options when donating food. Heart health education and awareness is a tenet of CP's community investment program, CP Has Heart, which focuses on improving the heart health of men, women and children in communities across North America.” (RA)



RAILROADS OPERATED by Iowa Pacific Holdings LLC carried nearly 400,000 passengers during the holiday season, and the company is the largest franchisee of the Warner Brothers Polar Express™ brand, both in locations and number of passengers. Iowa Pacific operates holiday trains in 13 locations, including nine with the Polar Express™ franchise and four with Train to Christmas Town. (RA)



HAULING COAL FUELED railroads' profits for decades. Now just like the drop doors on the bottom of a hopper, it is giving way. According to the Association of American Railroads, the carloads for coal numbered around 125,000 a month in January 2012, but has fallen down to less than 95,000 monthly carloads for November of this year. “This is the fastest changing story in railroading, thanks to cheap natural gas and EPA regulations,” says BNSF Executive Chairman Matt Rose. Rose says that in 2006, BNSF moved 287 million tons of coal from the Powder River Basin in the Western U.S. “Less than 10 years later, I don't anticipate that we'll see that level of coal volume again. That leaves us with millions of dollars in investment in what will eventually be stranded assets,” he says. In the east, major arteries for hauling coal have been moth balled. CSX Transportation closed down the former Clinchfield Railroad, and Norfolk Southern has done the same with the former Virginian Railway in West Virginia along with laying off workers at its Lamberts Point coal terminal. Among the railroads, divisions still tied to coal are on shaky ground. Even worse, the way of life for hundreds of thousands of Appalachian railroaders,

truckers, coal miners, and their families dependent on the black rocks has irreversibly changed. (TN)

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Atlas Model Railroad Co. has agreed to purchase BLMA Models Inc., of Fullerton, California. Founded in 2000, BLMA manufactures quality HO, N, and Z scale rolling stock and accessories. Upon completion of the acquisition, Atlas will own and release all current tooling, inventory, and will continue with production plans outlined by BLMA, prior to the sale. (Atlas)

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THE MT. RAINIER SCENIC Railroad could have a new owner by the end of the month. The Washington-based tourist railroad is currently in negotiations with American Heritage Railways and officials say that a sale could be completed as early as this month. American Heritage Railways CEO Al Harper says if the deal does go through the scenic railroad would be turned into a for-profit tourist railroad. The logging museum the railroad is associated with would remain a non-profit organization. Harper says both sides could sign a contract sometime this week and that the sale would close two or three weeks after. Sources close to the Mt. Rainier Scenic say the deal is complete, as far as they are concerned. Tom Murray founded the non-profit Mt. Rainier Scenic Railroad and has been offering steam-powered excursions on a stretch of former Milwaukee Road track since the 1980s. Harper's American Heritage Railways was founded in 1998 and operates Colorado's Durango & Silverton Narrow Gauge Railroad and North Carolina's Great Smoky Mountains Railroad. (TN)

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GOV. ANDREW CUOMO is expected to announce details of a major reconstruction for New York's Penn Station sometime this week according to the Wall Street Journal, citing sources close to the Penn Station plans. A spokesman for the governor declined to comment. Highlights of the plan include relocating Amtrak's main waiting area into the grand hall of the Farley post office across the street. By moving Amtrak's waiting area, it's hoped that the concourses used by the Long Island Rail Road and NJ Transit will be redeveloped as well. The new concourse will improve passenger flow, along with more natural light and open air harkening back to the original Penn Station. Compared to its midtown counterpart, Grand

Central Terminal, critics have said the current Penn Station is grungy with little in the way of dining options. Plans could be delayed again due to coordinating between different parties. Amtrak owns the station and private real-estate venture Madison Square Garden own the arena on top of it. (TN)

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CARL R. ICE, President and Chief Executive Officer of BNSF Railway, has been named 2016 Railroader of the Year by railroad industry trade journal Railway Age. Ice is Railway Age's 53rd Railroader of the Year. "Under Carl Ice's leadership, BNSF continues to make significant investments in four key areas—capacity, locomotives, people and equipment—to ensure future capacity to meet its customers' needs," said Railway Age Editor-in-Chief William C. Vantuono. "BNSF in 2015 devoted \$1.5 billion of its \$6 billion capital budget in terminal, line and intermodal expansion and efficiency projects. It can proudly say it operates the industry's fastest, most reliable intermodal service. Carl Ice exemplifies the commitment to excellence and growth the Railroader of the Year represents." (RA)

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CSX TRANSPORTATION has reached an agreement with a New England town over selling a former right of way to become a nature trail. This month, the railroad offered 22-acres of land for \$6.3 million to the town of Natick. Under the offer either party can abandon the deal, with the town given a deadline of Nov. 1 to secure funding. The land would become the second portion of the Cochituate Rail Trail. A trail that uses the former Boston & Albany Saxonville Branch. The 2.5-mile section that Natick is looking to purchase was railbanked in August of 2006. A CSX representative tells the local newspaper that the railroad is glad to come to an agreement with the town. Certain local officials were concerned about the price CSX offered for the former rail segment, but local leaders are looking into a variety of funding sources that won't use income from property taxes. Options include using state and federal money for the 2018 fiscal year. According to a town official, the cost for building the trail is estimated at \$6 million. (TN)

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THIS HOLIDAY SEASON, from December 16, 2015, to January 5, 2016, VIA Rail Canada saw its highest passenger revenue in over four years, with

an increase of 10.3 percent since 2012 and the busiest day, December 23, had VIA Rail trains transporting 16,377 passengers to their destinations. (RA)

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PASSENGERS ALONG THE *EMPIRE SERVICE* route to Upstate New York can look forward to more of Amtrak's "Phase III" paint scheme. GE P32AC-DM No. 704 rolled into the windy city last week displaying a Phase III paint scheme. The locomotive, on its way to New York, featured a special *Empire Service* emblem and paint scheme that resembles that of the railroad's 40th anniversary Phase III heritage locomotives.



"The locomotives used on the *Empire Service* are being repainted as part of their normal maintenance cycles," Amtrak spokesman Craig Shulz tells Trains News Wire. "The cost of this work is shared between Amtrak and New York State Department of Transportation. "Over the next several years, the entire Empire Service fleet of Dual Mode P-32's will be similarly refreshed," he adds. No. 704 is the first locomotive to feature the retro scheme and special medallion. The railroad's Beech Grove, Ind., facility will be repainting the 700-series dual-mode *Empire Service* locomotives. (TN) Hooray! My favorite scheme!-Ed.

