

The Semaphore

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The Semaphore is the monthly (except July) newsletter of the South Shore Model Railway Club & Museum (SSMRC) and any opinions found herein are those of the authors thereof and of the Editors and do not necessarily reflect any policies of this organization. The SSMRC, as a non-profit organization, does not endorse any position. Your comments are welcome! Please address all correspondence regarding this publication to: *The Semaphore*, 11 Hancock Rd., Hingham, MA 02043. ©2017

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BILL OF LADING

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ON THE COVER: The Alco PA, in the Editor’s opinion was the most beautiful diesel locomotive ever built. Especially dressed in D&H colors! Top photo is #16 pulling “The Adirondack” at Saratoga Springs in 1976.* Second photo shows all four PAs #16-#19 pulling a freight at Port Henry, NY, after being bumped from passenger service by Amtrak Rohr Tuboliner in 1977.** Bottom photo is at South Station with #19 inbound and #16 outbound with MBTA Commuter trains in the fall 1977, under lease for 1-year.***

*Photo by Bill Dechau, D&H in Color Vol. 4, Morning Sun Books 2010.

**Photo by Jim Shaughnessy, Railfan & Railroad magazine, November 2004.

***Photo by Jim Boyd, Railfan & Railroad magazine, November 2004.

CHIEF'S CORNER

Fred Lockhart

This has been a light month as far as the railroad is concerned, with the "Trains and Touchdowns" Ops session the Saturday before the Super Bowl and the railroad being down, due to the painting of the inside of the building. We have been able to get some repairs made to the railroad during this time. Turnouts that were reported to have problems have been repaired. The turntable electrical feedback problem at Cedar Hill has been fixed. Scenery did some ballasting and repair work to existing scenery.



Last month, I mentioned I was going to schedule a Chief Engineers Meeting in February. When I did, I realized it conflicted with the cleanup week for the Show, so it will have to be scheduled after the Show in March; due to a medical procedure I will be having in early March, it will be towards the end of the month. I will post a date this coming week.

Short month--short column this month.

Fred Lockhart
Chief Engineer

SEMAPHORE MEMORIES

FEBRUARY 2012 (5 years ago)

- Boston Sand & Gravel hopper Club Car released.
- Last Operations held for period to cut in leg 3; was "all steam".
- EMD, previously purchased by Progress Rail Services owned by Caterpillar, Inc., to close London, Ontario manufacturing plant.
- UP achieves perfect on-time record with UPS containers and trailers during 2011 holiday season.
- Vermont Rail System takes delivery of two SD90MAC/4300s; previous UP locomotives.

- Conway Scenic sells U23B #2820 and B23-7 #1943 to Finger Lakes Railway in up-state NY.
- NHN sells "guts" of GP9R #1757 to 470 Club to install in ex-B&M F7 #4268, static display at Conway Scenic.
- Norfolk Southern makes plans to honor many of the railroads making up the NS with "heritage" paint on EMD SD70ACe and GE ES44AC locomotives.
- P&W and NECR partner to create link between New England Cities and Canada's Class 1 railroads CP & CN
- Edaville owner Joh Delli Priscoli decides to invest \$3-5 million in the park, instead of selling.
- MBTA receives first double-decker commuter cars from Hyundai Corp.

FEBRUARY 2007 (10 years ago)

- VIA Rail Canada overhauls and repaints first F40PH, #6400, into attractive green/silver scheme.
- Talk of turning New Haven's Poughkeepsie Bridge over the Hudson River into pedestrian walkway.
- Bruce Walthers, son of founder Bill, who built company into today's giant, dies.
- UP unveils first "Genset" locomotive, each powered by three 700 HP low-emission engines; loco uses one, two or three engines, depending on power requirement.
- MBTA opens new passenger concourse at North Station, which is twice the size of the old one.
- MBTA and State officials drive "Golden Spike" in Braintree, commemorating completion of restoration of Greenbush Branch of Commuter Rail.
- New speed record set in France of 553 km/hr on line between Paris and Strassburg.
- Great Northern Rwy celebrates 60th anniversary of its name train, the *Empire Builder*.
- Athearn introduces U.P. "Challenger" locomotive.
- Intermountain introduces S.P. "Cab Forward" AC-12.
- Bob Buck retires as Show Chairman of Amherst Railway Society's "Big Train Show", after 33 year run.

FEBRUARY 2002 (15 years ago)

- P1k introduces Budd RDCs.
 - MBTA chooses 2-firm partnership to build Greenbush.
 - Vermont Rail System purchases New York & Ogdensburg RR, becoming owner of all ex-Rutland trackage.
 - EMD considers selling out to Bombardier.
 - STB approves Dakota, Minnesota & Eastern's plans to build new track to Powder River Basin coal fields.
 - Amtrak's *Downeaster* train adds stop at Saco, ME.
 - CSX adopts new paint scheme, dubbed "Dark Future" by railfan community.
 - Quincy Wholesale Grocery reefer by Athearn introduced as latest Club Car.
 - Judge refuses Bewick's attempt to block awarding of construction contracts for Greenbush Line.
- ### FEBRUARY 1997 (20 Years Ago)
- "Bay Colony RR's 44-tonner, last one built by GE, sold to Oregon shortline.

● Old rail removed from Braintree-Middleboro line is welded and re-laid in Fitchburg area and on "Wildcat Branch" in Wilmington by MBTA.

● Amtrak's *Auto-Train* begins accepting motorcycles.

● State rejects Hedlund's request for more environmental studies of Greenbush rail line.

FEBRUARY 1992 (25 Years Ago)

● MBTA and State pursue revival of Commuter Rail to Worcester.

● MBTA introduces new high-tech systems at operations control center on High St. in Boston.

● "Mountain Division RR" seeking passenger equipment to operate from Fabyans to Sawyer's River on ex-Maine Central "Mountain Division" tracks.

● Wisconsin Central purchases Green Bay & Western.

● Metro-North Commuter Rail Road leases four MBTA F10s (ex-GM&O F3s).

● State pushes ahead with Old Colony restoration, seeking 80% Federal funding.

