

# The Semaphore

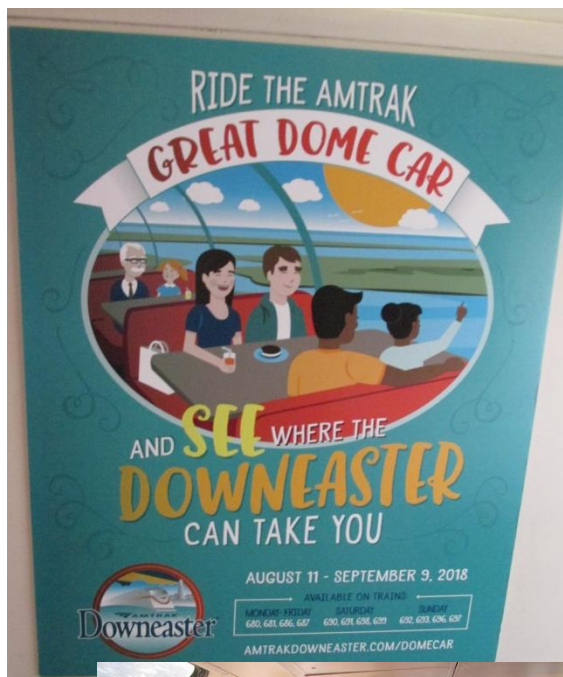
South Shore Model Railway Club

## NEWSLETTER

Home of the "East Coast Lines" since 1938



**SEPTEMBER 24, 2018** ■■■■■■■■■■ **VOLUME 38** ■■■■■■■■■■ **NUMBER 9**



# The Semaphore

David N. Clinton, Editor-in-Chief



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Cape Cod News.....	Skip Burton
Boston <u>Herald</u> Reporter.....	Jim South
Boston <u>Globe &amp; Wall Street Journal</u> Reporters	Paul Bonanno, Jack Foley
Western Massachusetts.....	Ron Clough
Rhode Island News.....	Tony Donatelli
Amtrak News.....	Rick Sutton
“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. ©2018  
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VOLUME 38 ■■■■■ NUMBER 9 ■■■■■ SEPTEMBER 2018

### CLUB OFFICERS

President.....	Jack Foley
Vice-President.....	Dan Peterson
Treasurer.....	Will Baker
Secretary.....	Dave Clinton
Chief Engineer.....	Fred Lockhart
Directors.....	Bill Garvey ('20)
	Bryan Miller ('20)
	Roger St. Peter ('19)
	Gary Mangelinkx ('19)

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**ON THE COVER:** Fun Trip on the ex- Great Northern RR’s “Great Dome” – traveling on Amtrak’s *Downeaster* last month. This is the fifth year that the last Dome car on Amtrak’s roster has visited New England for three weeks in the late summer. Hopefully, it won’t be the last. (D. Clinton photo)

## FORM 19 ORDERS

### SEPTEMBER B.O.D. MEETING

Monday, September 24<sup>th</sup> 8 p.m.

### OCTOBER BUSINESS MEETING

Monday, October 1<sup>st</sup> 8 p.m.

### DECODER/EQUIPMENT TUNE-UP CLINIC

Thursday, October 4<sup>th</sup> 8 p.m.

### OCTOBER NEWSLETTER DEADLINE

Saturday, October 20<sup>th</sup>

### FALL OPEN HOUSE & SHOW

Saturday, October 27<sup>th</sup> 9-4

Sunday, October 28<sup>th</sup> 10-4

### OCTOBER B.O.D.

Monday, October 29<sup>th</sup> 8 p.m.

## CONTESTS

Congratulations to **Dan Peterson** on winning this month's 50/50 raffle.

The Crossword puzzle from Al Taylor was completed by 11 members:

Jim Ferris	Bob Farrenkropf
Skip Burton	Doug Buchanan
Bryan Miller	Roger St. Peter
Ron Clough	Savery Moore
Fred Lockhart	Barry Doland
	Dan Peterson

Congratulations to **Skip Burton** on winning the drawing for the new Morningsickness Book: New Haven Trackage by Geoffrey Doughty.



