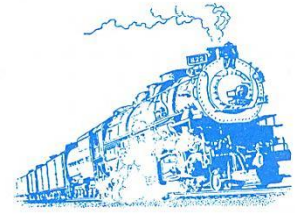


The Semaphore

South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938



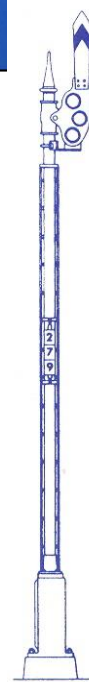
AUGUST 22, 2016 ■■■■■■■■■■ VOLUME 36 ■■■■■■■■■■ NUMBER 8



Looks like trouble in Hudson Falls!

The Semaphore

David N. Clinton, Editor-in-Chief



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Boston <u>Herald</u> Reporter.....	Jim South
<u>Wall Street Journal</u> Reporter.....	Paul Bonanno, Jack Foley
Rhode Island News.....	Tony Donatelli
Empire State News.....	Dick Kozlowski
Amtrak News.....	Rick Sutton, 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 8 ■■■■■ AUGUST 2016

CLUB OFFICERS

President.....	Jack Foley
Vice-President.....	Dan Peterson
Treasurer.....	Will Baker
Secretary.....	Dave Clinton
Chief Engineer.....	Fred Lockhart
Directors.....	Bill Garvey ('18)
	Bryan Miller ('18)
	Roger St. Peter ('17)
	Rick Sutton (Temp)

BILL OF LADING

Chief’s Corner.....	3
Contests.....	3
Clinic.....	6
Editor’s Notes.....	14
Election Results	4
Members	15
Memories	4
Pool Party.....	4
Potpourri	7
Running Extra.....	15

On the cover: Almost a “cornfield meet” at Hudson Falls, during last week’s operations. “Ooops!” Thanks to the keen eyes of the engineers, a serious wreck was avoided.

(photo by Joe Dumas)

FORM 19 ORDERS

AUGUST B.O.D. MEETING

Monday, August 29th 8 p.m.

DECODER & LOCO TUNE-UP CLINIC

Thursday, September 1st 8 p.m.

SEPTEMBER BUSINESS MEETING

Monday, September 12th 8 p.m.

NEWSLETTER DEADLINE

Saturday, September 17th

SEPTEMBER B.O.D. MEETING

Monday, September 26th 8 p.m.

CONTESTS

Congratulations to **Doug Buchanan** on winning the July 50/50 Raffle and **Rick Pearson** for winning August!

FOR AUGUST: these members got Savery's Streamliners matched to the correct railroad:

Al Taylor	Coley Coleman
Dan Peterson	Dave Clinton
Doug Buchanan	Eric Wilde
Bill Sims	Bob Farrenkopf
John Sheridan	Ron Clough
Fred Lockhart	

Congratulations to **Fred**, who was the winner of the drawing for the Atlas RS3, decorated in New Haven, as delivered.

FOR OCTOBER: Many locomotives have gotten "nicknames" over the years, due to how they look or sound or perform. Here are 10—identify the type of locomotive, like designation, that they belong to:

**TOASTER
RED BARN
BIG MAC
COVERED WAGON
SPONGEBOB SQUARECAB
LITTLE JOE
SCREAMER**

**U-BOAT
SHARK
HAMMERHEAD**

Drawing will be for one of the original yellow-box Atlas locos w/ Kato drive! Answer forms on wooden case inside train room or any piece of paper will work. Good luck and don't forget your name on the paper.

CHIEF'S CORNER

Fred Lockhart

When a person or a group of people decide they want to build a model railroad, there are some decisions that need to be made, which are the foundation of the model, for as long as it exists. Starting out, the first decision is what to model: prototype, prototype/freelance or totally freelance. With prototype most of the decisions are made for you, if you are faithfully going to model the equipment and the railroad chosen. For modelers, they need to choose what part of the railroad to model and how to fit it in their chosen space. With prototype/freelance, most people model their favorite railroad and design a track plan that is plausible for the railroad chosen and fits their space. With freelance, modelers have a lot more decisions to make: road names, color schemes, type of operation the railroad will be designed for, type of equipment, geography and so on. In all cases, the modeler must decide the time frame and era of the railroad. Before going into the design stage, one must decide what part of the railroad will be modeled, as most real railroads are too big to model completely.



Having made all these decisions that are the foundation of the railroad, the modeler can now start the design of their model railroad. Why are these decisions so important? Well anything important we do in life needs a plan, and to fulfill that plan a person needs to adhere to it. When the action, or outcome, deviates from those plans, the end result isn't always what we were looking for.

In our case, as a model railroad club and a **museum**, it is even more important to adhere to the plan decisions made many years ago. It takes so long to build a model railroad of the size that we have, so it can be easy to lose sight of the original concept. The scenery work is the “finish work” of the railroad; it brings out the realism in the model and it should be believable to the viewers. When viewers of the railroad recognize the discrepancy, it sends a confusing message of “toy train set or model railroad”. Good example: if we were to have a 1999 Ford Windstar van or a 2005 Corvette in Bryant City, doesn’t that look foolish? That area is a masterpiece depicting our voted-on concept of a “transition era” (mid-’50s) model railroad in New England in September.

I know what some readers are already thinking: “then why do we allow modern railroad locomotives and rolling stock on the railroad”? Most clubs do, as it is a necessary evil to maximize membership. How many of you would have joined, if the newest locomotive you could operate was a GP9?

As a model railroad club *in the property we have to use*, it is my opinion that we need to convey the most realistic and plausible model railroad, under the umbrella of a non-profit, educational museum, to even our most casual visitors.

That’s my opinion and my hopes are that I am not alone in that opinion.

Fred Lockhart
Chief Engineer

ELECTION RESULTS

Congratulations to **Rick Sutton** on winning the election to fill the Director’s position left vacant by the resignation of Mike Dolan.

Thanks to all of those who ran in the election for your willingness to serve the Club.

POOL PARTY AT JIM’S



19 of us enjoyed the 90+ temperatures and lower humidity beside the beautiful pool, with 83° sparkling water. Lots of good stuff was consumed all during the afternoon, culminating in the usual burger and dog cookout, thanks to chefs South and Peterson. Entertainment, besides whale-watching, was supplied by Al Taylor’s 50-year-old slides of New Haven power and scenes and Kevin’s pictures of latest happenings on his RR at the Shipyard.

Thanks to Alice and Jim South’s wonderful hospitality, everyone enjoyed a great day out, and no one went home hungry! Thanks Jim and Alice.

SEMAPHORE MEMORIES

AUGUST 2011 (5 years ago)

- Long-time member John Governor passes.
- Amtrak’s 40th Anniversary Display Train at South Station.
- MA State officials agree to final plan to re-route *Vermont* up the Connecticut River Valley.
- Amtrak gets loan to purchase 70 “Cities Sprinter” ACS-64 locomotives from Siemens.
- Noted RR author, photographer and historian William D. Middleton passes.
- NJ Transit unveils first of new Bombardier dual-mode (like FL9) locomotive; nomenclature: ALP-45DP.

- ✱Maine Northern Railway becomes operator of 233 miles of state-owned track from Madawaska to Millinocket. Part of Irving Transportation Services.
- ✱John C. Kenefick, former president and CEO of the UP who triumphantly led the RR through the challenging years, passes.
- ✱Annual ridership on *Downeaster* tops 1/2-million for the first time.
- ✱T-riders choose new graphics to be painted on new locomotives coming from Motive-Power, Inc. in Boise, ID.
- ✱Nearly 380-million trips on the MBTA was a record-setting year for the past 12 months.
- ✱USPS releases forever stamp dedicated to "Owney", the postal dog, from a true story in the 1895 New York Times.
- ✱Long-anticipated extension of the Green Line delayed additional 3 years.
- ✱Grafton & Upton RR purchases F7A from Finger Lakes Railway; decorated in NYC "Lightning stripes"
- ✱Amtrak introduces "application" for smart phone users to check schedules, train status and make reservations.
- ✱NS launches "21st Century Steam" program. "For everyone interested in the history and romance of the railroads, the return of steam-powered excursions is like a dream come true," said Wick Moorman, NS's CEO (and soon-to-be Amtrak's CEO)
- ✱Shake-up of management/ownership at Cape Rail.
- ✱Honorary Member Carl Heger passes.
- ✱Brian Miller joins SSMRC.
- AUGUST 2006** (10 years ago)
- ✱UP "Heritage" SD70ACe goes into service painted C&NW.
- ✱MBTA increases Providence service to 15 RTs and adds weekend service for the first time.
- ✱NYC tugboat #16, on display for 24 years near the Bourne Rotary, disassembled with structurally-sound pieces used to rebuild sister ship #3.
- ✱China completes "Sky Train", the World's highest railroad; 1,220-mile route from Beijing to Lhasa, capital of Tibet. Tanggula railroad station is highest at 16,627 ft about sea level.
- ✱Construction begins on Warwick, RI RR station.
- ✱Passenger Train Journal magazine begins publishing again, after 10-year hiatus. Previous monthly magazine becomes quarterly.
- ✱Fore River Transportation acquires ex-Reading & Northern U23B #2372.