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THE PROPOSED SALE of Conway Scenic Railroad is off, a Conway official confirms to Trains News Wire on Monday. The proposed sale to Jon Delli Priscolli, owner of the Edaville Railroad in Massachusetts, and Al Harper of American Heritage Railways, had been announced in October. "The pieces did not fit between the parties," says Paul Hallett, Conway Scenic

operations manager. He gave no further details. None of the other principals could be reached for additional comments. Conway Scenic dates to 1974, when it began operating excursion trains on a 5.5-mile route, a former Boston & Maine branch line. In 1994, Conway Scenic leased the former Maine Central Mountain Division between North Conway and Fabyan from the state and began running trains on a 10-mile trip to Bartlett. Trains now operate all the way to Fabyan, climbing through the scenic Crawford Notch, crossing streams and ravines on high bridges, a total of 51 miles. (TN) My feeling is that this is a good thing. - Ed

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MASSACHUSETTS' MASS-TRANSIT agency is considering replacing a fleet of historic Presidents' Conference Committee streetcars that date back to the 1940s and are among the only of its type still in regular service in the United States. Earlier this week, Massachusetts Bay Transportation Authority Chief Operating Officer Jeff Gonnevillle told the agency's Fiscal and Management Control Board that replacing the fleet of PCCs on the Ashmont-Mattapan High Speed Line was "on the table" because maintenance costs continue to rise on the 70-year-old cars. Gonnevillle said in some cases, MBTA has to seek help from museums to repair the World War II-era cars that operate on 2.6 miles of double track railroad that connects Mattapan to Ashmont in the Dorchester section of Boston. The MBTA's PCCs are unique in that they are the only ones in the United States to have never been retired from service. MBTA has kept the PCCs in service on the Mattapan line because of a weight restriction on one of the bridges. (TN)

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STARTING THIS MONTH, Amtrak will begin offering business class on the triweekly Chicago-Washington-New York *Cardinal*. The decision to do so was made recently, so it is not reflected in the new "Winter Spring 2016" timetable effective Monday, Jan. 11. The launch, set for Jan. 19 eastbound and Jan. 20 westbound next week, follows a successful long-distance train pilot program begun last summer on the Seattle-Los Angeles *Coast Starlight*, but the *Cardinal's* version more closely resembles offerings on Midwest Corridor, Empire Service, and Northeast Regional trains than either the *Starlight* or the Iowa Pacific-operated *Hoosier State*, which shares the Chicago-

Indianapolis portion of the *Cardinal* schedule on days that the overnight train doesn't operate. (TN)

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RENOVATIONS TO ST. LOUIS Union Station could make it a hub of activity again. That's because starting next month the owners of the 1894 station, Lodging Hospitality Management, will start renovating it. Plans for the revamped station will include a 200-foot tall Ferris wheel that will have 42 enclosed cars. Outside a greenspace



will feature food stands located in old railroad cars, and hotel rooms will be locomotive themed as well. According to the station's website, the building was one of the largest and most beautiful terminals in the nation, built at a cost of \$6.5 million. The Grand Hall featured gold leaf, Romanesque arches, a 65-foot barrel vaulted ceiling, and stained glass windows. The most magnificent of these stained glass windows is the "Allegorical Window" which is majestically framed by the famous "Whispering Arch." At the height of rail passenger travel, more than 100,000 passengers a day passed across the platforms, covered by an enormous single-span shed. The station served Amtrak passengers until 1978, when it was closed to make way for renovations that would turn it into a hotel and shopping center. When it opened again in 1985, it was a destination for tourist and locals, seeing 2.5 million people yearly at the peak of its popularity. (TN)

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IN THE LATEST TWIST in the ongoing saga of Canadian Pacific's increasingly hostile pursuit of a steadfast Norfolk Southern as a takeover target, CP is accusing several unnamed Class I railroads of joining forces to block the transaction, and has prevailed upon its attorneys to submit a letter to the U.S. Department of Justice claiming that such actions are in violation of antitrust laws, illegal and anticompetitive. (RA)

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LABOR UNIONS REPRESENTING thousands of railroad workers across North America have come out against a proposed merger between Canadian Pacific and Norfolk Southern. Rail Conference President Dennis R. Pierce, representing both the Brotherhood of Locomotive Engineers and Trainmen and Brotherhood of Maintenance of Way Employees Division, sent a letter to the Surface Transportation Board saying a CP-NS consolidation "is not in the best interest of our members, U.S. shippers or the public." (TN)

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THE FIRST OF 29 new EMD F125 passenger locomotives for Southern California Regional Rail Authority's Metrolink is nearing completion at Progress Rail's Muncie, Ind., plant. The locomotive features a striking new paint scheme for the southern California commuter agency. The Metrolink board of directors authorized the agency to buy up to 20 F125 Spirit locomotives that comply with Tier 4 emissions standards at a cost up to \$129.4 million. The railroad secured money in 2015 for nine additional F125s for 29 in total.



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UNION PACIFIC SHOP CREWS have been busy this winter working on various components to get No. 844 running this year. For many of the parts that will be worked on, the crew refurbished a 1940s horizontal mill that hadn't been used in decades, and set it up to work on valves for the UP fleet of steam engines. Senior manager of the Heritage Fleet, Ed Dickens, said that with a new technique of machining, what once took days now takes hours when it comes to machining the blow down valves. Shop crews are also wrapping up work on the firebox and boiler, and they are looking forward to

the final reassembly process that will include renewing running boards and cab deck on No. 844. Dickens says he expects No. 844 to be operating by mid-2016. The other locomotives, Challenger No. 3985 and Big Boy No. 4014 were not given a time as to when they would run again, but Dickens said that additional parts were being made for them. (TN)

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THE NEIGHBORHOOD GROUP that fought construction of an Amtrak maintenance and layover facility in west Brunswick will not challenge the facility's stormwater permit in Superior Court. The decision means construction of the estimated \$12.7 million terminal, which proponents say is needed to provide more efficient and possibly expanded passenger rail service in Maine, can proceed. Construction has been underway since fall, and is expected to continue through September 2016, according to the Amtrak Downeaster website. (AN)