Thanks again to Al Taylor, for providing our next Puzzle: "Older Passenger Train Names". A winner will be drawn at the **November Business Meeting**, from all correct entries. Puzzle at end of newsletter and extras available on top of old display case in train room. Don't forget your name and good luck!

## CHIEF'S CORNER

Fred Lockhart

In a few weeks we will be having our Fall open house and show. The usual things need to be done to the railroad for the show and committees need to plan their work so they have enough time to put their supplies away. Bare bench work should be vacuumed; supplies and tools stored under the railroad should be neatened up. Non-railroad items should be removed from the top of the railroad, floors swept and vacuumed and all track cleaned.

The club needs attention, also, with a similar general cleaning, table set up, etc., etc. Most important is the promotion of the event: getting the flyers out, yard signs placed and if you live on a main road please take a sign for the front lawn. This all helps to have a successful show.

Last show in March, we started assigning a track for members who were signed up to operate during the show. I plan on doing this again, as I had good feedback on it. As before, if any member has equipment on the railroad that they won't use during the show, I ask you to remove it so we have the space for operators.

Progress on the railroad continues. The Scenery Committee is still working in Cedar Hill yards and engine terminal doing ballasting and installing structures. Paul B. is finishing the scratch built coal trestle for the power plant off the trolley line. The Benchwork Committee is working to connect the new Staging Yard to the existing lead track. The Trackwork Committee has been laying the track and turnouts for the Staging Yard; that work is about 75% done and the Electrical Committee is right behind them wiring the tracks. The Staging Yard, when done, will be setup similar to Cedar Hill passenger terminal with a much smaller model board with LED's, to show turnout position and track power on each track. There will also be detection close to the stub end of the yard, so operators will know how close their train is to the bumpers, as the end of the track is under the wye and can't be seen very well.

That's it for this month. Your comments and questions are always welcome.

Fred Lockhart  
Chief Engineer



## DCC & EQUIPMENT TUNE-UP CLINIC

I omitted **Joe Corsaro** from the last write-up--my apologies! He brought a B&M "Doodlebug" by Bachmann Spectrum and installed the DZ123, which plugged into the 8-pin socket provided on the light board. We noticed that the power wires were broken off from the rear truck, breaking the "all-wheel pickup" benefit of this model. After soldering the wires back onto the truck contacts, a much better operation was achieved.

**Jim Ferris** brought his Bachmann Amtrak F40, to continue work on running the power wires to the motor, which is surrounded by two large lead weights. This gives the locomotive excellent traction, but makes it extremely difficult to get power to the motor without causing shorts and ruining the decoder. He spent all night and found that there were some missing parts, which keep the weights apart. He was going to look on-line, to see if he could obtain those missing parts, for this loco he got off the White Elephant Table. To be continued!

**Rick Pearson** brought four P2K Alco PA-1s, dressed in various New Haven schemes. He was able to get decoders into two of them. They both had 8-pin plugs, and took the DZ123PS perfectly. These are heavy mothers, and will pull a whole passenger train by themselves. The other two locos will be tackled at another session.

"**Gunny**" brought his Mahano B&M 2-6-0, which he got of the W.E.T. for his grandson, Hayden. He purchased the TCS T-1 decoder and began his hard-wire installation, but ran out of time. He was able to get the headlight wired directly to the tracks, as it had a 16v bulb, and would be on at all times, anyway. To be continued!

Applicant **Dave Galbraith** brought his Bachmann 44-tonner, dressed in the B&M "flames" scheme. He had a decoder already installed by the previous owner, but the loco did not work. So, he replaced the offending decoder with the DZ123, which works and fits this small loco, but the solder pads, where you hardwire the decoder are very close to the edge of the board and very close together. This is a very delicate operation and Dave had several times

of success and failure, getting the wires soldered onto the correct pad. This included sessions where the lights would not work properly. Finally, he got the wires soldered and the shell back on and the loco worked. He changed the couplers to KDs, while he was at it. (follow-up: the next day the loco didn't work, so he's coming back next month to completely un-solder the decoder and start from scratch.)