FEBRUARY 1987 (30 Years Ago)

● Ye Ed voted regional director of National Association of Railroad Passengers.

● Guilford acquires 30+ ex-Santa Fe SD26 locos.

● MBTA drops commuter service between Fitchburg and Gardner, due to dispute with Guilford.

● Claremont & Concord RR suffers devastating engine house fire, which destroys all of their equipment.

● Conway Scenic RR expresses interest in operating ex-MEC "Mountain Division" trackage through Crawford Notch.

● Southwest Corridor Project completed ahead of schedule and under budget.

● VIA Rail Canada takes delivery of F40PH locomotives.

● Central Vermont Rwy proposes auto transport terminal in Belchertown, MA; community opposes and kills plan.

FEBRUARY 1982 (35 Years Ago)

● Ernst brings out gear replacements for certain Athearn locomotives, improving their performance tremendously.

● Al Munn obtains first soda machine for Club.

● MBTA signs 5-year contract with B&M (Guilford) for all Commuter Rail services.

● New Bombardier plant in Barre, VT dedicated.

● Conway Scenic RR acquires Alco S2 #1055 from Portland Terminal Company.

● Pullman Standard gets out of passenger car building business.

ENGINE TUNE-UP CLINIC

Savery Moore was first on the agenda with his P2K S1 dressed in MEC "Forest Green" and

"Harvest Gold" striping. He won the loco at the October Contest and easily installed the Digitrax DH165IP, which is a tiny decoder with integrated contact pins, right on the board. Much better than any decoder that has wires and a plug, which stick up too high, and don't allow the shell back on. He was able to reinstall the shell and he was off and running!

Fred Lockhart brought his Norfolk Southern "Heritage" SD70ACe dressed in New York Central colors. He had previously plugged in the Digitrax DH165, six-function decoder with good results. He was not satisfied, though that the ditch lights did not "wig-wag". So, he found that moving the wires from one of the ditch lights to the F2 contacts (they were both wired to F1 from the factory), and programming CV51 and CV52 according to instructions created the "wig-wagging" he wanted. Another "happy camper" made with not much work!

Jack Foley brought his Alaska RR F7 by Bowser for tune-up. The front truck had become "non-powered", and he hoped that it was just the universal had become dislodged. Unfortunately, he found that the balls at the end of the driveshaft had become badly worn, so that the pins they have that fit into the coupling had been sheared off with use. Rather piss-poor, in our overall opinion. These parts should be metal, if they are subject to those kinds of forces? He will have to order new drive shafts from Bowser.

Paul Agnew worked on the ECL's Rivarossi 4-8-4, which had no lights. He spent a lot of time trying to figure out why and ended up replacing with L.E.Ds.

Paul Cutler III brought a friend's New Haven DL109 by P1K and added a sound decoder, which had to be hard-wired. He was successful, with the space over the rear truck accommodating a rather large speaker/enclosure very nicely.

Thanks to **Paul Cutler III** for his assistance and for preparing the Model Shop beforehand. Our next clinic will be **Thursday, March 2, 2017**. Sign-up sheet on Bulletin Board. Everyone is welcome!

POTPOURRI

THE DEATH KNELL for the main departure (“Solarie”) board in New York’s Penn Station sounded at 10:24 p.m. Monday evening when it was turned off for the last time. Half of the south-facing board stopped functioning around 7:30 p.m. when an electrical circuit failed during a breaker test. Workers began the removal process around 11 p.m. on Monday evening and will continue to use overnight hours this week to take the sign down entirely. There are no plans to replace the big board with a similar large display; instead Amtrak installed multiple video displays throughout the station for passengers' information. (TN)



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THE BERKSHIRE SCENIC Railway Museum is following up its inaugural year of Hoosac Valley train service out of North Adams by acquiring additional rail equipment. The all-volunteer non-profit museum is expanding its stable of vintage equipment, adding an Alco-powered diesel switcher and its second Budd Rail Diesel Car. A Berkshire Scenic director has acquired former Canadian National No. 8032, a Montreal Locomotive Works 1954-built S4 that most recently worked for New Hampshire short line Claremont Concord Railroad. It will be leased to the museum. Museum President and General Superintendent Jay R. Green says the unit is in exceptional condition and fully serviceable. "The Claremont Concord did an outstanding job keeping her in top running condition. The opportunity to save the unit and preserve it was an

easy decision for our organization to make," Green says. The 1,000-hp unit was recently retired following Claremont Concord's purchase by Genesee & Wyoming. It will be the third Alco-designed locomotive in museum's six-unit diesel fleet, which also includes ex-Maine Central S1 No. 954 and former-Birmingham Southern RS-3 No. 151 (now painted in a New Haven scheme and numbered 562). Berkshire Scenic also will be expanding its Budd RDC fleet. New Haven Railroad RDC-1 No. 42 will be transferred to the museum's care from the Old Colony & Fall River Railroad Museum in Fall River, Mass. The Old Colony closed in 2016. Built in March 1953, No. 42 was the second New Haven RDC to be carrying the name *Firestone* — named for major freight customer Firestone Tire and Rubber. Museum volunteers intend to restore the car to operating condition. Both the RDC and S4 will be assigned to the museum's Hoosac Valley operations between North Adams and Adams, Mass. Berkshire Scenic carried 9,600 riders on its weekend Hoosac Valley trains in 2016. (TN)

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THE RAILROAD MUSEUM of Pennsylvania in Strasburg has raised more than enough money to be eligible for a matching grant in the amount of \$50,000. The 50-50 grant program through the Pennsylvania Railroad Technical and Historical Society now allows the museum to press forward with preservation plans for five Pennsylvania Railroad steam locomotives. Museum officials say they have raised \$60,000, which combined with the \$50,000 in grant money, represents more than 40 percent of total funds needed for the museum's \$250,000 “Ready for the Roundhouse” campaign. The five locomotives slated the restoration as part of the new roundhouse campaign include Pennsy M1b 4-8-2 No. 6755, K4s 4-6-2 No. 3750, L1s 2-8-2 No. 520, H10s 2-8-0 No. 7688 and B6sb 0-6-0 No. 1670. The locomotives will be part of an exhibit inside the museum's to-be-built roundhouse. The locomotives will be cosmetically restored for public display. Museum officials say that a groundbreaking on the new structure could begin sometime this year. (TN)