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THE ICONIC RINGLING BROS. and Barnum & Bailey Circus Train will be just a little bit shorter starting in May. This year, the circus is ending its traveling elephants show and when it does it will begin moving all of the circus animals by motor vehicle. Earlier this month, the circus' parent company, Feld Entertainment Inc. announced that all of the traveling Asian elephants will be retired from the show and moved to a new permanent home at the Ringling Bros. Center for Elephant Conservation in Florida. There they will join the Ringling Bros. herd of more than 40 elephants. A spokesperson for the circus tells *Trains News Wire* that when the elephants are retired, the show's other animals – including horses, donkeys, camels and even kangaroos – will start to be transported via tractor-trailer. The show's lions and tigers already ride the road between shows, along with their trainers. The spokesperson says that the change will reduce the circus train by about four cars on each train set. Right now, about five or six elephants can fit on each passenger car. Despite the change, the spokesperson says the Circus Train will still be one of the longest in the world, stretching more than a mile down the tracks. (TN)

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OFFICIALS WITH THE CENTRAL Maine & Quebec Railway are knocking on doors in coastal Maine this week trying to drum up new business for

the state-owned Rockland Branch, which it took over just three weeks ago. (TN)

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

TRAINS

Reading the Lights

Railroad Signals

Gertrude Emma

Dwight Smith's private car

Inconveniently Frozen Truth

Cold-weather railroading takes its toll

Limited Photo Opportunities

Brian Solomon in Warren, MA

MODEL RAILROADER

On the Waterfront, Part 2

Build a carfloat bridge and barge

3 Ways for Realistic Rocks

Basic Weathering with Pastel Sticks

RAILROAD MODEL CRAFTSMAN

Railroad Signals Part 2

Railroad signal practices

Grain Elevator Transfer Table

Space-saving industry table

LaserKnife-Laser Cutter

Homemade is easier than you think

CLASSIC TRAINS (Winter 2015)

Hudson Valley Hot Spot

Summer 1952 NYC Steam & Diesel

Somebody'll Die on You, For Sure

Rookie Coach attendant on Amtrak's *El Capitan* 1971

Catching the Sales Pitchers

Encounters with colorful demonstrators in 1960s

Vermont Snowplow Weekend

March 1964 first year of VTR

Before the J


N&W's class K 4-8-2 J look-alikes

Steam in the Sunrise

Nova Scotia's Sydney & Louisburg RR all steam in 1960

Jim Shaughnessy photos

News sources: Boston Globe, Boston Herald, Amtrak "News", Trains Newswire, Railway Age, Railpace Newsmagazine, RRE "Callboy", "The 470", Patriot Ledger, Wall Street Journal, Portland Press-Herald, Boston Herald.



**Midland AVP7
Rechargeable Battery
Pack for Midland Radios
GXT1000VP4**

These are Midland brand
batteries not generic substitutes

\$ 8 each

Many of the members have asked for options on extra batteries for their radios. These batteries are Midland brand batteries, not a generic substitute. The radios will operate on 4 AA batteries should the power in your rechargeable battery be depleted, with the cost of quality AA batteries these are a great option. These extra batteries will have to be charged in your radio and then held in reserve.
We will place the order after the February business meeting.

**NOW TAKING RESERVATIONS
FOR U.S. NAVY GONDOLA CARS!**

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.

EDITOR'S NOTES

1. **Welcome to Volume 36.** I sure had no idea back in 1980, when I started this newsletter, that I'd still be publishing 36 years later; three years longer than I spent at my first employer, Kemper Insurance, before they went out of business. I hope that you enjoy this publication, as much as I enjoy putting it out! It is YOUR publication, though, so I'm always looking for contributions of articles or photos to use, including “letters to the editor”, of anything pertaining to trains or the SSMRC. Happy Volume 36 and 2016 to

you...may it be a great year for us all and for the Club.

2. Hope you have an opportunity to make the drive to “The Big E” next weekend for what has become the largest train show in North America. The SSMRC tables are in a new location in the same building—the BLC (Better Living Center), which was the original building of this show, before it grew to four buildings. We are in front of the snack bar and will be proudly displaying our brand-new banner, which unlike most is NOT white! Come by and say “Hi”.

.....*David N. Clinton*

MEMBER NEWS

Barry Doland has had a very tough time the last two and ½ months but is doing much better now. He is presently at Harbor House rehab center and hopes to go home this week, maybe Wednesday. He has a long road of recovery ahead, so please continue to keep him in your thoughts and prayers. We miss you, Barry!

Stan Rydell has had some complications with his knee replacement and will have to go back for additional work. Ye Ed will keep you posted on developments.

Bill Garvey seems to be finally “back to normal” (whatever that means) and is back working around the Club, with his usual “energy”, that has been lacking for quite a while. Good going, Bill!

Birthday Celebrations

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

- Bob Farrenkopf February 2nd
- Jeremy Cahill February 3rd
- Don Pierce February 5th
- Steve Wintermeier..... February 5th
- Roger St. Peter February 6th
- Paul Agnew..... February 18th
- Martin Melamed February 21st
- Ray Welliver..... February 29th

ECL THE OPERATOR ECL

JULY/AUG./SEPT./OCT./NOV.'15/JAN.'16 ECL OPERATING DEPARTMENT NO. 166



OPERATIONS REVIEW

by Paul A. Cutler III

Okay, so it's been a long, long while this time. I kept getting caught at inopportune moments with the deadlines for this column. I'll try to sum up the best I can, which will be some kind of a trick. After all, it's been since August that **THE OPERATOR** has appeared ("Oops!", indeed).

Operations Review – Monday, July 20th, 2015



On the Boston Division, **Will Baker** sat in the big chair as the dispatcher. Over on the Mountain Div. dispatcher's desk, **yours truly** was on the job, while **Paul Pando** handed out the train orders as Trainmaster. Overall, we had 19 members signed up for operations, and all trains were run.

Up in Cedar Hill, Yardmaster **Fred "No Problems" Lockhart** was in the freight yard with C.H. newbie **Jack Foley** handling the passenger terminal as Stationmaster (where he learned the joys of doubleslip switches). Middleton was ably handled by **Jim South**, who said that the small Fast Clock that was installed in the pit wasn't working, but the area ran okay.

We ran all six of the Monday local freights, with **Bryan Miller** on HX-1 (Larson) with Conductor **Bob England**, **Eric Tedeschi** on HX-2 (White River), **Al Taylor** on HX-4 (Cedar Hill) with Brakeman **Al Gray**, **John Holmes** on JX-2 (Hudson Falls), **Chris Barlow** on MX-2 (Essex Jct.), and **Paul Agnew** on MX-3 (Middleton).