- ✱New Commuter Rail layover facility in Pawtucket, RI opens.
- ✱Union Station in Worcester starts serving Greyhound and Peter Pan bus lines.
- ✱Conway Scinic's steamer #7470 makes first run after 4-year major rehab job.
- ✱*Flying Yankee* restoration considered 1/2-done; scheduled completion date of July 2009.(not!)
- ✱MWRA decides to truck out "sewage cakes", in the event of shut-down of processing plant in Quincy shipyard. Previously, 40 closed hopper cars were available for this use.
- ✱Athearn introduces RS3 and SD45T-2 in RTR.
- ✱Skip Burton receives engineer's certification to operate between Hyannis and Buzzard's Bay.
- ✱John Roberts joins SSMRC.
- AUGUST 2001** (15 years ago)
- ✱Walthers brings out Budd stainless passenger cars.
- ✱Environmental Affairs Secretary Robert Durand gives go-ahead for construction of Greenbush Line.
- ✱STB issues decision (Amtrak vs. Guilford) concerning use of 115-lb rail for Boston-Portland service, which may be running by year-end (it was!)
- ✱VIA Rail Canada orders 21 "Genesis" P42 locomotives from GE.
- ✱Connecticut D.O.T. paints its new "Genesis" locos in "McGinnis" colors.
- ✱Mansfield, MA seeks bids for new train station.
- ✱"Fore River Transportation Co." becomes new name for railroad servicing Quincy Shipyard.
- ✱MBTA's new "Type 8" streetcars from Breda, of Italy, pulled from service because of derailments.
- ✱BC Rail shops complete overhaul of ex-CPR Hudson #2816, which had been purchased from Steamtown to become CPR's own operating steamer for special occasions.
- ✱First of newest MBTA Kawasaki Bi-levels arrives.
- ✱NS donates excursion loco Class A #1218 to City of Roanoke for display, with NS steam program ended.
- ✱New Jersey acquires "Lackawanna Cutoff" for eventual restoration of passenger train service between New York and Scranton, PA.
- ✱CSX "Sandpatch Tower" closes.
- AUGUST 1996** (20 Years Ago)
- ✱STB approves UP takeover of SP.
- ✱Ground-breaking ceremonies for New Haven-Boston electrification.
- ✱UP takes delivery of first SD90MAC.
- ✱Olympic Torch carried by rail from L.A. to Atlanta.

ENGINE TUNE-UP CLINIC

✱ Last real dome cars on Amtrak retired (except for one-Ed.). Former GN "Great Domes" previously used on *AutoTrain*.

✱ Hingham files federal lawsuit against MBTA because of Greenbush Line restoration.

AUGUST 1991 (25 Years Ago)

✱ "Mountain Division LP" formed to raise \$9 million to buy *Flying Yankee* to run through Crawford Notch, then vanishes with investor's money.

✱ Edaville RR up for sale.

✱ Sale of toy trains & accessories from closed "A&D Toy Train Village" in Middleboro.

✱ Modern Railroads mag merged into Railway Age.

✱ Gov. Weld of MA suggests "Bullet Train" down center of MA Turnpike between Boston and Springfield.

✱ NJ begins negotiations for "Lackawanna Cutoff" purchase.

✱ Irv Athearn passes.

✱ Maine Gov. McKernan signs bill requesting Amtrak to restore Portland-Boston service.

✱ Ship carrying brand-new Chinese 2-8-2 steam locomotive for the NYS&W tourist operation sinks off tip of South America, never to be seen again.

AUGUST 1986 (30 Years Ago)

✱ NMRA/RRE/NRHS Convention in Boston. (July)

✱ Amtrak takes delivery of first MHCs--"Material Handling Cars".

✱ President Reagan signs resolution ordering "cooling off period" in Guilford labor dispute, which has spread to other railroads.

✱ Quincy officials want MBTA Old Colony Commuter Rail lines to end in Braintree, with transfer to Red Line subway service.

✱ ICC rejects merger of ATSF and SP.

✱ NS drops bid for Conrail.

AUGUST 1981 (35 Years Ago)

✱ Wally Chase and Allan Thurston named Honorary members.

✱ Fire in store above SSMRC in Lincoln Square causes heavy soot and water damage; cleanup is a nightmare; \$10,000 policy limit exhausted.

✱ Conway Scenic RR takes delivery of ex-B&M F7 #4266, for display only, as all internal working removed.

✱ New "card-key" entry system installed at Club.

✱ \$5 surcharge on monthly dues started to develop "Building Fund" to eventually move to our own building. (how smart was that!-Ed.)

In July, we had five participants, starting with **Rob Cook**, who hard-wired a NYC F7B with a DH123. This old model by MRC doesn't have today's detail but runs excellent. A side benefit to B units is no lighting required!

Joe Dumas brought his Brass B&A 2-6-4T and began installation of a new decoder the DH166. He is using this decoder, so that he can add a "power extender" module, as there is very little power pickup on this tank loco. Since this session, I have found that the latest DH123 decoders also come with a plug for the power extender to be used, so the "pricey" 166, with six functions does not have to be used.

Marathon attendee **Paul Agnew** brought his old Athearn "Blue Box" GP7, decorated for "The Union RR". This loco has sentimental value for Paul, and he wanted to install lighting in the unit; it already had a decoder.

Rick Sutton brought his Southern 2-8-0 steamer, by Spectrum, for a tune-up. It actually ran pretty good, so we were able to register it for him.

Barry Doland brought one of the original-runs of the Atlas S4, decorated in Boston & Maine with the "flames" scheme. This also was a hard-wire job, as the special decoder from NCE, which was particularly for this loco, is no longer available. He got good results with the operation and decided to wait until another time to tackle the lighting.

In August, there were four of us. **Joe Dumas** finished his install of the new decoder and power extender, and now his loco does not stop on dirty track! Good, particularly for this type of loco, with such a short wheelbase and so few wheels to pick up power.

Rick Sutton brought his SOU 2-8-0 back for a headlight bulb replacement. After some difficulty in figuring out how to remove the boiler shell (thanks

to **Paul III** for figuring it out), a 12v mini-bulb was installed and the loco now lit up but was jerky. In checking the delicate wires between the loco and tender, it was found that one had pulled out of the socket. Paul was able to "tin" the end of the wire and jamb it back in the socket. It worked. It's always much better to leave your loco and tender plugged together, by either using a long white box or re-arranging the packing in the factory box, so that you can transport it without damaging the tiny plugs.

Paul Agnew was back with another ancient P2K FA2 in the Alco "Demo" scheme. Remember: this was Proto's second offering (after the BL2) and included a "fan belt" from the drive train turning the blades of the radiator cooling fan! Problem was, the color of all the parts, including the radiator cover was the same, so you couldn't see the blades turning. So, the first thing you did was disconnect the fan belt, which gave more power to the loco. Paul used a DN136 decoder and hard-wired it, as the factory board is useless. He will do the headlight at a future date.

Ye Ed installed a DH165KO in an old Atlas GP9, that had been custom-painted in MEC by John Sheridan, back in the "dear, dark days beyond recall". Since these original Atlas locos had Kato drives, I used the "KO" decoder (for Kato and others). The replacement board is a perfect match for the discarded Kato board, and even includes clips to run the bronze motor contacts through. Lighting is a little more difficult, as the original board had a single 12v bulb in the middle, with light tubes going to both ends, so there was no "directional" lighting. What I have found very satisfactory is cutting the light tubes back to pretty close to the ends, then heat-shrinking either a L.E.D. or mini-bulb to the ends. I used the Miniatronics 3mm L.E.D.s for this one. Use the large heat shrink and it fits over the end of the tube, and the L.E.D. fits right in---perfect! Another nice thing is that this decoder now has a current limiting resistor built-in for lighting. So, no need for resistors and works with either L.E.D.s or 1.5v bulbs. What a smooth-runner for something over 25 years old!