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THE SENATE recently voted 93-6 to approve the nomination of Elaine L. Chao to head the U.S. Department of Transportation. Chao, the only member of President Trump's cabinet to previously

serve as a cabinet secretary, received praise from the Republican and Democratic leaders of the Senate Commerce Committee. Chao was Secretary of Labor in the George W. Bush administration. She previously served as deputy transportation secretary, chairman of the Federal Maritime Commission, and deputy administrator of the transportation department's Maritime Administration. Industry response to Chao's confirmation was swift, with both the Association of American Railroads and American Short Line and Regional Railroad Association praising her for her stand on regulation. (TN)

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CSX TRANSPORTATION may favor making E. Hunter Harrison its chief executive, the Wall Street Journal reports. The former Canadian Pacific CEO and his activist investor partner met with CSX officials in Atlanta on Friday just two weeks after reports that they were seeking a management shakeup at the railroad, the newspaper reported, citing people familiar with the matter. Harrison presented his plans for the railroad, while investor Paul Hilal from the Mantle Ridge hedge fund sought three seats on the 12-member CSX board. The number of seats on the board may be a sticking point in negotiations, according to the newspaper. Hilal was one of the architects of Pershing Square Capital Management's successful proxy contest that led to the ouster of CP CEO Fred Green and a majority of railway's board in 2012. Harrison came out of retirement to turn around CP, whose operating and financial performance was badly lagging the rest of the industry. (TN)

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AFTER AN EIGHT-YEAR hiatus, Amtrak and Winter Park Resort officials are learning that the demand for a ski train between Denver and Winter Park, Colo., remained strong. Amtrak representative Marc Magliari says ticket sales have been brisk for the new *Winter Park Express* operating every weekend between Denver Union Station and the ski resort along the iconic Moffat Tunnel route. Since its inaugural run on Jan. 7, the train has been sold out every Saturday including this coming weekend. Magliari says Amtrak officials expect even more sold out trains in February and March. The history of ski trains runs deep in the mountains of Colorado. The Denver & Salt Lake Railroad, a predecessor of the Denver & Rio Grande Western, operated the first ski train over

the Moffat Route in 1936. Four years later, in 1940, regular weekend service began between Denver Union Station and the newly built Winter Park Resort, located at the west portal of Moffat Tunnel. The train continued to operate for 69 years. To celebrate the 75th anniversary of the Winter Park Resort in 2015, Amtrak brought the train back for a weekend in March. After tickets for that run sold out in a matter of hours, additional trips were added to the schedule. Amtrak and the resort started working with Union Pacific on the construction of a new platform at Winter Park soon after and, last summer, officials announced the train would return in 2017. Amtrak and Winter Park Resort have a contract to operate the train for at least the next five years. Magliari says Amtrak officials expected the train to be popular but the sell-out crowds have surprised many at the railroad's front office. (TN)

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A NEWLY FORMED MUSEUM in western Washington is trying to save the last logging railroad in America. Volunteers incorporated the Peninsular Railway and Lumbermen's Museum in late-December with the goal of preserving the Simpson Railroad, a logging railroad that last operated in 2015. Since the railroad shutdown, the roundhouse, right-of-way, locomotives, and rolling stock have sat unused, but some in the preservation community believe it could form the core of a diesel-era version of West Virginia's Cass Scenic Railroad. In 2016, the City of Shelton explored turning the roundhouse and railroad into a museum and Simpson even offered to donate both to the community. However, in December, the city council voted to accept only the right-of-way within city limits and leave the rest for someone else. Although the city had studied turning the historic roundhouse into a museum, it eventually decided that it did not want to take-on such an expensive project. With the city no longer interested in taking the roundhouse, a group of historians and railroad enthusiasts organized in hopes of doing it themselves, says Josh Kaivo, president of the group and a former Simpson railroader. (TN)

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MANAGERS WITH KEOLIS Commuter Services, operators of the MBTA's rail lines, say that on-time performance for the agency's commuter rail service was 89 percent for all of 2016. For the month of December, trains were on-time approximately 92 percent of the time. When adjusted for delay factors

beyond the operator's control, such as trespassers or police activity, on-time performance was nearly 94 percent in all of 2016, Keolis reports. Keolis managers say it is the best on-time performance since they started operating the system in July 2014, and a significant improvement from 2015 when inclement weather plagued the Northeast. (TN)

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TRANSIT LEADERS AT THE MBTA have approved a recommendation to issue a \$16.9-million contract for the construction of the new Blue Hill Avenue commuter rail station on the agency's Fairmount line. The station will be located in a residential community between Blue Hill Avenue and Cummins Highway and will be able to provide direct rail access into Boston in 20 minutes. It will be located approximately 6.5-miles from Boston's South Station. (TN)

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FABRICATION WORK is underway for Union Pacific 4-8-8-4 Big Boy No. 4014. UP steam workers have finished disassembling the boiler to allow workers to access the frame and fabricate new internal parts before the locomotive can be reassembled. Ed Dickens, senior manager of heritage operations, says the disassembly was a "moment of amazement," saying that fully removing the boiler from the rest of the locomotive "hasn't been seen around here since the mid-1950s." Shop workers have made new rod brasses, top boiler check valve parts, and lubricator check valves. The various parts will be installed, along with several new boiler components soon. Dickens and the steam crew say that UP Northern-type 4-8-4 No. 844's annual inspection is nearly finished, hinting that the locomotive may be out on the railroad's mainline again in 2017. "There are some trips currently being considered, but nothing to announce yet," said Dickens about No. 844. All of the railroad's steam restoration projects take place at its shop complex in Cheyenne. (TN)