There were six engineers this time, with **Dave Clinton** (7 trains), **Roger St. Peter** (6), **Bob Farrenkopf** (4), **Al Munn** (4), **Dan Peterson** (6), and **Paul Agnew** (1) after finishing MX-3, running all 28 trains.

Trains were generally a fast half-hour to an hour late all night, mainly because of early short staffing problems that we couldn't recover from. For example, Train #101 left Boston on time, but was over 2 hours late getting to Cedar Hill. This tied up **Al Munn** for 40+ real minutes. **Dan** picked up his first train 25 real min. after the operation started, which meant we only had 3 engineers for first 25% of the session. Three engineers just isn't enough to keep the schedule on time.

Operations Review – Thursday, July 23rd, 2015

Dispatcher for the night was myself, with **Paul Pando** as Trainmaster. All trains were dispatched, and we had 21(!) operators with 9 engineers.

My father, **Paul Cutler, Jr.**, was the engineer on HX-3

(Larson) with **Bob England** as his Conductor. They did all the pick-ups and set-outs and finished just before the whistle blew. They did report a busted switch point and dirty wheels on their diesel loco (which meant a switch to "more reliable" steam power).

Bob Farrenkopf ran 4 trains as an engineer, and said he'd like to see a towerman at the Staging Yard (*but no one wants the job*). The reason? Seems he and **Jack Foley** had a head-on in the yard throat as he was leaving and **Jack** was coming in. "Oops!"



Engineer **Steve Wintermeier** ran two local passenger trains, one of which had a few derailments. He said he'd have been on time with the other if he realized he had to "floor it" between stations.

Gary "Gunny" Mangelinkx got three trains over the pike as an engineer. Everything ran well, with only a DCC address issue that solved itself (*don't ya love those?*).

Also running three trains was **Dave Clinton**. He had no problems, and was particularly impressed with the surprising running quality of a NH Gasoline Motor Car (owned by **yours truly**).

Jack Foley ran two trains, and had to bad order a hopper car. To transport it, he "double stacked" it on top of his train. Fortunately, he removed it before he got to the low bridge.

Barry Doland ran three trains, and only had two issues. He had to back up when he entered the wrong track in Boston ("Oops!" **Barry**), then on another train reported a paperwork error that told him to enter an occupied track in Boston. "Oops!" me.

Another three train engineer was **Al Munn**, who ran past East Middleton with #100. I had to call him and say, "Aren't you supposed to stop there?" Suddenly the train stops and backs up... :-)

Will Baker ran 4 trains with no problems. *Do we believe that?*

Also running 4 trains was **Dan Peterson** with his Fireman **Peter Palica**. They only had a couple delays and signal issues, but got their trains in on time. By the way, this was **Peter's** first ever operation session, making him possibly the longest serving club member who just became a rookie operator. Welcome aboard, **Peter!**

John Holmes finished up Hudson Falls with a Trackmobile and an Alco S-3.

On HX-2, **Eric Tedeschi** finished what he had left, then wandered over to Middleton



where he hung out with Yardmaster **Jim South**. **Jim** reported the yard ran well.

It was the AI & AI Show up in Cedar Hill, with **Al Taylor** on HX-4 with **Al Gray** as his brakie. They also finished up from Monday.

In Cedar Hill Passenger, **Savery Moore** was pretty happy in the terminal. He did report a blazing fast "Comet" that went from road speed to yard speed halfway down the platform, and then made some suggestions for improvements. He said the new bridge to the engine terminal is great.

On the freight side, **Fred Lockhart** reported that Cedar Hill ran well with only a minor derailment or two. His switcher performance was found to improve vastly with a scrub of the yard throats, which were not really dirty but had oxidized.

Paul Pando found his missing radios (they were still at the club). He kept his eye on the elevator for problems with the alignment, but it was okay.

As for me, I had a grand old time. I think we had a record turnout for Thursday with 21 operators, which was great for me as dispatcher, but kind of boring for the engineers as they only ran 3 or 4 trains each. The latest train was just 40 min. late, and most trains were on time or even early. It was a great operation, where everything ran smoothly. I wish all our operations were like this one!

Operations Review – Saturday, August 1st, 2015

We had a Summer Open House, and things went well. We ran a bunch of trains and made some money doing it. Not a bad way to spend a Summer day.

Operations Review – Monday, September 21st, 2015

For this operation, **Will Baker** and **I** were back upstairs as dispatchers in our usual places, along with **Paul Pando** as Trainmaster. Our operator count was at 18 for this one.



Fred Lockhart, who said he had some trouble with an FL9 consist, and **Savery Moore**, who said he had three track problems in the yard (dead rail, short circuit, and tight gauge), reprised their roles in Cedar Hill from July.

Jim South returned to Middleton and got the trains in and out. What was different this time was that **Chris Barlow** took his first shift as a Yardmaster in Middleton. He wrote that #502 was on the wrong track, and that Red 5 was left thrown to start with (which apparently messed up ore train LM-4).

Bryan Miller did Larson's HX-1 train, and **Al Taylor** ran HX-4 in Cedar Hill (he was missing a couple cars that apparently got Bad Ordered on the way to Cedar Hill). **John Holmes** did Hudson Falls with JX-2, but this time with two Trackmobiles (he unsurprisingly reported dirty track). The one local freight that didn't get done in July (MX-4) was operated by **Bill Roach** (who reported a problem with switch Blue 9).

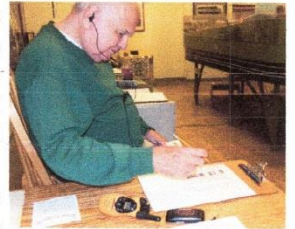
This time we had 7 engineers: **Dave Clinton** (8 trains), **Bill Garvey** (1), **Bob Farrenkopf** (2), **John Sheridan** (7), **Larry Strumpf** (5), **Paul Agnew** (3), and **Barry Doland** (3).

Everything started well, but the infamous #101 caused

issues in Middleton and at the Dairy Siding. Not only did it delay itself (the loco was underpowered), it also caused other trains to be delayed as well. Train delays started creeping up from then on, from 30 min. to 60 min. Eventually, one train was just over 2 hours late. Fortunately, with our 7 engineers, we were able to recover and by the time we ran the last several trains, we were right back on schedule.