**Paul Agnew** brought back his Santa Fe C44-9W (an Athearn blue-box) to install lighting, which he wasn't able to get to last month. Because he was busy assisting both Gunny and Joe Dumas, who was trying to get his "camera train" to work, Paul ran out of time. Thanks, Paul, for your assistance! To be continued.

Our next Clinic will be Thursday, October 4<sup>th</sup>. Sign-up sheet on Bulletin Board. All are welcome!

## SEMAPHORE MEMORIES

### SEPTEMBER 2013 (5 years ago)

- 88 members & friends attend 75<sup>th</sup> Anniversary Banquet, held at the Weymouth Elks Hall.
  - Amtrak's last remaining dome car, ex-GN "Great Dome" begins operation on *Adirondack* route for a month.
  - Amtrak's newest locomotive, ACS-64 "Cities Sprinter" begins testing on Northeast Corridor from Boston.
  - New Hampshire Northcoast rehabs 42 miles of rail between Rochester and Ossipee, NH.
  - Western Maryland Scenic RR investigates potential acquisition of ex-C&O Mallet 2-6-6-2 #1309 from the B&O Railroad Museum in Baltimore.
  - Groundbreaking for new Salem, MA station.
  - Amtrak sells out within minutes two weekend excursions from Philadelphia to Harrisburg on freight-only trackage. First Amtrak-sponsored excursions.
  - Progress Rail of Muncie, IN, releases first new SD70ACE-P4 locomotives, with same traction as SD70M-2 locos but with four traction motors (idler axle in the middle) instead of six traction motors.
  - New Paint Booth installed.
  - First season of *CapeFlyer* service exceeds expectations and considered a success.
  - Most of trackwork installed in passenger yard at Cedar Hill; still to be wired. To be "staged" with cars for Show.
- ### SEPTEMBER 2008 (10 years ago)
- Good Morning America "Whistle Stop '08 Train" stops at Palmer, MA, for speeches and photos.

- Amtrak “out of space” on *Acela Express* trains. Plans on raising fares and adding cars—somehow.
- NS orders first A.C. locomotives: 24 GE ES44AC.
- Owner of Grand Canyon Railway drops fires in steam locomotives, “owing to its impact on the environment”.
- MBTA spends \$1.6 million to fix drawbridge connecting Salem and Beverly; built in 1886.
- MBTA adds capacity on Blue Line subway by replacing 4-car trains with six-car trains.
- Athearn purchases tooling from Tower 55 division of Overland Models.
- Britain’s “A1 Steam Locomotive Trust” debuts its brand-new 4-6-2 steam locomotive, named “Tornado”. Built at a cost of \$6 million.

**SEPTEMBER 2003** (15 years ago)

- MBTA purchases 1.5-miles of track from CSX in E. Braintree, completing their ownership of entire Greenbush right-of-way to Scituate.
- P&W signs contract to haul coal from Port of Providence to Mt. Tom generating station in Holyoke.
- Maine Eastern, owned by Morristown & Erie RR, to receive stable of Alco locos.
- Red Sox use *Acela Express* several times on their trip to Yankee Stadium.
- NJ Transit opens “Secaucus Transfer” station in the Meadowlands, connecting 10 of their 11 commuter rail lines.
- Athearn produces CF7 and Genesis SD70MACs.
- Kodak announces plans to discontinue manufacture of slide projection products.
- GM puts EMD on the market.

**SEPTEMBER 1998** (20 Years Ago)

- David Fink takes over as president of Guilford Transportation, Inc. and Pan Am World Airways. Colon Pease leaves Guilford.
- St. Lawrence & Atlantic RR named “Short Line of the Year” by *Railway Age* magazine.
- Viewing platform for railfans opened at Rochelle, IL.
- P&W celebrates 25<sup>th</sup> Anniversary.
- Engineering firm chosen to design new Mansfield, MA station. “Temporary station” has been in use 50 years!
- SSMRC celebrates 60<sup>th</sup> Anniversary.