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THE UTAH TRANSIT AUTHORITY has fired a signal department employee involved in a grade crossing incident that went viral on the internet, The Salt Lake Tribune reports. "We have determined that the gates were raised by a UTA employee who responded to the scene, and the accident was caused by human error. The investigation verified that the signal system functioned properly, and [had

previously gone] into a safe, down and active mode, as it's programmed to do," UTA Chief Safety and Security Officer Dave Goeres tells the newspaper. Preliminary information indicates the gates were affected by the severe ice and snow conditions at the time and were in the default "down and active" position, as they are programmed, according to the agency. This is the first such incident for UTA. The incident, which occurred Jan. 21, saw a UTA FrontRunner commuter train cab car strike a FedEx truck at a grade crossing in North Salt Lake. It was recorded by a police vehicle's on board camera. (TN)

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THE BERKSHIRE SCENIC Railway Museum's new excursion service through the Hoosac Valley hauled approximately 9,600 passengers during its first full-year of operation, iBerkshires.com reports. The Berkshire Scenic operated between Lenox and Stockbridge, Mass., on the Housatonic Railroad until 2011. After a brief hiatus, the tourist road restarted operations between Adams and North Adams on Pan Am Railway-owned track in late 2015 using a rail diesel car. Officials say that the tourist line will soon be able to haul the same amount of people it once did out of Lenox, when it moved 16,000 people annually. President Jay Green tells iBerkshires.com that 2016's ridership numbers shows there is a demand for such service. (TN)

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IN TUMBLER RIDGE, British Columbia, multiple coal mines are reopening for business in northeast British Columbia, but due to out-of-service tracks, Canadian National will not be able to haul the coal by train until later this year, CBC News reports. The railroad and coal company recently reached an agreement that will allow for unit coal trains to resume service later this year. According to the article, repairs will cost about \$23 million, but it was not disclosed who would cover the expense for restoring rail service. The railroad quit maintaining its rail line through Tumbler Ridge after coal mines closed for business in 2015. Last year, Conuma Coal purchased three of the inactive mines, including the Brula and Wolvervine mines, which are served by rail loadout facilities. CN acquired the once-electrified route in 2004 with its acquisition of BC Rail. (TN)

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VIA RAIL CANADA will celebrate Canada's 150th anniversary by wrapping a portion of its fleet in Canada's 150th colors. The passenger railroad will wrap 22 locomotives, 18 passenger cars and the Glenfraser lounge car. The passenger cars will display the names of cities served by the railroad. In addition, the railroad is hanging posters and banners in its stations to invite travelers to join in the festivities. During 2017, VIA Rail will also participate in a series of events that celebrate the country's 150th birthday, including promotional branding and other marketing initiatives that promote passenger rail travel in Canada. (TN)



VIA Rail Canada GE P42DC No. 916 poses with its new commemorative 'wrap' at the Windsor, Ontario, station on Feb. 4, 2017.

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THE MBTA is unveiling a new commuter rail advisory system for severe weather. The service alert system uses color-coded notification boxes to inform passengers of delays or cancellations. The new alert system provides schedule change information using station signs, mobile alerts, and media notifications. The new system is designed to provide travel forecasts for the evening rush hour. The system is equipped with four different designations, including regular, moderate, major changes, and cancelled service levels. (TN)



Moderate schedule changes



Major changes to schedules



No passenger service on the commuter rail

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NEW HAVEN BOXCAR #33401 will soon join the West Barnstable RR Station Museum in West Barnstable. Built new for the New Haven in the 1940s, these cars were a common sight on the

Cape in the 1940s, '50s and '60s. The car was part of the collection of the now-closed Old Colony & Fall River Railroad Museum of Fall River. (CRD)



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THE LAST CHICAGO & NORTH WESTERN locomotives with their original paint and road numbers are being returned to service on Union Pacific. The General Electric C44-9Ws, CNW Nos. 8646 and 8701 had been stored serviceable since late 2015, when business levels on the railroad forced the company to store thousands of locomotives. Due to their unique nature, the locomotives were sent to the Illinois Railway Museum in Union, Ill., for storage.



The C&NW pair are part of a larger group of locomotives being returned to service as the railroad faces a short-term power shortage as a result of severe weather conditions on the west end of the railroad putting a strain on the active fleet of power. The two are scheduled to be assigned to transfer and shuttle duties in the Chicago area, a job they held before being stored.

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MORE THAN 4 PERCENT OF RAILROAD employees involved in accidents in 2016 tested positive for drug use. *Trains News Wire* sought the information from the FRA, after the National Transportation Safety Board revealed that three Amtrak employees involved in a fatal crash on the Northeast Corridor in April 2016 tested positive for drugs following the incident. While the NTSB concluded that drugs did not contribute to the fatal accident near Chester, Pa., that left two track workers dead, it reflects a troubling trend of drug use within the rail industry. FRA data show that 4.2 percent of railroaders involved with accidents in 2016 tested positive for drugs such as marijuana, cocaine, ecstasy, benzodiazepine, OxyContin, and morphine. That was up from 2.9 percent in 2015. During FRA post-accident testing events, 6 percent of employees performing hours-of-service jobs tested positive, 14.3 percent of maintenance-of-way employees tested positive, and 33 percent of mechanical employees had drugs in their system, according to FRA data shared with *Trains News Wire*. Overall, the number of railroaders — including engineers, train crew, and dispatchers — who tested positive for drugs during random tests increased by 19 percent from 2014 and 2015, according to the FRA. The numbers, specifically those of post-accident positive rates, are on-par with what was found in the late 1980s when the FRA led a crackdown on drugs within the rail industry following another fatal Northeast Corridor collision. On Jan. 4, 1987, Amtrak's Colonial collided with a set of Conrail locomotives near Chase, Md. Sixteen people, including 14 passengers and two Amtrak employees, were killed. It was later discovered that the crew aboard Conrail locomotives had been under the influence of marijuana and had failed to stop at a red signal. (TN)

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NATIONAL CERTIFICATION TESTING of Amtrak's new Charger locomotive is being conducted by the Washington State Department of Transportation. The WSDOT said that the Siemens SC-44 Charger units are testing on the Amtrak Cascades corridor throughout February. If all goes well they are scheduled to enter regular service later this year. The WSDOT has ordered eight of the 4,400-horsepower locomotives, which are being assembled by Siemens in Sacramento. Siemens is headquartered in Germany. Washington, along with