Operations Review – Thursday, September 24th, 2015

Dispatcher for the night was once again just me, with **Paul Pando** in his ongoing role of Trainmaster ("*No troubles,*" said **Paul**). All trains were dispatched, and we had 13 operators with 5 engineers.



Bob Farrenkopf ran 4 trains and had a much better time than he did on Monday night.

Three-train engineer **Steve Wintermeier** was apparently hungry. He described his trains as "like cheesecake", "like whipped cream", and "like butter". I think that means it went smoothly.

Paul Agnew set a personal best with a 6-train performance. Five were on-time, but the one that was 45 min. late was not MU'd to start with, then suffered a car derailment as it was transiting the yard lead in Boston. And naturally, this happened while someone was waiting to arrive into the yard. **Paul's** other adventure was a quartet of NYC RS-32's at the dual-gauge diamond. The lead three units all derailed, "bang, bang, bang." Come to find out there was a truck screw from a previous train jammed into the diamond. To date, no one has found out where the screw came from.

An engineer who didn't let any moss grow on him was **Chris Barlow**, who operated 8 trains. He had a few derailments, one of which (A CP passenger train) was caused by your dispatcher. A local in Middleton said he was ready to leave, so I threw the switches for him...not realizing that *The Canadian* was on top of the switch. "Oops!" me.

Lastly, we have **Dave Clinton**, who ran 7 trains (*slacker!*). His only trouble came with **Barry Doland's** B&M passenger train where every coupler was a different height. This has all since been fixed.

Over in Cedar Hill, **Al Taylor** completed HX-4. He stated that the yard ran very good, and that "*Clean track helps*" (emphasis is **Al's**). He also had a point come loose from E-308 (since repaired), and that there was no car at Avram's Bakery to pick-up. *Hmm...*

Cedar Hill's Yardmaster, **Fred Lockhart**, didn't have any trouble with new train CH-2. It was after all his idea. :-) CH-2 brings in all the set-outs for HX-3 and HX-4 from the Staging Yard we don't have yet (just the lead track). These cars must then be classed by the yardmaster in Cedar Hill. **Fred** likes it because it gives him something extra to do, and it

also mimics what will be happening someday when we do get the staging yard built.

On the passenger side, **Savery Moore** said, "It was better than Monday." Oddly enough, this is almost always the case. Every thing was within mere minutes of arrival or departure. Switch #5 in the engine terminal sticks in one direction.

John Holmes did double duty, finishing up HX-1 from Monday's Larson job, then jumping over to HX-3, the Thursday Larson job. On HX-3, he had a couple missing cars, one of which had been bad ordered on Monday. **John** would have finished HX-3 if he hadn't had to complete Monday's job.

In Middleton, **Jim South** ran the yard for most of the night. He then turned it over to **Eric Tedeschi**, who handled the last three trains of the night. **Jim** said the yard ran well.

As Dispatcher, communication was pretty good. There were a few chopped off messages caused by not squeezing the radio transmit buttons hard enough (or long enough). The operation went extremely well, with just the last 30 min. or so having late trains due to the early retirement of a couple engineers. Still, all trains were run and much fun was had.

Operations Review – Fall Open House, October 2015

There was a successful Show and Open House as usual in the Fall. Things went pretty well, but I admit that I wasn't in the tower all that much to record everything. Once everything gets set up and running for the show, it's just not as critical to have a dispatcher for the Open Houses.

Operations Review – Monday, November 9th, 2015

Dispatching duties were split as usual between **Will Baker** on the Boston and **myself** on the Mountain. The dependable **Paul Pando** was the Trainmaster, who sent out all trains. We had 16 operators on the sign up sheet.

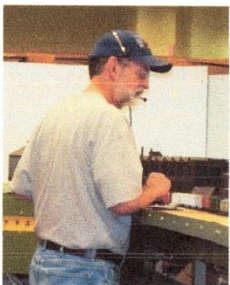
Al Munn ran 9(!) trains, which must be a personal best in Hingham. He had some coupler problems and MU problems that caused some late trains, but the real culprit was the lack of engineers.

Coley Walsh was the engineer of record for 3 trains, and he had both **Al McCarty** and **Stan Rydell** as his fireman/head-end brakeman at various times. Also running was **Bob Farrenkopf**, who ran 4 trains. **Bob** had radio trouble that meant we could hear him but he couldn't hear us. **Coley** had radio trouble in that his radio kept going to VOX. All of them met at Larson in a head-on collision with an Erie passenger train (**Coley & Co.**) and a NH I-4 (**Bob**). It was my fault for not keeping track of **Bob's** train, but in my defense I thought he was already in Cedar Hill (he was running 1.5 hours late).

Engineer **Dave Clinton** ran 8 trains. The last train "drove him nuts." One of the locos was in sleep mode and had to be awoken with a double F6. Then he dropped 1/3rd of the train due to bad couplers, which **Dave** then bad ordered. Everything else ran okay...late, but okay.

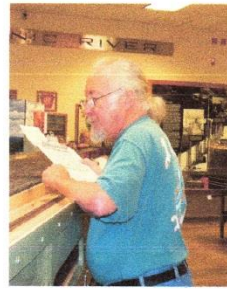
Three-train engineer **Steve Wintermeier** had 2 mechanical problems (couplers), 2 electrical problems (throttle) and one human problem (unknown).

Still, he had fun.



Chris Barlow ran MX-2, a local freight, and MS-9, a mainline train. On MX-2, track #6 in Middleton suddenly died just as he tried to leave (since fixed). E-19 was left red for **Al Munn**. "Oops!" **Chris**. Then he found the last third of **Dave's** train at E-58...by running into it. *Ahem...*

In Hudson Falls, **John Holmes** ran the local JX-2, cleaning the track as he went. All cars were picked-up and set-out.



Bill Roach and his conductor **Doug Buchanan** ran Cedar Hill's HX-4. They had a few derailments caused by trackwork that have since been addressed, and switched all but 5 cars.

Rookie Middleton Yardmaster **Savery Moore** had an interesting night. He had no real problems, but did leave E-10 open for **Dave's** passing UP train to find. "Oops!" **Savery**. He would like a little more direction in the train list for destinations and a fast clock (*paging Jack Foley...*).