**SEPTEMBER 1993** (25 Years Ago)

- Paul Cutler III voted into membership in SSMRC.
- Quinonil Tank Cars available Club Car.
- GE garners 70% of new locomotive market.
- RailTex granted permission to take over ex-CN line on Cape Breton in Nova Scotia; to be named “Cape Breton & Central Nova Scotia Railway”.
- Morrison-Knudsen moves into new locomotive market, using Caterpillar engines.
- Worst crash in Amtrak’s history occurs when Sunset Limited derails off bridge hit by barge into Alabama bayou.
- Amtrak receives first “Superliner II” cars.
- Edaville equipment moved to Portland, ME, aboard antique truck convoy.

**SEPTEMBER 1988** (30 Years Ago)

- SSMRC celebrates 50<sup>th</sup> Anniversary
- Membership votes to add \$5/mo. assessment for a “building fund”.
- Central Vermont Railway officially takes over, by court order, 49 miles of dilapidated Guilford (ex-B&M) track between Brattleboro and Windsor, VT. To be rehabilitated for return of Amtrak’s *Montrealer* service.
- Ex-New Haven president George Alpert dies.
- CN shuts down Moncton, New Brunswick diesel shops, which handled Alco-MLW power.
- Canadian government gives railroads permission to do away with cabooses.
- Last piece of Wolfeboro RR equipment leaves property for new home in Renova, PA.
- Missouri, Kansas, Texas RR (“The Katy”) purchased by the Union Pacific RR.
- MBTA conducts engineering study to determine feasibility of 37-mile extension of Stoughton Commuter Rail line to Fall River and New Bedford.

**SEPTEMBER 1983** (35 Years Ago)

- *The Semaphore* sponsors first photo contest.
- Guilford’s Maine Central RR discontinues daily freight from Portland, ME to St. Johnsbury, VT, which traversed “The Mountain Division” of the MEC.
- Amtrak announces it will start *Auto Train* service between Virginia and Florida.
- “Quincy Adams” MBTA Red Line station opens.
- “Real People Express” travels to Boston on Amtrak.
- Santa Fe expresses interest in purchasing Conrail.

**POTPOURRI**



**A PLAN TO REMAKE** historic Chicago Union Station by topping it off with a modern glass-and-steel box that some critics described as “an abomination” has been scrapped, according to a Chicago alderman. The seven-story vertical addition containing apartments and a hotel “was deemed unacceptable by the community and the Alderman due to architectural and traffic concerns,”

according to an announcement from the office of Brendan Reilly, whose 42nd Ward encompasses the station. "As a result, the development team decided to completely revise their vision for the project," the announcement stated. The neoclassic Chicago Union Station will not be topped off with a modern glass and steel addition — at least not one that will be visible from the street. At a community meeting at the station Tuesday evening, developers unveiled revised plans for the head house in response to a torrent of opposition from advocates for the historic building, architecture critics, and preservationists. Gone is the modern seven-story vertical addition which would have housed 404 apartments. Instead, developers are proposing a single-story penthouse level for two hotels with 400 rooms. These hotels would be built within the existing fifth and sixth floors of the building. The penthouse will not be visible from the street, officials with Chicago-based Riverside Investment



& Development and Convexity Properties insisted. They backed up this promise with a sight-line diagram showing how the penthouse would be set back and screened from view. Riverside CEO John O'Donnell called the plan the "revitalization of a Chicago landmark." The penthouse would encircle but not block the station's iconic 219-foot barrel-vaulted skylight that soars above the Great Hall. The skylight is currently undergoing renovation. In addition to the hotels, a pool and fitness center would also be built, but on the station's lower level. Developers assured those at the meeting, many of whom were concerned about the fate of the station, that the Great Hall would remain essentially as it was intended — for rail passengers. (TN)

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**AFTER MORE THAN TWO DECADES** of false starts and delays, the restoration of Boston & Maine 4-6-2 No. 3713 at Steamtown National Historic Site has picked up speed and this week reached two major milestones. Last month, Steamtown awarded a \$148,600 contract to the Strasburg Rail Road to build a brand new firebox for the big Lima-built Pacific. Also, the locomotive's cab, which was recently restored by a contractor in the Scranton area, is expected to return to the park and will be on display at the Site. (TN)

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**GOVERNMENT OFFICIALS** in Essex County have rejected a plan by the state to abandon a former Delaware & Hudson route that was recently operated by Iowa Pacific's Saratoga & North Creek Railway. State officials recently informed the Surface Transportation Board that the S&NCR was no longer operating the route between North Creek and Tahawus and that it should be abandoned, Sun Community News reports. But Essex County officials say the rail line should be saved because of a plan to move mine tailings from Tahawus. Omnitrix has expressed interest in purchasing and operating the line. In the state's filing with the STB, it stated that the 30-mile route was lacking "any foreseeable future need." (TN) What is with NY State trying to turn all these shortlines into rail trails? Seems as though the rails-to-trails people have the State "in their back pocket"!-Ed.