Thanks to **Paul Cutler III** for his assistance and for preparing the room each month.

Our next clinic will be **Thursday, September 1st**. Sign-up sheet on Bulletin Board. Everyone is welcome!



THE LONG-PLANNED South Coast Rail extension may be in jeopardy, as the cost has ballooned to \$3.4 BILLION and the construction schedule has been delayed by another seven years, making the first possible opening in the year 2029. Transit officials are looking at extending the Middleboro route, instead of extending from Stoughton through Taunton, even though this was not considered the best alternative after much study over the years. (PL)

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SUBCONTRACTORS BEGAN INSTALLING structural steelwork for America's newest passenger railcar manufacturing plant recently. The 220,000-square foot building is the first North American location for Chinese state-owned CRRC MA Corporation, a local subsidiary of the world's largest producer of railcars. The new CNR Springfield Rail Car Assembly Facility, located on the site of a onetime Westinghouse complex in the East Springfield section of the City of Springfield, will build 284 heavy-rail electric cars for two Boston-area subway lines operated by the MBTA. The Springfield Republican newspaper reports that construction of the cars should begin in 2018, with the first cars to be delivered in early 2019. The plant will employ approximately 150 people. Construction of the facility is expected to provide 150 local jobs, as well. The MBTA entered into the \$566 million contract for the cars in 2014. The Forest Hills-Malden Orange Line will receive 152 new cars, replacing its entire fleet of equipment, all built between 1979 and 1981. The remaining 132 cars will go to the Alewife-Braintree/Ashmont Red Line, where they will replace 1500-, 1600-, and 1700-series cars built between 1969 and 1988. CRRC is investing \$95 million in the Springfield location, the Republican reports. The new manufacturing facility will be adjacent to a former

Westinghouse administrative building, which will be rehabilitated to serve as the company's U.S. headquarters and engineering and research offices. A test track will be installed later. Although CRRC has exported rail equipment to more than 80 countries, the manufacturer is new to North America. The Chicago Transit Authority made news earlier this year when it announced it had ordered 400 cars from CRRC. The company is expected to build a plant in Chicago for that project. (TN)

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THE TRAIN STATION Is in Rensselaer. But most arriving rail passengers are heading to Albany. How to get them there? Why not by gondola? Soon, engineers will begin studying the feasibility of just such a conveyance, one that would start at the train station and carry passengers across the Hudson River. Peter Melewski, national director of strategic planning for McLaren Engineering Group, envisions a stop in Albany for those heading to the Capital Center and Times Union Center. The gondola would then continue on to the Empire State Plaza. "It's one of those things where a lot of people just feel there needs to be a better way to get from Point A to Point B," he said, adding "It's a clean form of transportation." It's not clear how many travelers the gondola might serve. The Rensselaer rail station is among Amtrak's busiest nationwide, and hundreds of thousands of passengers arrive or leave by rail each year. The train station once was on Broadway in Albany, a building that now serves as the Smart Cities Technology Innovation Center operated by SUNY Polytechnic Institute. Penn Central Railroad moved the station to Rensselaer in the late 1960s as it made way for Interstate 787. The current building is the third to be built on the site to accommodate growing passenger traffic. (AN)

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CANADIAN PACIFIC'S CROWSNEST Subdivision is busy with grain trains as prairie elevators are cleared to accept the coming harvest. CP has been pairing trains through the subdivision by giving two trains simultaneous clearance, with the on-board conductors responsible for keeping them safely apart. The conductor of the lead train reports the train's position mile-by-mile, and the following conductor stays 10 miles or so behind. The dispatcher is not involved in the conversations. "The practice is called an Item 6: Protect Against, which allows a train to follow a preceding train,"

explains CP spokesman Marty Cej. "This practice is commonplace across different railroads in both Canada and the U.S. In Canada, the Minister of Transport has approved the rules that govern this process. In the U.S., the procedure is called "Radio Blocking." It allows one train to follow another into non-signalized territory. (RA)

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ON JULY 9, 2016, FECR celebrated with its partners the arrival of MOL Majesty, the first "neo-panamax" vessel to cross the expanded Panama Canal bound for PortMiami. The MOL Majesty is part of the G6 Alliance Transpacific PA2 service, originating in Asia. FECR re-established on-dock intermodal rail service at PortMiami, allowing import and export cargo to be loaded directly onto or off awaiting trains, linking the port to 70% of the U.S population in four days or less. FECR can also facilitate the transloading of international freight into fewer domestic containers for inland moves to markets such as Memphis, Chicago, Cincinnati and Dallas. Shipments from the Pacific Rim rerouted through the now-expanded Panama Canal to eastern seaboard ports like PortMiami are expected to increase by 10%. FECR expects to grow its share of container traffic transported following the expansion and shift in trade routes. (RA)

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AFTER SITTING Derelict in a city park for more than six decades, New England's largest preserved steam locomotive will be moving one piece at a time to a new home where it will be restored to operation.

In July, New England Steam Corp. volunteers are making the final preparations before moving Maine Central 4-6-2 No. 470 from its display site in Waterville, Maine to Washington Junction near Ellsworth.



The efforts to restore the Pacific — the last steam locomotive to ever operate on the Maine Central in 1954 — began three years ago when the City of Waterville was looking to get rid of the locomotive. The Steam Corp. came forward with a proposal to operate it and since then they have been preparing No. 470 for its 80-mile move to Washington Junction. In November 2015, the group purchased the 1924 Alco for \$25,000. For the first time in decades, Maine Central 4-6-2 No. 470 returned home rails, albeit in pieces. On Aug. 8 and 9 the locomotive was moved from its display site in Waterville, Maine, where it has sat for nearly five decades, to Ellsworth where the New England Steam Corp. will restore it to operating condition. (TN)

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FOLLOWING THE LEAD OF TRANSPORTATION agencies like New York’s Metropolitan Transportation Authority and NJ Transit, the MBTA has now banned the use of Hover boards on its property. (TN)

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SOUTHERN CALIFORNIA LOCOMOTIVE commuter rail operator Metrolink unveiled its first EMD F125 diesel locomotive at Los Angeles Union Station on July 18. The F125 is compliant with the latest U.S. Environmental Protection Agency (EPA) Tier 4 emissions standards and will reduce particulate matter and nitrogen oxide emissions by up to 85%. Metrolink became the first commuter rail agency in the U.S. to buy Tier 4 locomotives when it placed an order with EMD for 20 F125s in June 2013. The first F125s are due to enter service with Metrolink at the end of this year. (RA)



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BIGGEST ARGUMENT going on in the RR industry is about the FRA’s proposed mandate of a minimum 2-man crew in the locomotive cab. Should be interesting to see the outcome of this. (WSJ)

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E. HUNTER HARRISON came out of retirement in 2012 to lead Canadian Pacific out of the Class I basement, where it had languished for several years. The following year, his protégé, Keith Creel, left CN to join his mentor. Next July, Creel will officially fill Harrison’s shoes upon Harrison’s retirement after more than a half-century in railroading. Currently President and Chief Operating Officer, Creel will become President and CEO on July 1, 2017. Harrison will remain on board in a post-retirement consulting capacity for at least three years. (RA)

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TRACK MAINTENANCE CONTRACTORS in the northeast will be replacing heating systems, third rails, and other track infrastructure on the Massachusetts Bay Transportation Authority’s Red Line this summer. Managers say they expect the winter resiliency work will better prepare the Boston-based transit and commuter rail for the upcoming winter season. The agency’s fiscal and management board recently approved the decision to invest more than \$18 million in the next phase of the project. Beginning this summer, contractors will make improvements to track and other wayside infrastructure on nearly 10 miles of the Red and Ashmont lines. The full scope of the project includes the replacement of third rail and heating systems, track and tie renewals, signaling equipment, as well as track structure and conduit installations. (TN)

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THE SURFACE TRANSPORTATION Board released two decisions related to its oversight of Amtrak’s operations under the Passenger Rail Investment and Improvement Act of 2008. First, the board decided that it would consider on-time arrival and departure at all stations along a passenger train’s route for purposes of assessing on-time performance. The Board will deem a train “on time” if it arrives at, or departs from, a station no more than 15 minutes after its scheduled arrival or departure. The board also announced that it is withdrawing its proposed policy statement on issues that may arise, and evidence to be presented in proceedings under PRIIA, in favor of a

case-by-case approach to these complex matters. In December 2015, the STB issued a proposed policy statement that would disregard individual instances of freight trains being given priority over passengers in favor of a more general, “systemic” approach. This rule would’ve made it difficult, if not impossible, to fight against Amtrak trains idling on sidings while freight trains rumble by—an all too common experience for rail passengers. Amtrak concurred in its STB filing, saying “if a host railroad does not resolve an individual dispatching decision at a rail line, junction or crossing in favor of Amtrak, then Amtrak does not have preference over the freight train in using that rail line, junction or crossing.” The STB came down on the side of passengers and Amtrak, withdrawing the proposed policy statement, explaining that “in light of the broad disagreement among the interested parties... the Board finds that going forward with its Policy Statement would not advance its original goal of facilitating a more efficient and effective” rail system. (TN)

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FAMOUS CABOOSE HOBBIES in Denver, Colorado, is closing its doors this month for good. A huge train store in an old supermarket. There were shopping carts at the entrance, and you walked up and down isles full of everything trains, from brass to Bachmann, and everything in between. Oh, my, and the parts! (My memories from 1991 trip to the NMRA Convention “Mountains of Fun in ‘91”.)