Doing the work of two men, **Fred Lockhart** ran Cedar Hill freight and passenger yards. It's not easy to do, but at least he wasn't bored. **Fred** had **Ron Clough** (!) helping out as a brakeman. This may be the first time former-dispatcher **Ron** has appeared in this column since Weymouth. Welcome back, **Ron!** **Fred** reported that the trains were late, including one that arrived 35 min. after the operation ended. He also said that he had a dead switch (E-354), low glad hands on some NH coaches (since fixed), and that CH-2's MEC GP38 had a shell that lifted clean off the chassis when it had to get reprogrammed.

As for the dispatchers, **Will Baker** and **I** had some frustrations. The main issue was the lack of engineers. Sure, we had a total of 6 engineers, but at various times that total was as low as three and three just isn't enough. And what engineers we did have got tied up in delays (mechanical, electrical, etc.). It was not as fun as we'd like it.

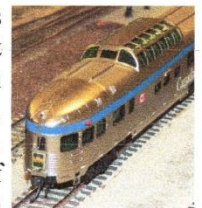
Operations Review – Thursday, November 12th, 2015

In yet another version of *Groundhog Day*, Monday was late and frustrating but Thursday was on-time and worry-free. **Paul Pando** was Trainmaster, handing out all Train Orders (plus one) while **I** was back in the big chair as dispatcher. We had just 12 operators, but everything ran so well I still can't believe it.

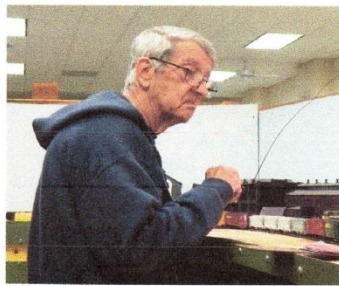
Bob Farrenkopf ran 5 trains, and only had trouble with the last because it was the same train he had run earlier and questioned whether that should be the case (it is). All his other trains left and arrived on time. **Kudos, Bob!**

Running three trains each were engineers **Bill Garvey** and **Will Baker**. They each ran two on time trains and one late train, but neither was excessively so (just 30 min.). Heck, **Bill's** last train arrived 4 min. early. *Nice!*

Al Munn ran 6 trains himself. His first, Amtrak #34, had some trouble getting out of Cedar Hill when the Yardmaster routed him up into the coach yard instead of the mainline, almost tagging the bumper on the switch lead. "Oops!" yardmaster **John Sheridan**. Most of the cars of train #43 (a VIA passenger train) picked the points at Minot Jct., where a later investigation showed a switch point was out of gauge.



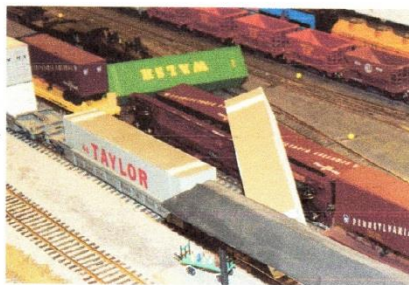
My father **Paul Cutler, Jr.** ran six trains, with 4 of them being on-time to the minute (two were even early). **Kudos, dad!**



And the two late trains were caused by circumstances beyond his control. He had routing/power problems leaving Cedar Hill and a low gladhand on a reefer that snagged the diamond at West Middleton. That one ripped off the coupler and scattered parts along the right of way. *Ouchie.*

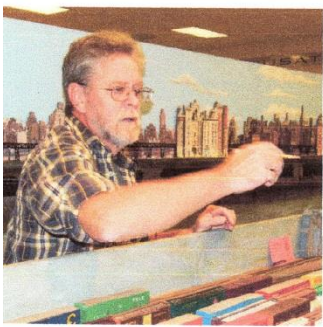
Wearing two hats for the first time in Cedar Hill was the aforementioned **John Sheridan**. *"Everything ran flawlessly!"*, said **John** (to much laughter). There's a tight guardrail between tracks 1 and 2 that causes cars to derail (*cough* like VIA *cough*). He said all his other problems was caused by his "newbie-ness" (since he hasn't done C.H. freight before).

Dave Clinton wasn't satisfied just running 5 regular trains. Nope, he got to run the Extra for the first time to get his train count up to six. He also found a pair of his trains in Boston that had lost their MU's since Monday. *Weird.* **Dave's** trains ran mostly on-time, but he was the victim of a spectacular wreck. Running BH-7, a NH TOFC job, he was sitting still at Middleton station waiting for the opposite train, an ECL COFC train called HB-6 run by **Will** to come down the mountain. As the ECL train passed **Dave**, one of the double-stacked containers shifted and caught the platform roof at Middleton Station. Oh, boy, what a wreck. Containers went flying, and it knocked one of the 75' TOFC's, trailers and all, right over on its side. BH-7 was an hour late after that.



Back in Cedar Hill, **Al Taylor** finished up the last 5 cars of HX-4, then went on to HX-1 to Larson. He had engine trouble with the Bare Cove Park unit (dirty wheels), and a low gladhand on a tank car that snagged the dual-gauge diamond.

Middleton Yardmaster **Savery Moore** was an emergency substitute because someone has to be in there to throw the switches. He had ringside seats to the aforementioned wreck (*"Very realistic,"* he said), and said the yard ran well. He would like trains approaching from Hudson Falls to slow down before hitting East Middleton, as twice **Savery** had mainline trains enter the yard before he could clear the switches from a recent departure/arrival.



Chris Barlow did HX-2, but only got the Steel Mill switched out before running out of time. He said that switch #13 is out of order in the Steel Mill.

As dispatcher, things went well. Crazy busy, but pretty well considering. The new camera system was great, but we still have some blind spots that need fixed (namely, Larson). Radio

communication was good, and we had 27 "On Time" or early train times noted on the dispatcher sheet, which is about 50% of all train times. I'm impressed that we ran to the schedule that much, and with just 12 operators. The reason was that we had 6 engineers almost all night long. Great effort, guys! **Kudos** all around.

Operations Review – Monday, January 18th, 2016

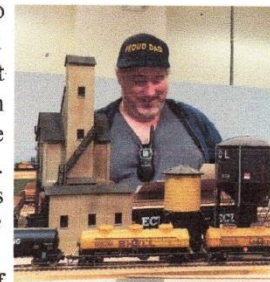
Yet again, it was **Will Baker** and **I** upstairs in the dispatcher's lounge area with **Will** on the Boston Div. and **myself** with the Mountain Div. Total operators: 17.