Illinois, California, Michigan and Missouri jointly developed specifications for the Charger. Washington operates the Cascades Corridor service with the Oregon Department of Transportation. Florida's privately-run Brightline passenger service has been testing the first of an order of five Charger



trainsets delivered in January. Hauling a Cascades trainset sans passengers, the Chargers will transit various sections of the existing Vancouver, British Columbia to Eugene, Oregon corridor. Amtrak and Siemens staff will test and monitor how the locomotive performs. The agency added that because its eight locomotives are under construction in California, an Illinois unit has been deployed for testing. The WSDOT units are slated to arrive in April. The Charger was previously tested at the AAR's facility in Colorado. The new locomotive is part of WSDOT's \$800 million federally funded Cascades High-Speed Rail program. The added motive power and other improvements will enable the WSDOT to add two more daily Amtrak Cascades roundtrips between Seattle and Portland beginning in the fall. (TN) The next "F40"?-Ed.

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STATE LEADERS IN MASSACHUSETTS are seeking a permanent CEO and general manager for the Massachusetts Bay Transportation Authority. MBTA Chief Administrator Brian Shortleeve will continue to serve as acting general manager in the interim and will also serve on the search panel for a new leader. Shortleeve has served in his dual roles since July 2016, when he took on the position as acting general manager. (TN)

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CSX TRANSPORTATION will eliminate approximately 1,000 management positions in the coming weeks as it continues to cut costs, outgoing CEO Michael Ward tells employees this morning. The layoffs — which would affect both headquarters employees and field managers — represent as much as 20 percent of the management ranks. About 5,000 of CSX's 27,000 employees in December 2016 were non-unionized workers, according to regulatory filings. CSX Transportation also announced the retirements of CEO Michael Ward and President Clarence Gooden, effective May 31, without naming a new chief executive. By not naming Ward's successor, CSX leaves the door wide open for E. Hunter Harrison, the former Canadian Pacific CEO who is teaming up with activist investor Mantle Ridge to pursue a management shakeup at the railroad. (TN)

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CANADIAN PACIFIC is bringing back its iconic beaver logo as it looks to the future, while re-connecting with its past. "I am excited to say that 'the beaver is back,'" says Keith Creel, CP President and CEO. "Thanks to a lot of hard work in the last few years, we have taken our rightful place as an industry leader and the time is right to re-connect with our past by bringing back this iconic symbol for Canada, and for CP." The new logo renews Canadians' and employees' sense of pride in the company that connected a nation, and that connected a nation with the rest of the world. The beaver and the maple leaf are Canada's national symbols, and justifiably, represent CP's leading position in Canada's past, present and future. With 2017 marking the year Canada turns 150, there is no better time to bring the beaver back. (TN)

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

TRAINS

- The Hole Truth
- Gotthard Finale
- Life of a Track Gang
- In My Own Words
 - Welcome to the U.S. Marine Corps

MODEL RAILROADER

- Upstate New York in 1948
- Ogdensburg & Norwood HO Layout
- Building a Wiring Harness
- A Shelf Track Plan for a Switching Line
- On Operation
- Excursions and Passenger Specials

RAILROAD MODEL CRAFTSMAN

- CV Wood Cabooses
- Railroad Signals, Part 13

News sources: Boston Globe, Boston Herald, Amtrak "News", Trains Newswire, Railway Age, Railpage Newsmagazine, RRE "Callboy", "The 470", Patriot Ledger, National Association of Railroad Passengers, "Cape Rail Dispatch".

EDITOR'S NOTES

1. Our **Spring Show and Open House** is less than two weeks away. Please come out and help get the RR in shape for our visitors and spread the word, using flyers and the yard signs, easily stuck in the ground. We have plenty of both publicity items!

.....*David N. Clinton*

MEMBER NEWS

Best wishes and hopes for a speedy recovery go out to **Bob Knapp**, recovering from hip surgery.

Birthday Celebrations

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

- Joe Dumas..... Mar 4th
- Bob England Mar 7th
- Larry Strumpf Mar 13th
- Paul Pando Mar 17th
- Peter Palica..... Mar 28th

Running Extra

AMMO TRAIN DERAILED

HINGHAM LINE BLOCKED

Boston Globe 11-14-53

A munitions train derailment near the Naval Ammunition Depot in West Hingham blocked the main line of the New Haven's South Shore branch and delayed hundreds of commuters for about two hours at 5 o'clock last night.

Two cars of a 22-car freight jumped a switch at a siding 100 yards south of the naval depot, opposite the South Shore Country Club, while they were being shunted to a second spur track.

The northbound Greenbush-to-Braintree freight contained eight carloads of explosives consigned to the ammunition dump, railroad officials said.

Four commuter trains were halted at East Weymouth and their passengers transferred to a fleet of Eastern Massachusetts Street Railway Company and Hudson Bus Company vehicles, rushed to the debarking point after the accident.

A crane-equipped wrecking crew still was struggling to clear the derailed cars from the south-bound main line track at a late hour last night.

Witnesses said the cars, being moved by a diesel engine, apparently went over a manual switch which had not been opened and jumped the switch points on the main line. The engine crew had shunted the train onto a siding and uncoupled three cars, which were moving along the main track to another spur when the derailment occurred. The diesel engine and one freight car remained on the track.

Lt (j.g.) Vincent Gillis, night duty officer at the depot, ordered a Navy switch engine crew to tow the rest of the cars clear of the through tracks.

Ten minutes before the accident the Navy switch engine had moved two other cars loaded with ammunition on the depot siding for unloading, according to Gillis.

Commuters bound for Hingham, Cohasset, North Scituate, Egypt, Scituate and Greenbush were taken over the road to their destinations. Most were an hour late and many traveling the 17 miles to the Greenbush terminus didn't arrive home until 8 p.m.