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First loco to receive CM&Q paint.

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THE MBTA FISCAL and Management Control Board approved a plan on August 1 allowing for the installation of solar energy generating equipment at 37 T-owned parking facilities. The 20-year lease agreement with Omni-Navitas Holdings LLC will generate \$1.9 million in base rent in the first year,

with a 3% annual increase. Once all the locations are fully operational, the MBTA will also realize approximately \$5 million in savings through a reduction in snow removal, electricity and lighting maintenance costs. Over the 20-year length of the lease, the MBTA will realize \$55 million in income and savings. As the largest electricity consumer in Massachusetts, the MBTA has focused on the development of a system-wide approach to implement energy efficiency programs with a goal of clean renewable energy development on its large real estate holdings. In May, the MBTA projected a 12.8% reduction in energy costs for the 2017 Fiscal Year, and expects to see additional savings during the next three years. (RA)

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RESEARCHERS at the John Hopkins Applied Physics Laboratory in Maryland have developed a rail-based inspection system that can detect chemical and other hazardous material leaks. Equipped with cameras and sensors, The Instrumented Rail Inspection System is a remote-controlled, rail-riding vehicle that provides emergency responders with information related to a chemical or other hazardous material leak at an incident scene.

The new technology uses infrared cameras and a variety of sensors with chemical and radiation detection abilities. (TN)



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COMMUTER TRAINS could be running between Woonsocket and Providence, R.I., by late 2017, if all goes according to Vincent J. Bono's plans. Bono is Boston Surface Railroad Co.'s CEO. He founded the company in 2013 with the intent of offering privately run commuter service between Worcester, Mass., and Providence, using 44 miles of tracks

belonging to regional railroad Providence & Worcester. Bono spoke with *Trains News Wire* July 30th, while riding a chartered Providence & Worcester passenger train that provided a board room for Boston Surface Railroad's annual Board of Directors meeting. The seven-member Board had met privately in P&W's lounge car shortly after the train departed Worcester Union Station at 9 a.m. Also along for the ride were approximately 60 family members and friends of Boston Surface's board and employees. And, having a five-car train scheduled to make an eight-hour trip over 174 miles of Providence & Worcester freight lines and Amtrak's Northeast Corridor, Bono took the unusual step of offering seats to the public at \$50 a seat. About 100 private, paying customers purchased a ticket. (TN)

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THE MBTA ISSUED a Request for Qualifications (RFQ) for systems integrators interested in development of a new Automated Fare Collection (AFC) system under a performance-based contracting arrangement with private financing and integrated delivery. The RFQ calls for firms or teams capable of designing, installing, financing and operating a new AFC system for the MBTA's transportation network. The new AFC system will replace the existing Charlie Card and Charlie Ticket and allow riders to utilize smart phones, bank cards, and/or a new MBTA fare card to access all MBTA services. MBTA Chief Administrative Officer Brian Shortsleeve says, "Our primary job is get people where they are going safely and reliably. With automatic fare collections we will be able to have customers boarding at more than one location on vehicles, we will reduce the congestion which occurs when people pay with cash, and we will get riders on and off buses and trains much quicker. All of that adds up to more efficient operations and more seamless travel for our customers." (RA)

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SOME SERIOUS THOUGHT is going to go into the idea of running an aerial gondola across the Hudson River between downtown Albany and the Rensselaer rail station. While the idea of bringing ski resort technology to Albany might initially seem strange, a national engineering firm, with an Albany office, is putting some time and money into exploring it. (SG).

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THE INTRODUCTION of the 70 new "Cities Sprinter" ACS-64 locomotives three years ago has contributed to a reduction in engine-related delays of nearly 25%. The last new loco is being rolled out this month; delivery started in the summer of 2013. They replace the 30-year-old AEM7 "Mighty Mouse" locos, which had average mileage of 3.5 million miles. The new locomotives are used between Washington, D.C. and Boston and Philadelphia and Harrisburg, PA. (BG)

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PERSHING SQUARE Capital Management L.P. principal Bill Ackman has sold all his shares in Canadian Pacific, walking away with a cool \$1.5 billion. Ackman sold off his stake in CP—9,840,890 shares, about 6.7%—on Aug. 3, 2016. He had once held as much as 14.4% of CP. According to Antoine Gara of Forbes ("I cover the good, the bad and the ugly of finance"), Ackman needed the money: "Between the collapse of Valeant Pharmaceuticals and completion of the regulatory investigation into Herbalife, the past 12 months have been the busiest and most challenging in Bill Ackman's career. Shares of Ackman's public investment pool, Pershing Square Holdings, have plunged 46%, and the billionaire investor was hauled in front of the U.S. Senate to explain Valeant's price-gouging ways. "After dumping most of his position in animal health company Zoetis this spring, Pershing Square is now exiting Canadian Pacific after a five-year investment during which Ackman oversaw one of the great corporate turnarounds in recent memory. Ackman first invested in Canadian Pacific in the fall of 2011 with a plan to unseat the company's management and bring in new leadership that could make the Calgary-based railroad more efficient. The play was a watershed for Ackman and hedge fund activists broadly." CP's new leadership was Hunter Harrison, who led a remarkable turnaround at CP, earning him Railway Age's Railroader of the Year Award in 2015. CP's stock price tripled over the course of four years. "Canadian Pacific has completed an incredible transformation since our initial investment in 2011," Ackman said in a statement. He said he intends to continue to serve on CP's board until the next annual meeting, and added that Pershing Square plans to use the proceeds of the sale to fund one or more new investments. (RA)

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AMTRAK HAS ANNOUNCED that it's last remaining dome car, the ex-Great Northern 'Great Dome Lounge' Ocean View will operate on certain Downeaster trains from August 13 through September 18. The Great Dome rail car will be on Downeaster southbound Train 682 and Train 686 each weekday and Train 690 and Train 698 on weekends. It will also be on Downeaster northbound Train 683 and Train 687 each weekday and on Train 691 and Train 699 on weekends. (RRE)

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THE MBTA this month sued Amtrak over the \$29 million Amtrak is demanding the authority pay for the right to have Amtrak keep running trains over Northeast Corridor tracks that are owned by the T. The T warns that if it's forced to make the payments, it might have to take the money out of its already precariously financed mass-transit services. In its complaint, filed this week in US District Court in Boston, the MBTA says a commission composed largely of representatives of states along the entire Northeast Corridor decided the MBTA had to start paying Amtrak fees for Northeast Corridor service. This might make sense in other states, where Amtrak owns the tracks and deigns to let commuter-rail trains use them, but in Massachusetts, the T has owned the Northeast Corridor right of way since buying it from Penn Central in 1973. The T says it has a longstanding contract with Amtrak in which Amtrak gets to use T-owned tracks along the Northeast Corridor between Boston and Rhode Island at no charge - in exchange for the right to dispatch all trains on the line to speed its Acela train to and from points south. Only Massachusetts and New York representatives on the commission voted against the proposal, which would save some states, including New York, money, while costing others, notably Massachusetts and New Jersey, millions of dollars a year, the MBTA says. (AN)

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THE CONTRACTOR RENOVATING Springfield Union Station will salvage the lone remaining historic waiting-room bench for reuse in the reopened depot at a cost of \$25,820. The Springfield Redevelopment Authority, which owns historic Union Station on Frank B. Murray Street, approved work on the bench at a special meeting recently. Thirty to 40 antique wooden benches from the station, each 20 to 24 feet long and weighing