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**THE NORTH CAROLINA TRANSPORTATION** Museum has restored Southern Railway No. 550555 to its original commemorative paint scheme. In 1970, the 50-foot cushioned boxcar was the 200,000th freight car built by Pullman-Standard at their Bessemer, Ala., plant. The factory opened



in 1929. Southern Railway president W. Graham Claytor Jr. and Pullman-Standard president George L. Green led an acceptance ceremony and news conference. No. 550555 was part of a thousand-car, \$17.5-million order. Its spring-cushioned draft gear underframe protected fragile cargo from rough handling. The car served Southern and successor

Norfolk Southern until 2016, when the railroad donated it to the museum for static display. During its service life, the original paint scheme was hidden underneath a coat of standard boxcar brown and the original sliding doors were replaced. Museum volunteers replaced the car's doors to match No. 550555's as-built appearance and straightened bent grab irons and other parts. Carolina Soda Blaster sandblasted the car down to bare metal and the Aberdeen Carolina & Western Railway painted the car at the museum using about ten gallons of paint donated by Axalta Coating Systems and FinishMaster. Volunteers finished the project by reassembling and lettering the car. (TN)

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**THE ARCTIC GATEWAY** Group LP, including Fairfax Financial Holdings Limited of Toronto, AGT Food and Ingredients Inc., and Mississippi Rail Limited Partnership, the last a consortium of First Nations and northern communities, announced that they have reached an agreement with Omnitrix Inc. of Denver to acquire the North



Manitoba railroad and facilities at the Port of Churchill. No purchase price was disclosed. "Over the past eight months, we have been working diligently with our many partners to come together, develop a business plan and satisfy the principles for successful new ownership of the Hudson Bay Railway and Port of Churchill facilities," said Paul Rivett, president of Fairfax. "The Government of Canada acknowledges the value and importance of our inclusive group and is supportive of our efforts providing a long-term support package through Western Diversification and Export Development Canada to acquire the assets and implement Phase One of the project which is to repair the rail line, undertake safety and rehabilitation upgrades to the port and the railway assets to efficiently operate freight and passenger services to the Northern communities and the Port." Rail service to Churchill and remote surrounding

communities was cut off in May 2017 by flooding that damaged portions of the 627-mile railroad. OmniTRAX, citing costs as high as US\$60 million, had balked at making repairs. But in late August it relented and began initial engineering after the Canadian Transportation Agency said it would hold OmniTRAX responsible for fixing the line. (RA)

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**A ONCE HEAVILY-USED SUBWAY** station destroyed when the Twin Towers collapsed finally reopened Saturday, September 8<sup>th</sup>, nearly two decades after the Sept. 11 attacks. It's one of the last significant parts of the World Trade Center to reopen as lower Manhattan continues to rebuild what was lost. The Cortlandt Street station on the No. 1 line, which was located directly below the World Trade Center, has sat unused for the last 17 years — even though high-rises sprouted around it, including the new One World Trade Center and the Oculus transportation hub. When the towers came down, parts of the iconic buildings tore through the terminal. Pictures taken after the attack show the station buried under debris, a gaping hole above it, and its metal beams bent nearly in half. The ceiling had to be completely renovated and 1,200 feet of track had to be rebuilt. Trains began running to the station, now called WTC Cortlandt, at noon local time on Saturday. The reopening came just days before the 17th anniversary of the 9/11 attacks. "The station's name references its location within the World Trade Center site as well as its legacy under Cortlandt Street, which existed above the station when the 1 line originally opened in July 1918 but was demolished during the construction of the World Trade Center in the late 1960s," the MTA said in a statement. (CBS News)