Afternoon trains leaving Boston at 4:32, 5:11, 5:20 and 5:50 o'clock were stopped at the East Weymouth station and the 7:15 and 9:45 p.m. trains were emptied at Braintree, and their passengers continued on by bus.

The accident occurred at the intersection of Beal and Fort Hill Streets, in the Fort Hill section of West Hingham. Railroad officials began an investigation as section and repair crews started clearing the tracks last night.



Seriously, Mr. Denham?

William C. Vantuono, Editor-in-Chief, [Railway Age](#) magazine 2-8-17

You want to kill yet another chance to bring U.S. passenger rail into the 21st Century? Play a disingenuous game of smoke and mirrors by attempting to associate the object of your loathing to something else that has only little to do with it, and try to kill it as well. That's exactly what House Railroads Subcommittee Chair Jeff Denham, the California Republican who has made destruction of the California High Speed Rail Program his life's crusade, has done. On Feb. 7, he and all 13 of his fellow California GOP colleagues sent a letter to newly installed U.S. DOT Secretary Elaine Chao requesting that the Trump Administration rescind nearly \$650 million in funding for the Peninsula Corridor Electrification Project, which is a major component of the Caltrain Modernization Program. The strategy, as we see it, is to position Caltrain Electrification as the first step in killing off California HSR. The two projects are entirely separate, despite what the California Republican delegation wants you to believe. Hopefully, Denham's disingenuous game of dominoes won't succeed.

Ever the diplomat, Caltrain Executive Director Jim Hartnett issued the following statement on Feb. 8:

“Electrification must move forward.

“Caltrain is on the cusp of accomplishing a 25-year-old vision to modernize the corridor and replace the system's aging diesel equipment with high performance electric trains that will increase capacity and improve service on one of the nation's fastest growing commuter rail corridors. For decades, lack of sufficient funding had put this vision out of reach, but over the last several years Caltrain has worked with our local, regional, state and federal partners to make significant progress and overcome tremendous challenges. Ballot measures have been passed, funding agreements have been signed, legislation has been approved, lawsuits have been won and contracts have been awarded.

“Now, a new challenge must be overcome. The Peninsula Corridor Electrification Project hinges on execution of a \$647 million grant from the Federal Transit Administration's Core Capacity program that will be matched with more than \$1.3 billion in secured local, regional, and state commitments. Since 2005, Caltrain ridership has quickly outpaced the system's capacity as commuters have increasingly relied on the service to connect to some of the world's most innovative and fastest-growing companies. Today, Caltrain provides a much-needed alternative to the heavily congested U.S. 101 freeway, but the system's peak hour service is over maximum capacity, with many trains exceeding 125% of available seats. The Electrification Project is an opportunity to increase the capacity of the system and transform the way Peninsula residents experience transit. Caltrain is already the mobility option of choice for over 65,000 daily riders. By connecting our communities with more service to more stations and reducing travel times, electrification will make Caltrain even more attractive, equipping the system to accommodate more riders and providing significant relief to drivers on our busy local streets and roads and our increasingly congested freeways.

“Last year, Caltrain awarded contracts to advance work on the project, but construction cannot start without the investment that is awaiting approval by the new Administration. Time is of the essence. For the project to move forward as planned, the Administration must approve the grant prior to March 1. Any delay would result in costly penalties and cost increases that may threaten the viability of the project. We are at a critical juncture in Caltrain's 150-year history. Electrification is the most transformative opportunity this corridor has ever undertaken and it offers unique economic, environmental and mobility benefits that will have an impact not just in our region but across the country. Federal investment in this project will create more than 9,600 jobs here in the Bay Area and spread throughout the nation in places like Salt Lake City, Utah; Jacksonville, Fla.; Richmond, Va.; Hudson, Wisc.; Littleton, Colo.; and [others]. It will create over \$2.5 billion in economic value and address one of the region's principal barriers to economic growth by eliminating more than 619,000 daily vehicle miles from the region's roadways. These are some of the reasons that members of the

Bay Area's Congressional delegation and our region's largest employers are pushing back strongly against calls by some to deny funding for the project. With their help, and support from a broad coalition of support from around the state and the nation, we look forward to providing the communities we serve with the rail system they deserve.

"Caltrain has been planning for the electrification project since the 1990s and the PCEP has received broad support from the business community, labor and environmental groups, regional transportation advocacy groups, local, state, and federal elected officials. In September 2016, Caltrain awarded two contracts, one to a contractor to install the infrastructure to electrify the corridor, the other to a contractor to build and deliver high-performance electric [multiple-unit] commuter rail trains. A Limited Notice to Proceed (LNTP) has been issued to those contractors to advance design of the project. A Full Notice to Proceed (NTP) must be issued by March 1, 2017, in order to maintain the terms of the contracts and avoid costly penalties and project delays. Before an NTP can be issued, PCEP must receive the \$647 million Full Funding Grant Agreement (FFGA) from the Federal Transit Administration's (FTA) Core Capacity grant program. Caltrain has secured all local, regional, state, and Federal non-Core Capacity funds for the project. The only funding that is needed is \$647 million from the Federal Transit Administration (FTA) Core Capacity program."

Back to Denham. Why is he so hell-bent on killing California HSR that he's willing to destroy Caltrain's program? As far as we can tell, his top political donors aren't companies or individuals who would benefit from the HSR system not being built. A few Class I railroads are among them. The HSR system, except for possibly some first-mile/last-mile right-of-way, will be on dedicated track—no freight train interference, which is exactly what railroads want. So seriously, Congressman, shut off the standard political rhetoric and tell us the *real* reason why you dislike fast, efficient high-speed trains. You head the Railroad Subcommittee. Shouldn't you be an advocate for state-of-the-art passenger rail? Shouldn't you *want* an HSR system in your state? What's your point?

Believe me, it's got nothing to do with "saving taxpayer dollars." That's a tired old BS argument with little or no relevance when you take into account the trillions that have been spent on other things that have only resulted in death, destruction and further destabilization of already-destabilized areas of the world. Our country needs to invest in HSR and other modern technologies, for societal as well as economic and environmental reasons. We are very far behind the rest of the world in passenger rail. We cannot afford *not* to invest. Our taxpayer dollars would be better invested in public transportation, education, health care, space exploration, electric automobiles, solar, wind and hydro energy, R&D in numerous areas, and hundreds of other programs that would create jobs and improve our quality of life. We've been experiencing a brain drain for years, and Trump is widening the sieve.