1,000 pounds were stolen from Union Station approximately five years ago. The case is still under police investigation. Between 30 and 40 of the station's historic wooden benches, each roughly 18 feet long and weighing 1,000 pounds with a value of up \$100,000 on the antiques market. Due to its large size, the intact bench would not have worked with the new layout of the station's concourse, SRA Director Chris Moskal said. Moskal defended the cost, which will come out of the Authority's contingency budget. "This is some high-level woodwork," Moskal said. "It's going to be hard to do." The Authority will also have new benches built by woodshop students at Putnam Technical Academy for the as-yet-undetermined cost of the lumber, Moskal said to the pleasure of SRA board members. Also, the Redevelopment Authority approved spending \$358,070 on furniture, fixtures and equipment for the station. That list includes everything from modern waiting room chairs to trash cans for the concourse and office desks for those who will work in the building. The \$358,070 price tag is \$48,000 under the budgeted amount, Moskal said. (AN)

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ON A BIG WEEKEND FOR THE YANKEES, recent photos show another big move for the team: to trains. In a throwback to the past century, when teams would ride the rails to away series before the jet age, the New York Yankees chartered an Amtrak train to Boston last week for its three-game series against the A.L. East-rival Red Sox. A win on the scorecard for rail transit in our new century? (RA)

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PROVIDENCE & WORCESTER Railroad Company announced last Monday, the 15th, a definitive merger agreement whereby Genesee & Wyoming Inc. will acquire the company for \$25 per share of common stock, or approximately \$126 million, in cash. The transaction is expected to close in the fourth quarter of 2016 and is subject to approval by the company's common and preferred shareholders, satisfaction of certain regulatory approvals, and other customary closing conditions. Robert H. Eder, longtime chairman and CEO of the Company, said: "Becoming part of the Genesee & Wyoming family with its record of emphasis on safety and investment in its rail infrastructure ensures that our Company will continue to provide the quality of service which our customers and the

communities we serve have enjoyed over the 40-plus years since we re-commenced independent operations while at the same time continuing and improving on our programs to promote employee and community safety.” (TN)

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TWO WEEKS AFTER Union Pacific 4-8-4 No. 844’s successful excursion for the 2016 Cheyenne Frontier Days, the railroad says that the Heritage Operations team is shifting their focus to the restoration of Big Boy 4-8-8-4 No. 4014, the giant locomotive the Union Pacific acquired in 2013. The restoration will begin with work on the 4014’s tender and firebox, Heritage Operations Senior Manager Ed Dickens says in a news release. The Big Boy class was designed to burn coal, but will be converted to burn oil during the restoration. Nos. 844 and 3985, a 4-6-6-4 Challenger-type locomotive, have both been converted to burn oil. “Imagine the voracious appetite of a Big Boy burning 28 tons of coal in a matter of hours,” Dickens says. “That’s a lot of ash and cinder. With an oil burner, the locomotive doesn’t produce this kind of debris.” The Heritage team used No. 844 to move the 4014 to a turntable adjacent to the steam shop, turn it around, and then place it on a different shop track nearer to the machinery. Crews then separated the tender from the engine to begin the first steps of the restoration. Dickens says that as work on the tender and the firebox progresses, the crews will also begin a detailed inspection of the Big Boy’s boiler. “Like we did on locomotive No. 844, we’ll use an ultrasonic test device that uses sound waves to measure the thickness of every part of 4014’s boiler,” Dickens said. The Union Pacific plans to restore the 4014 to operational service sometime between 2017 and 2019, in time for the 150th anniversary of the completion of the Transcontinental Railroad. (TN)

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CITY LEADERS IN TORONTO are looking at proposing a new downtown public space that would blanket an existing rail yard. During a recent meeting, Toronto Mayor John Tory announced plans to build a 21-acre park on top of the rail yard in downtown. GoTransit commuter trains currently use the yard. The proposed rail deck would enclose the current rail yard and if approved, would be one of the largest parks of its kind. According to a news release from Mayor Tory, project leaders envision a park similar to that of Chicago’s Millennium Park.

“Great cities have great parks. As Toronto grows, we need to take bold action to create public space and make sure we build a city that makes future generations proud,” says Mayor Tory. “This is our last chance to secure a piece of land that could transform the way we experience our city.” An inter-divisional staff team will advance the rail-decking project and will provide an update during the September meeting of the city’s executive committee. (TN)



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THREE MAINE RAILROAD museums will partner to offer a once-in-a-lifetime steam event in January 2017, that will feature locomotives and rolling stock from several of the Pine Tree State's storied two-foot gauge railroads. The events will be held at the Wiscasset, Waterville & Farmington Railway Museum on Jan. 14-15 and Jan. 21-22, 2017. WW&F 1891 Portland 0-4-4T No. 9 will be joined by Monson Railroad No. 3 from the Maine Narrow Gauge and Bridgton & Saco River coach No. 11 from the Boothbay Railway Museum. The restoration of Bridgton & Saco River boxcar No. 67 in the WW&F shops should be complete by then as

well. A queen-post turntable currently under construction at the WW&F's Sheepscoot station will be in operation, providing photo opportunities unavailable before. There is a possibility of a third visiting engine if its overhaul is completed in time. (TN)

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

JULY

TRAINS

Map of the Month

Commuter Rail

The Budd Car Chronicles

Trail vs. Rail

One Rainy Afternoon

Inside the DL's Shops

Any Track, Any Time, in Either Direction

MODEL RAILROADER

Drawings of the Pennsy N5c Cabin Car

Train Phone

Easy and Effective Static Grass

A Practical Guide to Momentum & Braking

RAILROAD MODEL CRAFTSMAN

Look Both Ways

Debate on owners operating their own RR

RAILFAN & RAILROAD

M=-497: BUILT FOR SPEED

NYC's 186 MPH Budd RDC

Red, White & Blue

40th Anniversary of America's Bicentennial Paint

The American Freedom Train

The Power of Paint: Pullman Edition

Restoration of NH's "Breslin Tower"

AUGUST

TRAINS

Filming "The 20th Century Limited"

Making Connections on the "Century"

What is in a Picture?

Map of the Month: Canadian Rail Service

Coaling Towers

A Foggy Path

Via Rail Canada Struggles

Railroads and the National Parks at 100

MODEL RAILROADER

Aligning Track on Moveable Benchwork

On Operation

Implementing Rule 99

What Does an End-of-train Device Do?

RAILROAD MODEL CRAFTSMAN

Repurposed Boxcars

Railroad Signals Part 8

Look Both Ways

Helixes? Or an Alternative?

News sources: Boston Globe, Boston Herald, Amtrak "News", Trains Newswire, Railway Age, Railpace Newsmagazine, RRE "Callboy", "The 470", Patriot Ledger, Wall Street Journal, Union Leader, Daily Hampshire Gazette, Saratoga Gazette.

EDITOR'S NOTES

1. 30 students and teachers from Scituate High School's Vocational Life Skills Program **visited the Club** on the 11th. Thanks to the 12 members, who showed up so bright and early to run trains for them! They seemed to have a good time and used our convenient meeting room to have their "morning snacks"; they left the place spanking clean, too. (Thanks from Sister Mary-David). They left a nice donation with us, too!
2. We had 200 visitors to our **Summer Open House** on the 6th. With the extreme heat, it was a good place to be in A/C! There were some throttle problems but, overall, things ran smoothly. Thanks to acting show chairman Bryan Miller for pulling this one off!
3. To answer **Fred's editorial question** in the "Chief Engineer" column: no, you are NOT the only one who feels this way. But I must admit that I was extremely surprised and disappointed with the vote taken at the July Business Meeting concerning modern vehicles, which are part of the scenery, being allowed on our beautiful layout. 18-10 vote in favor of allowing 53' 18-wheelers, and the like, on a railroad set

in the mid-50s! I hope that we can get out of the “toy train set” mentality, as far as this is concerned, and really think about the choice next time this is brought up for a vote, as it will be.

4. Next month’s newsletter will be published one week early, due to personal commitments.

.....*David N. Clinton*

MEMBER NEWS

So far, the summer has been a safe and well one for our members, as I have not heard of problems. Good going to all!

Birthday Celebrations

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

Jack Foley September 13th
Rick Sutton September 21st
Ralph Weischedel September 27th

RUNNING EXTRA

Eversource deal signals end to coal power in NH

By **DAVE SOLOMON**
New Hampshire Union Leader

Environmental groups are cheering the end of coal-fired power generation in New Hampshire, which is expected to be one of the most significant results of a wide-ranging settlement between the state’s largest utility and regulators.