Jack Foley jumped (or crawled, really) into Middleton yard. *"It went fine."* He also said he got sick of seeing **Savery Moore** because of the 6 trains in and out of Middleton that **Savery** ran.

Cedar Hill Freight was captained by **Fred Lockhart**. He got CH-2 put away in pretty good order, fiddled with some steam power into the new roundhouse, put out the local freights to run, and turned a couple trains for Thursday.

On C.H. Passenger, **John Sheridan** had a good night...except for that passenger car that not only derailed but also mysteriously rolled right over. **John** turned three trains while using an FL9 as a switcher (there's a Union grievance being filed right now). He also sang the praises of the new toggle panel in the yard.

Bill Roach, engineer, and **Doug Buchanan**, conductor, ran HX-1 down to Larson. They had to swap engines as they crossed E-41 because the ECL RS-11 just wouldn't run constantly (kept stopping). Switch point 4 in Larson needs some adjustment on the yard side, and O.L. King Coal tipple needs wheel stops (*that's one of those statements that makes one wonder, doesn't it?*).



Engineer **Bob Farrenkopf** operated 4 trains with no major problems. He's taken to the new radios quite well with his transmissions coming through loud and clear.

Bill Garvey ran three trains, and had some problems leaving Boston with #29. Seems the adjustable pivot point on the Tortoise for switch #1 had fallen right out of the guide rails. This meant that the switch wasn't moving, but the frog polarity kept reversing (and shorting out **Bill**). I had to come down from the tower to look at that one, and just pushed the pivot back up into the guides. It shouldn't happen again.

Al Munn had a nice quiet night (*"Oh, yes,"* says **Al**, sarcastically). His first train, CH-2, was late because HX-1's loco died right on E-41 and they had to replace it. With #510, **Al** asked for permission to leave Middleton and the switches were thrown. Then **Savery** came bounding around the corner with a coal train and they had to quickly clear the switches to avoid a head-on. Then with #716 leaving Cedar Hill, I cleared him into the path of **Bob F.** Luckily they both stopped (because I didn't stop them). **"Oops!" me.** Then on the same train, **Al** blew past the stop semaphore at E-53, almost hitting **Savery** head-on with his Erie passenger train. **"Oops!" Al.** Finally, on MH-3, the lead NH FA-1 was very dirty, but it did make it to Cedar Hill.

Eight-train engineer **Savery Moore** was very busy. On

BS-5, the PRR Sharks had trouble with the trailing A-unit. The fuel tank is so low that it hit the platform at Corner City and derailed. Later, it was grounding out on switches and diamonds. Next he had the Amtrak Zephyr, which he found unconsisted. **Savery** had derailment issues with one of his own units with BM-3, and recommended it be removed for Thursday.

The dynamic duo of engineer **Dave Clinton** and newbie fireman **Rob Cook** ran 7 trains of their own. Welcome to operations, **Rob!** They ran a pair of DL-109's on BH-7 where one was too dirty, and then passed a red signal with #725 right into the path of an oncoming freight train (fortunately, I stopped them with E-6). "**Oops!**" **Dave**. Then they found the wrong DCC address # on BH-1 (5188 vs. 5138...which was the trailing unit). **Rob** learned an important lesson: don't hit the "LOCO" button while running a train or you lose control. :-)

MX-2 out of Essex Jct. was operated by **Chris Barlow**. He said he would have finished if he hadn't used his brand new BLI SW units. Seems they have pre-programmed momentum that really slowed him down. **Chris** also reported some conflict with JX-2 in Essex Yard, as in who got to use what tracks.

In Cedar Hill, **Al Taylor** worked on HX-4. With the recently repaired (juryrigged) transfer table, we were able to reinstate a bunch of car spots that just about doubles the size of the job. **Al** said it wasn't too much, and that he's about halfway done.

Paul Pando handed out all Train Orders as Trainmaster. He said he enjoyed watching the expression on **Bryan Miller's** face as **Bryan** was trying to figure out Hudson Falls with JX-2. **Bryan** did say dirty track was an issue (*shocker*), and that he made many errors that came from inexperience (it being his first time in Hudson Falls). There were also a couple sticky switches.

Boston Dispatcher **Will Baker** is absolutely in love with the new stationary radios up in the dispatcher's office. There was no static and no crosstalk. The only problem is that with three radios going, it can get confusing when they all go off at once (we need earpieces for the external speaker jacks).

As Chief Dispatcher, I thought we had a decent night. I had to run down from the tower 4 times to fix things; one of the times was to replace a pair of faulty Budd cars (which was done without a hitch).

Operations Review – Thursday, January 21st, 2016

Everything that went right on Monday went wrong on Thursday. Normally, the Thursday operation is better than the Monday one. Not this time. I was back in my tower as usual, but with only 3 engineers, we were in big, big trouble.

In Middleton, **Jack Foley** took the reigns. He had a slow night due to the lack of engineers. It was so bad I got him to run MH-3 at the end as there wasn't much for him to do.

In Hudson Falls, **John Holmes** finished up the leftovers from Monday. One of the funny moves he made was that three of his cars he needed to set-out had been accidentally sent back to Middleton. So he ran his loco light engine to Middleton, picked them up and brought them back. Good work, **John**.

Cedar Hill passenger has been heard from. Quotes from the critique, "Hey John, want to come and say a few words?" "Not really," **John Sheridan** said. "Too bad." I replied. **Doug Buchanan** interjected with, "I bet he can't!" (much laughter). **John** came into the room and said it ran *almost* flawlessly. We

didn't quite believe that. An Erie troop sleeper jumped straight up into the air and derailed. Several of his trains were not MU'd (when they should have been...not really his fault), and #716 had trouble leaving the yard when a double slip was thrown incorrectly. "**Oops!**" **John**.

Fred Lockhart in Cedar Hill freight took a nap due to the total lack of engineers. He spent some time exploring the engine terminal, and then tried to stay awake as long as possible. *Sigh*.

Four train engineer **Bob Farrenkopf** got later and later as the night moved onward, not that it really was his fault. His 1st train was 30 min. late leaving, 2nd train was one hour, 3rd train was two hours, and the 4th train was 3 hours late leaving. As one can see, the lack of engineers just made everything domino. One thing that didn't help was the break in two with the Erie passenger train #34. It uncoupled at the Dairy curve, but wasn't discovered until E-2 all the way in West Middleton...one scale mile away.