Where has our imagination gone? Our dreams? We attained John F. Kennedy's bold vision of reaching the moon by the close of the 1960s, and then just sat back. We don't think big anymore. We don't do great things. We elect a profoundly narcissistic President whose chief strategist is a white supremacist, whose press secretary is a rabid attack dog and whose chief "counselor" is living on another planet. A President who wants to close our borders and shut out people who want to make a better life for themselves, to ignore the fact that this is a global economy, and to stifle free trade. A President who...

Oh, what's the point of continuing? It's just so very, very sad. Is Jeff Denham content with latching onto the Trump train to this week's Saturday Night Live parody? We hope that Elaine Chao—an immigrant who is the embodiment of what the United States is all about—will rise above the thick layer of pollution that has settled on Washington D.C. and dismiss attempts to derail the very types of projects her boss says he wants to do—with the possible exception of the one for which the Mexican government will amass a stack of unpaid bills.

I wonder what her husband, Senate Majority Leader Mitch McConnell (R-Ky.) thinks of this mess. There are signs that he disagrees with Trump's plan to spend \$1 trillion on infrastructure. From a recent *Fortune* magazine article: "There are also real political headwinds facing any Trump infrastructure plan. In a preview of what could be ongoing struggles with a legislative branch now dominated by Republicans who often have battled with their own candidate, Senate Majority Leader Mitch McConnell has said infrastructure is a low-priority for the Senate."

And here's a *Washington Monthly* headline: "McConnell Says No to Infrastructure Spending as a Priority"



South Station tower wins city approval, but hurdles remain

By Tim Logan, Globe Staff

An ambitious but long-stalled plan for a skyscraper atop South Station won a key city approval Thursday night. But it will need to clear significant hurdles from the property owner -- the state transportation agency.

The Boston Planning & Development Agency board approved plans for a 51-story office and condominium tower over the busy rail hub. Development firm Hines hopes to break ground in April, though it's still negotiating final details of the plan with state transportation officials.

Hines would build the tower above the rail shed at South Station, with a lobby along Atlantic Avenue. That lobby would fill in the gap between South Station's main concourse and its bus terminal, and would expand the bus facilities by 50 percent. It would also expand a parking garage, adding 527 spaces.

Above that, Hines would build 1.1 million square feet of office space and condos in what, at 677 feet high, would rank among the city's tallest buildings. Later phases would add two mid-rise buildings atop the station.

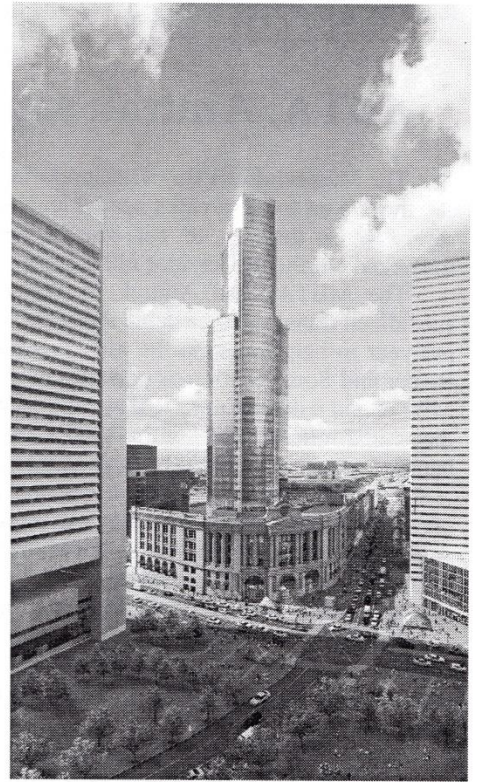
The complex project has been on the drawing boards for a quarter-century, and Hines won approval from the city for a different version of the project in 2006. It sat dormant until the Houston-based developer revived it this summer with tweaked plans and investment from a large Chinese homebuilder.

There is a sense of urgency. Under its development deal with MassDOT, Hines must come to terms with the state and start construction by April 30. David Perry, who heads the firm's Boston office, said he was confident the company will make that deadline.

Hines would begin building even if it doesn't have an anchor tenant lined up for the office space. Because of its location above a busy rail hub, the project will take four years to build, Perry said, and tenants are not likely to sign a lease that far in advance.