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**MORE THAN 69,000 PEOPLE** climbed aboard CTrail's new Hartford Line service during the first six weeks of operation, the Hartford Courant reports. The service between New Haven, Conn., and Springfield, Mass., started in June and attracted more than 49,000 riders in July alone. According to the Connecticut Department of Transportation, the new service has doubled ridership over July 2017 along the same route, when only Amtrak was operating trains between the two cities. Officials say they believe ridership will continue to increase in the coming months. "We are seeing not only strong demand for the service, but there has been a significant increase in economic development surrounding each station along the line," Gov. Dannel P. Malloy says. "As with any new

rail line, it will take time to fully mature and become part of the everyday lives of the residents in the Central Connecticut corridor, but what we are seeing will be critical to our growth over the coming years.” (TN)

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**A YEAR OF INTENSE EFFORT** by volunteers and contractors paid off September 8<sup>th</sup> for the Wiscasset, Waterville & Farmington Railway Museum when a covered bridge was moved by road from the museum site and positioned over Trout Brook. The bridge, a 48-foot Howe pony truss covered bridge, was formerly on a Boston & Maine branch line in New Hampshire and was donated to the museum by the National Society for the Preservation of Covered Bridges. The bridge was placed over Trout Brook, where the original WW&F Railway crossed the stream, almost 13 months from the date of the first work, test borings at the bridge site. The bridge will be jacked down onto its seats in the next few days, after the temporary bridge is removed. The bridge was delivered to the museum's parking lot in kit form in early October 2017. Over the next several months, volunteers, with assistance from contractors, reassembled the trusses and stood them up, installed the deck beams and then sheathed the entire bridge with



After being backed across a temporary bridge, the covered bridge will be jacked into location once that temporary structure is removed.

new tongue-and-groove planks, staining them barn red. During the winter months, volunteers cleared about 1,000 feet of right-of-way from Route 218 to the bridge site, cutting trees, pulling stumps, and removing the downed trees. The pace of construction picked up as spring arrived. Four new

culverts were placed on the right-of-way before new sub-grade material was brought in. Two temporary steel truss bridges were fabricated to facilitate backing the bridge into position, since there was no room to swing it into place with a crane. Volunteers built two timber cribs to support the approach spans for the bridge, and on Aug. 11, the first of 22 piles was driven. Work at the site had to follow strict rules the surrounding land is part of a forest conservancy and the stream itself is a listed stream. Volunteers and contractors also cleared and graded about 2,000 feet of the right-of-way north toward the bridge site, which included repairing a section of the grade that had slid down the hillside, building a retaining wall at another location, and installing a half-dozen new culverts. During the upcoming Fall Work Weekend, Oct. 5-8, volunteers hope to build about 1,800 feet of new track northward toward the bridge site, with the goal of reaching the bridge in 2019. (TN)

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**CSX TRANSPORTATION** has resumed hump operations at Radnor Yard in Nashville, Tenn., which was among the eight classification yards converted to flat-switching facilities last year under then-CEO E. Hunter Harrison. Radnor's layout ultimately proved cumbersome for flat switching. So in June the railroad began work on retarders and other infrastructure necessary to reopen the hump at the former Louisville & Nashville yard. (TN)

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**THE BRITS ARE AT IT AGAIN.** The British group behind the *Tornado* — the first main line steam locomotive built in the United Kingdom since the end of steam — announced this week that they were officially forming a subsidiary to build its third brand new steam locomotive: a Gresley class V4 2-6-2



locomotive. In 2008, the A1 Steam Locomotive Trust completed locomotive No. 60163, a recreation of the long-lost London and North Eastern Railway Peppercorn Class A1 4-6-2. Since it hit the rails, the locomotive has lead excursions across the United Kingdom and even became the first steam locomotive to reach 100 miles per hour on British rails. In 2010, the group began work on



its second steam locomotive, a P2 class 2-8-2 No. 2007 called the *Prince of Wales*, at its Darlington Locomotive Works. In 2015, the group announced an even more ambitious goal: to construct three more extinct LNER steam locomotives once the Prince of Wales is complete, including a Gresley class V4 2-6-2, a Gresley class V3 2-6-2T and a Gresley class K3 2-6-0. All three locomotives were designed by Sir Nigel Gresley, the famous LNER chief mechanical engineer who designed the *Flying Scotsman*. (TN)