In Larson, HX-3's turn was handled by **Doug** "No Problems" **Buchanan**. He got about 2/3rds done with the train, and reports a dead spot on switch #5 on the yard side of Larson. He had **Ed Sisk** as his engineer for about half the night before taking over solo, saying it's a lot easier with two people in Larson.

Al Taylor finished all the set-outs with Cedar Hill's HX-4. He said the transfer table worked pretty well without the drive in it. It just needs to be cleaned before use (it's been a while).

My father, **Paul Cutler, Jr.** and I came over to the club pretty early to beat the traffic, and since he wasn't doing anything else while I was doing paperwork, I suggested he run Monday's MX-3 local in Middleton Yard. Dad finished that up in about 90 minutes, saying it was much easier to do without any other trains on the layout. Then after the clock started, he was a 7-train engineer (the few, the proud, the...oh, wait, he's ex-US Air Force). He got stuck behind the Erie break-in-two, then the local freight blocked him, too. The Alaska passenger train wasn't MU'd, and after the first train, everything was late, late, late.

Engineer **Dave Clinton** with Fireman **Rob Cook** ran 8 trains, with every train later than the last. One train even got shorter. On the UP local passenger train, the 2nd coach had to be repaired enroute due to low gladhands.

Chris Barlow got another shot at HX-2, the Steel Mill/White River peddler. To be different, he only dropped off the Steel Mill cars and then proceeded to switch out the rest of the train, leaving the Steel Mill for last. And that's where he ended up. Running solo really delayed him, especially at White River as the switch controls are on one side of the layout but he access is from the Middleton pit. He really enjoyed the job, even with the extra exercise.

Paul Pando had a quiet night, still having 8 Train Orders to hand out. We had to annul these 8 trains. This is possibly the least amount of trains we've ever run, and all because we just didn't have the engineers.

Folks, I really wish we had just two more engineers. Still, even if it was quiet, we still had some fun running trains. And that's what it's all about, isn't it?

Paul Cutler III 

Rail Safety Will Influence Deal Reviews

Canadian Pacific's plan to buy U.S. railroad requires operational analysis by regulator

By TED MANN
AND LAURA STEVENS

Canadian Pacific Railway Ltd. faces an additional obstacle in its effort to combine with Norfolk Southern Corp., as federal regulators are concerned that mergers of major freight railroads can undermine safety.

The Federal Railroad Administration, which regulates safety for the U.S. industry, expects to scrutinize the "significant safety hurdles" that would result from merging any of the nation's major railroads, the head of the agency said.

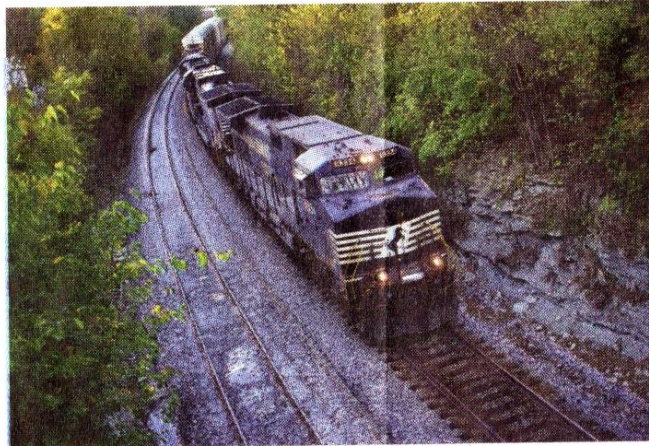
"Combining large rail systems, rule books, workforces, and safety cultures can lead to safety vulnerabilities and deficiencies," Federal Railroad Administrator Sarah Feinberg

said. "It's our job to insure that safety is not only not compromised in any potential merger, but prioritized."

Challenges include combining safety cultures of two different organizations, including determining which company's safety rules and protocols will take precedence and how to restructure a combined workforce to maintain the same level of communication and protection each had individually.

The FRA isn't empowered to block railroad mergers, which require approval by another federal body, the Surface Transportation Board. It is, however, granted power by that body to work with railroads on a "safety integration plan" to ensure safe operations in the case of a merger under largely untested rules put in place in 2001.

It is the latest wrinkle in CP's roughly \$30 billion merger proposal, made public in November, which has been rebuffed by Norfolk Southern



LUKE SHARRETT/BLOOMBERG NEWS

Norfolk Southern has rebuffed CP's \$30 billion merger proposal.

as "grossly inadequate."

"Operating safely is the foundation of our operating model here at CP. It's a multi-pronged approach that shapes all our decisions at every level and has driven improvements at CP and will drive significant and lasting safety improvements at NS," Canadian Pacific Chief Operating Officer Keith Creel said in an emailed statement.

Norfolk Southern declined to comment.

CP has argued that the combination of the two railroads would result in better service, more competition and congestion relief in the Chicago area. In addition, its executives believe they can run Norfolk Southern more efficiently, cutting costs and improving profitability.

The potential input from

the FRA in a merger proceeding is another facet of regulatory scrutiny that weighs against efforts to combine any of North America's seven major freight railroads. Safety concerns have grown at a time of busy traffic on the rails, especially after a series of fiery derailments of trains carrying crude oil.

Nonetheless, the past several years have shown improvements in rail safety, including at CP. The company's train accidents per million train miles traveled fell from roughly 3 per million miles traveled to 1.3 per million miles traveled from 2013 to 2015, according to FRA data.

Meanwhile, a member of the Surface Transportation Board, Deb Miller, said in an interview that the agency's mandate includes ensuring any merger is in the public interest and that it promotes competition. "Without question, safety is very likely to come up, but it's going to come up under that broader question of

public interest," she said.

Federal safety officials have zeroed in on mergers before when searching for the cause of safety lapses at major freights. The National Transportation Safety Board held a special hearing in 1998 into Union Pacific, after a series of accidents following its merger with Southern Pacific.

The FRA blamed the incidents in part on a "corporate culture in the merged Union Pacific and Southern Pacific railroad companies [that] had varying attitudes toward safety and a primary focus on improving operational efficiency instead of safety."

There hasn't been a merger of Class 1 freight railroads, the largest, since the current rules took effect in 2001.

"Certainly mergers of this size are hard to accomplish, and so they can lead to lost shipments, congested yards, all kinds of occurrences that create stress in the system," said Grady Cothen, a former FRA safety official.