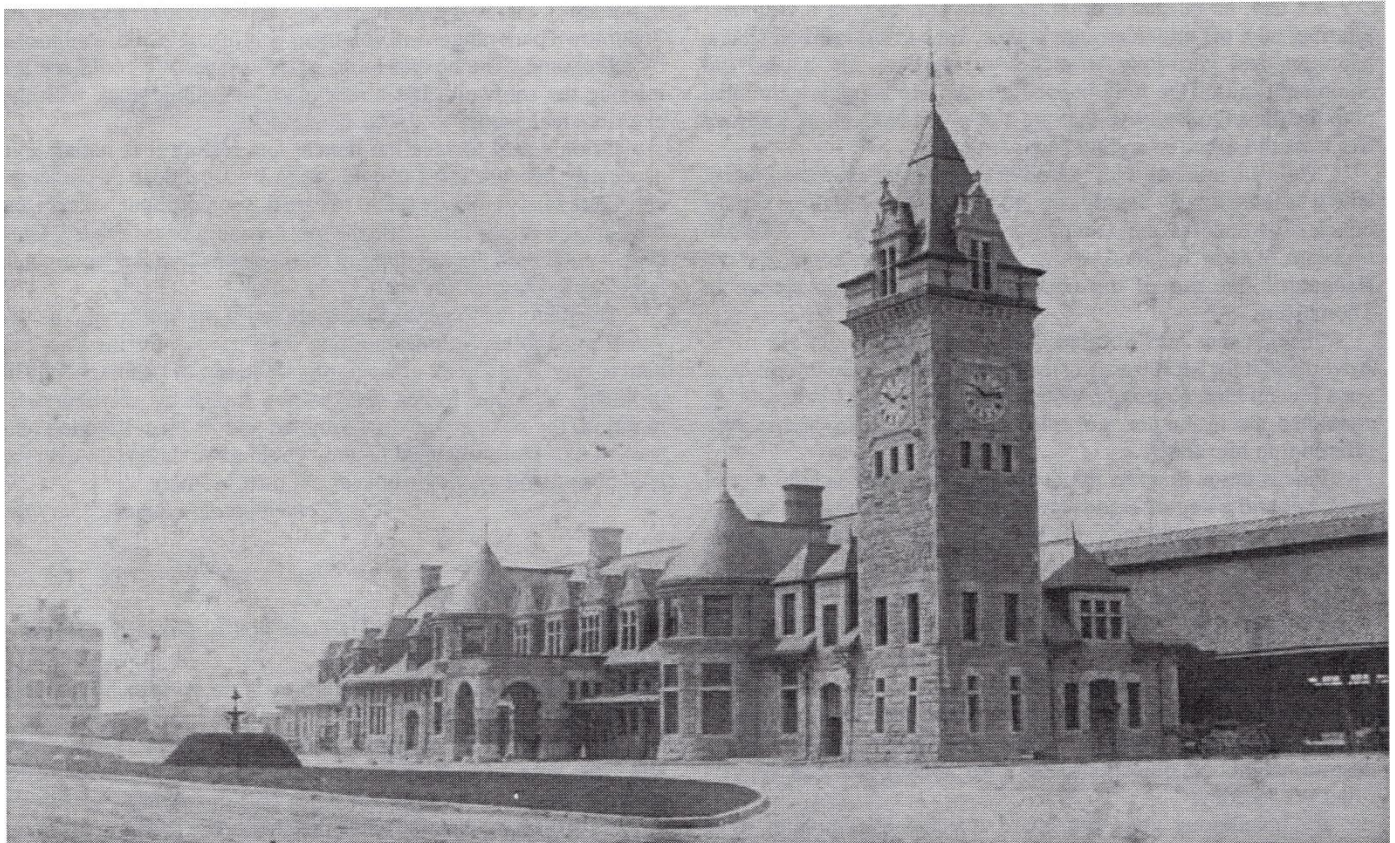
Building on spec, as it's called, is unusual for a major office development in Boston, but Perry said he believes it will fill up. "The location is unsurpassed," he said. "There's been a lot of interest."

A MassDOT spokeswoman said the agency is actively negotiating with Hines over changes to the station, street access, parking, and other details.



Hines is calling the tower 1 Dewey Square.
(Pelli Clarko Pelli Architects)

A lost classic...



Courtesy of member Leigh Webb, from the archives of the Franklin (NH) Historical Society comes this view of the Portland, Maine Union Station, shot by Franklin photographer C.L. Hunt in the late 1800s. Opened in June, 1888, the station hosted trains of the Boston & Maine and the Maine Central until service ended in 1960. The handsome structure was demolished in 1961 to make way for a nondescript strip mall.



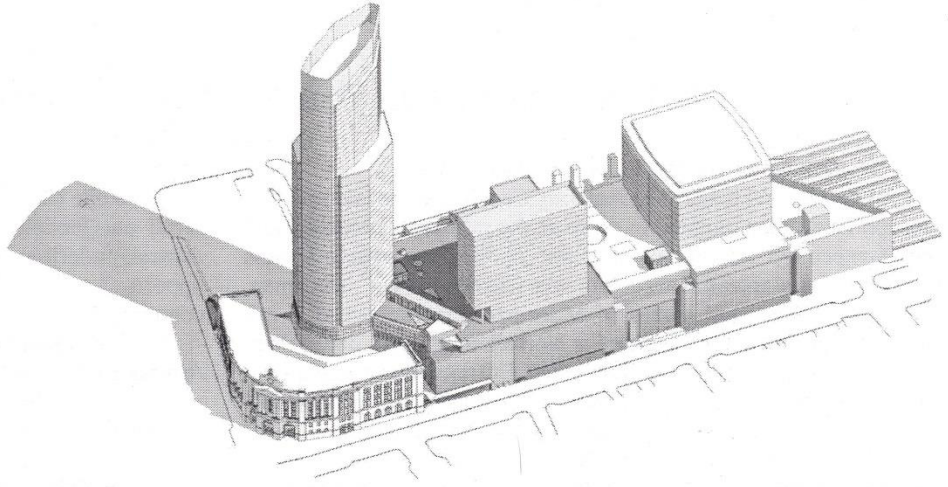
The future train platform closest to Atlantic Avenue, facing east, with the entrance to the station through the sliding glass doors at left. Fidelity's headquarters are in the distance. (Rendering: Pelli Clarke Pelli Architects via Curbed.com)

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About the South Station Air Rights project

The South Station Air Rights project will bring three new buildings to Boston's Financial District above the existing South Station transit center:

- A 51-story, 677-foot tall, 1,032,000 square foot tower (Phase One) consisting of office, residential and retail space. 175 residential condominiums will be located above 704,000 square feet of office space and 7,000 square feet of ground-floor retail.
- A 17-story, 334-foot tall, 438,000 square foot building (Phase Two) with one of the following four compositions, in addition to 8,000 square feet of ground-floor retail:
 - A mix of hotel and residential space;
 - 360 hotel rooms;
 - 260 residential condominiums; or
 - 375 residential rental units
- A nine-story, 249-foot tall, 511,000 square foot building (Phase Three) consisting of office space and 12,000 square feet of ground-floor retail.



In addition to the 51-story tower, when completed the South Station project will expand the bus terminal and fill in the space over the train platforms between the bus terminal and the existing South Station head house.

As part of the project, the South Station bus terminal will be expanded by 106,000 square feet, and the existing parking garage will be expanded by 895 spaces. Construction of the 51-story Phase One tower is expected to commence in the second quarter of 2017 and last four years.