The long-awaited order by the Public Utilities Commission, handed down late Friday on the eve of a holiday weekend, sets the stage for Eversource to sell off its power plants. Regulators

and lawmakers hope that will lower electricity prices in the long run by completing the deregulation of the market that began 20 years ago.

The largest power plant owned by the utility, Merrimack Station in Bow, generates 439 megawatts of electricity by burning coal.

The second largest, Newington Station in Newington, can burn oil or natural gas, to generate 400 megawatts, while Schiller Station in Portsmouth burns coal in two units and biomass in one for 150 megawatts. Merrimack Station and Schiller Station have long been the target of environmental groups, including the Conservation Law Foundation, which has consistently listed the plants among the so-called “Dirty Dozen” of New England polluters.

“Merrimack Station and Schiller Station power plants earn the award for the millions of pounds of toxic air pollution and greenhouse gases released by the plants,” according to the CLF.

No one knows for sure how much the power plants will fetch at auction, or if there will even be buyers. But one thing is certain; their coal-burning days are numbered. Coal-fired plants are retiring across the country, and new ones are not being built.

Most experts agree the coal-fired plants, if purchased, will be refitted to burn natural gas or a combination of natural gas and oil. If not purchased, there is a process in place through the settlement to have them decommissioned.

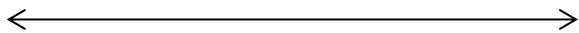
“This settlement allows for a competitive marketplace in which outdated fossil fuel plants will be up against the burgeoning clean energy industry,” said Tom Irwin, director of the New Hampshire Advocacy Center for the CLF, which was a party to the settlement.

“When the dirty fuels of yesterday are put into competition with the renewable alternatives of tomorrow, it’s a win-win for our economy and our environment,” he said. “While there’s still a long way to go, today we took a big step down the path toward achieving a clean energy economy for New Hampshire.”

Environmental groups are also cheering the \$5 million dollar clean energy fund to promote energy efficiency and renewables that Eversource will create as part of the settlement agreement. New England's largest coal-fired plant, Brayton Point in Somerset, Mass., has been bought and is scheduled to be shut down next year.

That leaves Merrimack, Schiller and Bridgeport Harbor in Connecticut as the only three coal-fired plants left in the region. Bridgeport Harbor owners announced in February that plant will be converted to natural gas by 2019.

The closure or conversion of New Hampshire's two coal-burning plants will mark the end of coal-burning for electricity in New England. Coal produced 18 percent of the region's power in 2000, but now accounts for less than 5 percent, according to grid operator ISO-NE. During a mild winter, the coal-fired plants are rarely called upon at all.



MBTA will pay \$66m more over 6 years to commuter rail operator

By Nicole Dungca **Globe Staff** July 11, 2016

The MBTA decided to pay its commuter rail operator at least \$66 million more than planned over the next six years, after the company lost more than \$30 million last year and continues to struggle with on-time performance. Keolis Commuter Services will get more money to add locomotives and coaches, take care of the new equipment, and operate under recently revised train schedules. But the changes renewed questions about whether the original Keolis deal, the largest operating contract in the state's history, was sustainable over time.

Transportation Secretary Stephanie Pollack characterized the contract changes as necessary to

improve service for customers. "It shows that we have learned in the first two years of the contract that the amount that we were paying Keolis, particularly to maintain and take care of our locomotives and coaches, was not producing the performance that we wanted to," she said. "We are convinced that without investing more money in taking care of the locomotives and coaches, which is the T's responsibility, we're not going to see the performance we think our customers deserve."

Keolis, a French company, is struggling to stanch continued losses related to its \$2.68 billion contract with the state. Franck Dubourdieu, deputy general manager for Keolis Commuter Services, said the new arrangement will help the company's performance, but also "lose less money."

"For the time being we are still in the red, but we are absolutely dedicated to turning this business around, and it looks like we have the support of the MBTA to do so," he said. But one fiscal watchdog said she worries about the precedent. Mary Connaughton, a director at the Pioneer Institute, said Keolis needs to demonstrate it can run its current operations better before increasing the contract. Connaughton said the change to the contract "compromises the fairness of the bid process and may negatively impact future procurements."

The plan approved July 11th gives Keolis nearly \$15 million in additional payments in the coming year, including:

- \$4.2 million to add nine locomotives and 12 coaches, increasing the locomotive fleet by 11 percent and the coach fleet by 3 percent.
- \$3.7 million to pay for maintaining 40 new locomotives purchased and brought into service over the past two years, which Keolis officials say requires more money to maintain. MBTA officials say this price is likely to be lowered after the authority conducts its own review.

■ \$3.1 million for changes in the schedule, which includes running 10 more trains.

■ \$4.3 million to test a more aggressive maintenance program so the trains can operate for longer periods before they need repairs. If the program works, the payments could become an annual expense.

The additional payments in future years will amount to about \$11 million annually. The T will also allow the company to continue using the penalties it incurs for late trains and subpar performance to pay for additional employees, including \$3.1 million for more conductors, as well as \$1.9 million for more customer service staff. The MBTA allowed the company to start diverting the fines to staff in July 2015 — a move that Connaughton criticized, saying the T was essentially subsidizing Keolis.

Joseph Aiello, chairman of the fiscal control board that oversees the MBTA, said some of the changes were needed because the T's older equipment is "less reliant than ever." He said the T had requested some specific service improvements, and the contract changes reflect the financial consequences. "With more locomotives, we expect there to be improved equipment availability, and with improved equipment available, we expect there to be continued improvement of on-time performance," he said. He also said the contract will give the MBTA better leverage over Keolis, since officials have added stronger language about a transition plan if the T decides to fire Keolis.

Several of the contract changes will be accompanied by the potential for new penalties, which Pollack described as a "carrot-and-stick" approach. For example, Keolis can be fined up to \$780,000 a year if it doesn't have enough locomotives available; up to \$520,000 a year if it doesn't have enough coaches for seating; and up to \$500,000 a year if it fails to increase the average number of miles its locomotives run without breaking down. The T and Keolis are negotiating still other possible changes to the contract, which

could funnel more money to the company if new fare gates can help it collect more in fare revenue.

This month, commuter rail riders experienced a big hit to their pocketbooks: The MBTA raised its fares, and commuter rail riders — some of whom pay nearly \$400 a month for passes — were among those who saw the biggest increases. The increased payments were approved during a precarious moment for the T, which is making its case to privatize its cash-counting and warehouse operations. James O'Brien, president of the Boston Carmen's Union, told the board Monday that Keolis represented a "glaring example of privatization gone wrong" as he spoke against outsourcing.

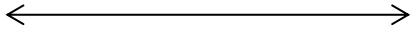
Keolis Commuter Services, the Boston subsidiary of the international company that is backed by the French national railroad, was granted an eight-year, \$2.68 billion contract in 2014. The company took over from the Massachusetts Bay Commuter Railroad Co., a longtime — and oft-criticized — operator. In appeals and a lawsuit, afterward, Massachusetts Bay accused Keolis of submitting a bid that was too low, and the T of coaching the company so it could win the contract. A judge eventually refused to block the transition.

(On Monday, T officials pointed out that Massachusetts Bay's bid was still millions of dollars higher than the revised Keolis agreement.)

After taking over in 2014, Keolis had a fairly rocky start, particularly when record-breaking snowstorms hobbled the transit system. The storms contributed to the company's massive losses but did not account for all of them: In 2014, the company lost about \$10 million. It also reported a net loss of \$30.4 million in 2015, and expects another loss this year.

After newer locomotives were put into service, the company improved on-time performance substantially after the 2015 winter. But the progress was tempered by new schedules designed by the MBTA and released in May: After operating 92 percent of trains on time in April, the company operated 89 percent of trains on time in May.

That number dropped to 87 percent in June, though Keolis and T officials blame some of the decline on ongoing work on the Worcester/Framingham Line. Officials said they expect performance to improve in July and plan to announce still more schedule tweaks so more trains can operate on time. Those changes, which will affect about 9 percent of 511 weekday trains, will probably go into effect in October, Dubourdieu said.



FRA ADVANCES NEW ENGLAND INTERCITY BLUEPRINT (Railway Age 7-21-16)

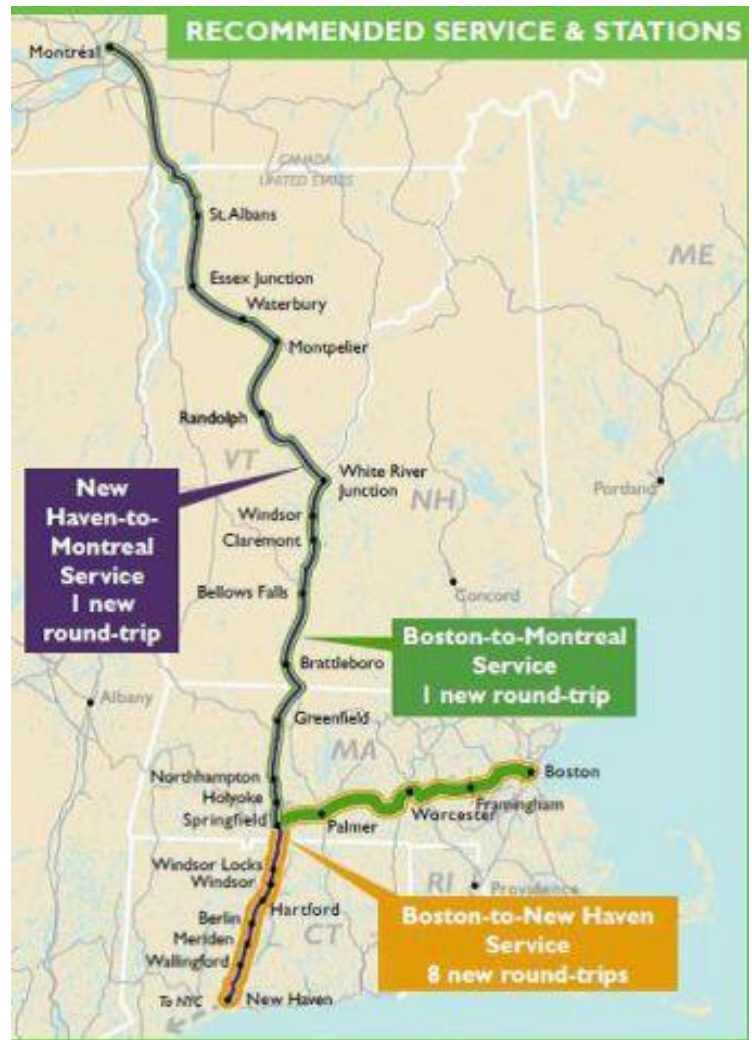
The U.S. Department of Transportation's (DOT) Federal Railroad Administration (FRA) announced on July 21 a Finding of No Significant Impact on the Northern New England Intercity Rail Initiative (Initiative). The finding clears the way for states and the federal government to invest in future passenger rail service in New England. The Initiative proposes to restore service between Boston and New Haven through Springfield and Hartford and add new service between Boston and Montreal.

FRA awarded \$942,775 to the Massachusetts Department of Transportation (MassDOT) and the Vermont Agency of Transportation (VTrans) through FRA's Next Generation High-Speed Rail Program to study potential service options and complete the Tier 1 Environmental Assessment, in accordance with the National Environmental Policy Act. FRA found that no significant environmental impacts would result from adding more frequent and higher speed intercity passenger rail service, in large part due to the use of existing operating rail lines within existing rights-of-way. The proposed infrastructure improvements also would be located within existing right-of-way along areas that were in the past double or triple tracked.

"More than two million people live within three miles of a station along this corridor," said FRA Administrator Sarah E. Feinberg. "For everyone to

move safely and efficiently, the region needs a robust rail system, and this blueprint will help achieve that goal."

MassDOT and VTrans will coordinate the Initiative with other projects, including NEC FUTURE, FRA's ongoing comprehensive planning effort to define, evaluate, and prioritize future investments in the Northeast Corridor (NEC). The NEC runs from Washington, DC to Boston. Together, this Initiative and NEC FUTURE would provide greater connectivity to central Connecticut, Massachusetts, northern New England, and Montreal. "Existing passenger rail service through New England is limited and already at capacity for a region that is growing," said U.S. Transportation Secretary Anthony Foxx. "With an approved blueprint in hand, New England can now move forward to connect people to key job centers and allow students to easily travel to and from New England's numerous colleges."



Amherst Railway Society finds new home in Palmer

By SARAH CROSBY, Monday, July 25, 2016 Daily [Hampshire Gazette](#)

Train enthusiasts will once again flock to Palmer as the Amherst Railway Society settles into the town. The growing non-profit organization now has room to expand in its newly acquired headquarters at 1130 South Main Street – its first permanent home in more than half a century. The society closed on the property Thursday. It includes a former church building that later served as a Grange Hall and approximately two acres of land.

Club president John Sacerdote said the society's mission is to keep railroading alive in the United States – a task made easier by having a place to call home. "Palmer is known as the town of seven railroads," said Sacerdote on Monday, alluding to the many train services intersecting in the region during the 1930s and 1940s. "We're delighted to be in an area that had so much to do with railroads through so many years." Since October of 1963, the train society and its members have bounced around locations on the University of Massachusetts Amherst campus as well as the Amherst Regional Middle School.

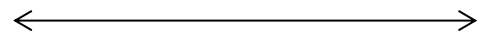
Treasurer David Royce said the lack of a permanent space has been challenging for the society, as the club claims to have one of the most extensive railroading libraries in New England. In addition to needing a space to store that collection, the society spent two years looking for a meeting hall, an area to build trains in and enough parking to accommodate nearly 100 monthly attendees.

The society bought the property for \$235,000 from Crossway Christian Church, which had outgrown the space. Like Palmer, the building is rich in history – serving first as a Methodist Episcopal Church in Enfield in 1848, before Enfield was flooded to create the Quabbin Reservoir. Prior to the Quabbin construction, the church was dismantled and rebuilt in Palmer as the Palmer Grange Hall. The building later was reverted back to a church. The society will fund the new space with a mortgage and through donations and proceeds from their annual railroad hobby

show. Sacerdote said the train show is the country's largest with an estimated 27,000 attendees. It raises anywhere from \$60,000 to \$75,000 from admission and table rentals at the Eastern States Exposition in West Springfield, he said. Aside from helping acquire the old church property, those annual show proceeds go back into community education. Since 1991, the non-profit has provided nearly \$800,000 in grants to other non-profit, railroad-related organizations.

Among those benefiting is the Palmer Library, which received money from the society for railroad education and to help stock its railroad room. "Anything rail road, we participate in," said Sacerdote. "We exist for camaraderie of hobby and to give away as much money as we can." The club has a grant program registered with the federal government which awards \$500 to \$3,000 grants, as well as an annual \$10,000 grant.

Sacerdote said the society's move to Palmer will help it become even more of a hub of historical enrichment on the railway map. Royce hopes one day soon the society's 7 ¼-gauge model train equipment will come out of storage and traverse its new outdoor space.



Amtrak's one and only: Wick Moorman [Trains 8/19/16](#)

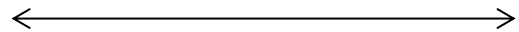
WASHINGTON — Wick was and is number one for Amtrak. Amtrak Chairman Tony Coscia tells *Trains News Wire* in an exclusive interview that retired Norfolk Southern CEO Wick Moorman was the passenger railroad's top choice to replace retiring President Joe Boardman. Coscia says Amtrak's board had "a ton" of applicants since the search began in earnest in February. "With the best candidates, we had to spend enough time with them for them to believe that the board was committed and serious...about building a strong, long-term company," Coscia says. "It takes time. Smart people don't believe it just because you tell them that. That was exactly the case here."

“Wick Moorman represents such a positive development in the company’s history because this is a guy who’s got impeccable credentials in terms of management of a railroad, and he gives us the ability to bring some of that to Amtrak.” Moorman brings railroad operating knowledge and credibility to the position in much the same way that previous presidents Paul Reistrup (2nd), Alan Boyd (3rd), W. Graham Claytor, Jr. (4th), and David Gunn (7th) did during their tenures. “The position we’ve taken is that if we can become a best in class service provider, that requires best in class management that will attract resources to the company,” Coscia says. “We were looking for a chief executive who not only had strong operating experience but also someone who had strong leadership experience to motivate a workforce of 20,000 people. With his 40 years of experience, Wick is by far the optimal bridge for that.” If a railroad or one of its hired consultants comes up with an inflated capital expenditure price tag for expanded service Amtrak or a state partner wants to operate, the former Norfolk Southern executive can provide an immediate, savvy reality check few other executives can match. And railroad executives know it.

He can also see it from their point of view. That’s because NS is the only Class I railroad that pays significant compensation to run its trains on the Amtrak-owned Northeast Corridor and Michigan high-speed line while also being on the receiving end of payments (and penalty subtractions) for on-time performance. “Wick Moorman had a lot of interaction with Amtrak in both directions, and as a consequence, he understands the issues,” Coscia says. “So the learning curve is likely to be much shorter for him than other ones.” Coscia concedes that the relationship with the various state stakeholders who sponsor regional corridors and are mandated to supply compensation under Passenger Rail Investment and Improvement Act formulas may be frayed.

“But as a board, we think the ability of us to get through some of the challenges with our partners is greatly enhanced by giving them the confidence that

(Amtrak) is running the business well,” the Amtrak chairman says. He thinks this will lead more states to view their partnership with Amtrak positively, “And presumably that will lead governors and state legislatures to feel more comfortable dedicating additional resources to passenger service as part of an Amtrak-state partnership.” Coscia also says that for too long Amtrak's board allowed the public to think there are two companies: the Northeast Corridor and the rest of the passenger rail network. And the chairman thinks the best way to move forward is to become an excellent passenger train service provider. “If we don’t get really good at what we do, the opposite will happen,” he says.



IN MEMORY OF JOHN GOVERNOR

It has been five years since John Governor died, and since he was such a big part of making the newsletter what it is today, and such a big contributor to the Club’s activities during his time with us, I thought repeating the memorial from the August 2011 *Semaphore* is appropriate, especially for the newer members who didn’t know John, which is their loss, too.

“Our friend and fellow Club member passed away last month, after a debilitating illness, diagnosed last November. John had joined the SSMRC in the early 1970s, after moving to Hull, where he remained the rest of his life. John was born in California and joined the Marines after high school. He married and had at least one daughter now living in southern Connecticut. He subsequently moved to Massachusetts and became a self-employed wall-paper hanger. He loved his job, and never had any problems or complaints about his boss!

“John loved the train club, too. He was very active in the Club, contributing in so many ways, including a small group that met every Sunday morning and worked on scenery, among other things at the Weymouth location. John affectionately became known as “The Gov”.

“I came to love John, too. He was the first one to ask me to be in charge of something, just after I joined

the Club, and that was when he was Show Chairman and we had the show at the Congregational Church in upper Jackson Square. He asked me to operate the 16mm movies, which we had at the time to entertain the general public. I remember showing them in a room under the stairs to the basement of the church! Two years later, he was President and asked *me* to be Show Chairman.

“Following the sudden passing of John Morrison, who was in charge of Operations, John took over and developed Operations into what it is today. For the past 15+ years, John had been a part of the newsletter “production” staff, collating the newsletter the Sunday evening before publication. Paul Cutler III, following in The Gov’s footsteps as Operations Chairman, had these nice words:

“Today’s Operations Committee exists only because of John Governor. His work inspired me to become a member of this club and be the Operations Chairman. It made me the model railroader I am today. Without his influence, we certainly wouldn’t have Operations like we have now. Heck, for that matter, it’s entirely possible that The Gov is responsible for our club even still existing. Why? Because no matter how crazy things got at the Club, we always had our monthly Operation sessions that brought members together to have fun, no matter their Club politics. John created that fraternal experience of shared skills, challenges, and fun that helped bind us together as a group that could survive problems that have blown apart other clubs. For example, two members could fight tooth and nail on the first Monday of the month, but on the second Monday they’d be sitting together at the cabs laughing over an ‘Ooops!’, laughing at Al Munn’s rantings in Middleton, or grinning as they made a successful meet out on the mainline. For the many newer members of the Club, who didn’t know him that well, John practically invented realistic club Operations at the SSMRC in the 1980’s. Before then, the Club’s sessions were more or less free-for-alls, with no rhyme or reason. The Gov followed Wally Chase’s (a former, now Honorary member) Car Card and Waybill ideas, and John brought fast clocks, timetables, and telephone headsets for communication to the old club. Then Gov followed that up with ‘The Operator’ columns during his Chairmanship, and while he could tick some people off, most people I’ve talked to maintain that it was

their favorite part of the *Semaphore*. But John wasn’t just the Operations Chairman. At Club meetings, he was a voice of reason but would go toe-to-toe with anyone (the Gov was also very good at popping a ballooning ego). He’d tell you about his latest video game and even loan it to you so you could try it. He was an early convert to computers and to digital cameras (one of which even had a built-in 3.5” floppy drive) and took many pics of the old place that we now have copies of. I never heard John say a mean thing about anyone, even when they deserved it. And I don’t think he ever held a grudge. In short, John Governor was a pillar of this club for many years, without which we may have well collapsed long ago. The Club, and all of us, will miss his friendship and his steadfast devotion to the Club.”



“The Gov” with Al Taylor in 2007

Charger burning up the rails in Pueblo

Written by William C. Vantuono, Editor-in-Chief



Siemens' new higher-speed Charger diesel-electric passenger locomotive is undergoing a comprehensive testing program at the Transportation Technology Center Inc. (TTCI) in Pueblo, Colo., prior to entry into revenue service in various U.S. locations.

Several tests and validation exercises including maximum speed runs, acceleration and braking and the overall performance capabilities of the locomotive are being conducted to ensure the Charger "is operating and performing as designed and that the locomotive is ready to provide reliable service for passengers," Siemens said.



The Charger is powered by a high-performance, environmentally friendly, 4,400 hp-rated Cummins QSK95 diesel engine. Designed to operate at speeds up to 125 mph, it is the first higher-speed passenger locomotive to receive Tier 4 emissions certification from the U.S. Environmental Protection Agency (EPA). It obtains an emission reduction of approximately 90% compared to locomotives

powered by Tier 0 power plants. An electronically controlled regenerative braking system use energy from the traction motors during dynamic braking to feed the auxiliary and HEP (head-end power) systems to reduce fuel consumption. The locomotives also meet the latest FRA safety regulations, including enhanced carbody structural safety with CEM (crash energy management).

All main components are produced in Siemens plants in the U.S.—traction motors and gearboxes in Norwood, Ohio and propulsion containers in Alpharetta, Ga. The diesel engines are manufactured by Cummins in its Seymour, Ind., plant. Siemens has also established a large base of U.S. suppliers to support production. Transformers and alternators are supplied out of Florida, brake components out of Maryland, HVAC systems out of Nebraska, and steel and fabrication parts out of California and Oregon. Final assembly of the Buy America-compliant Charger takes place at Siemens' Sacramento, Calif., plant, which is powered in part by solar.



The first Chargers were ordered under a \$225 million contract awarded in 2014 by a multi-state coalition led by the Illinois Department of Transportation (IDOT). Since then, options have been exercised by six states including Illinois, California, Michigan, Washington, Maryland and Missouri. In addition, the first Siemens-built trainsets for the new Brightline passenger service in Florida, each powered by two Chargers, will ship this fall. IDOT will receive its first Charger later this year, with additional customers to follow throughout 2017.

"Cummins' QSK95 is the first locomotive prime mover for single-engine installations to be certified to the EPA's ultra-low Tier 4 emissions regulations," said Melina Kennedy, General Manager, Cummins Global Rail and Defense Business. "Not only is it the cleanest diesel engine for locomotives, it also offers large gains in fuel efficiency over non-certified engines currently used in many passenger rail applications."

"These diesel-electric locomotives truly represent the next generation of clean and efficient rail travel in the United States, and the testing being done in Pueblo is a crucial step in bringing this advanced rail technology to states across the country," said Michael Cahill, President of Siemens Rolling Stock. "The Siemens Charger not

only is the first diesel-electric locomotive to meet the EPA's strict Tier 4 emissions standards, but it is also a powerful example of what can be accomplished through American manufacturing."

"These locomotives mark a new era in Pacific Northwest train travel," said Ron Pate, director of Rail, Freight and Ports for the Washington State Department of Transportation, who traveled to Colorado for the testing. "They will help provide more frequent, reliable and faster service to our Amtrak Cascades customers and also advance our agency's commitment to offering alternative and sustainable transportation choices."

"The Charger will provide California's intercity passenger rail services with a fleet of locomotives that meet very stringent Tier 4 emission standards and that help promote CALTRANS' mission of a safe, sustainable, integrated and efficient transportation system," said CALTRANS Division of Rail Chief Bruce Roberts. "The new locomotives are capable of quicker acceleration, higher top-end speeds and will provide passengers with the safety of PTC."

"TTCI is honored to assist Siemens in qualifying the new Charger locomotive," said TTCI President Lisa Stabler. "We are happy to be able to provide a testing facility that enables our customers to evaluate their product's performance in a real-world environment."