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**ONE OF THE TWO COMPANIES** repairing the Hudson Bay Railway says repair work will begin Saturday (Sept. 8) and be complete in 60 days, restoring the only land link to Churchill. Marc Breault, president of Edmonton-based Paradox Access Solutions, told the CBC that his company's chief engineer is already in Gillam, Man., assessing the project. "It's very doable, the only challenge is weather. We're late in the season and weather could be a hindrance to completing that project, all depending on how much into October do we get ... we're looking at every angle to attack this as aggressively as possible," said Breault. Breault's company specializes in ground stabilization and providing access to remote locations, and has worked on pipeline and roadway projects throughout Canada. He said his company will stabilize the roadbed and another company will repair the tracks. Sale of the line to Churchill was announced last week, with the goal of restoring the route — severed by flooding in May 2017 — before winter arrives and ending a 19-month period in which supplies could only reach the community by ship or air. (TN)

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**MAINE'S NEWEST 2-FOOT GAUGE** steam locomotive made its public debut last weekend, and fans of pint-sized steam locomotives will have at least two more opportunities to ride behind the tank engine this fall. S.D. Warren 0-4-0T No. 2 was under steam on Saturday at the Boothbay Railway Village just weeks after the museum completed an extensive restoration. Margaret Hoffman, executive director of the museum, says that a few small issues were discovered with the locomotive over the weekend, but nothing that will prevent it from operating at least two more times this fall. The locomotive is slated to appear during Family Harvest Days on Sept. 29 and 30 and the Fall Foliage Festival Oct. 6, 7, and 8. Hoffman says the locomotive is tentatively scheduled to make an

appearance at the Amherst Railway Society's Railroad Hobby Show in West Springfield, Mass. in January 2019. In past years, the Edaville Railroad has brought a steam locomotive to the train show to operate in the parking lot on snap track. S.D. Warren No. 2 is expected to be the Boothbay Railway Village's primary motive power in 2019, Hoffman says. The museum also rosters a small fleet of German-built 0-4-0T locomotives. While enthusiasts have heard of Maine's five famous 2-foot gauge common-carrier roads, fewer know about the industrial railroad built to serve the S.D. Warren Paper Mill Co. in Westbrook, just west of Portland. Originally using horse-drawn cars on narrow gauge rails, the paper company purchased three 0-4-0T locomotives in 1895 from the Baldwin Locomotive Works to move materials around the plant. The locomotives were used by the paper mill until the 1940s. (TN)

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**INTERESTING ARTICLE** in the Conway Daily Sun about Dwight Smith, co-founder of the Conway Scenic RR in Conway, NH. Dwight, 93, recently sold his home HO-railroad layout to Trainz Co. of Buford, GA. He was finding it arduous to climb the stairs to get to the layout. He began work on the layout in 1991.

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**THE AVELIA LIBERTY**, the next-generation high speed trainset for Amtrak's Northeast Corridor service, reached a construction milestone this week, as the first body shell for an Avelia power car was completed. Alstom and Michigan-based Merrill Technologies Group announced the milestone on Thursday. There will be 56 power cars for the 28 Avelia Liberty trainsets. Originally ordered in 2016,



consists will include two compact power cars and nine passenger cars, seating 386 passengers, with three cars more that can be added if demand warrants. It will be capable of speeds up to 185 mph, although Amtrak's current maximum speed on the corridor is 160 mph. All 28 trainsets are expected to be in service by 2022; at that time, the

possibility will exist for New York-Washington service every half-hour and New York-Boston service every hour. The body shells from Merrill are made from 100-percent U.S. steel, painted in Amtrak blue and white colors. The company's Alma, Mich., facility employs more than 170 workers for the project. The first shell is expected to arrive sometime in the next few weeks at Alstom's Hornell, N.Y., facility for completion. The modernized 1860-era facility in Hornell, formerly the Erie Railroad's main shop, has manufactured more than 2,000 new rail cars, and refurbished an additional 5,000 under Alstom's ownership. The complete trainsets will be 95-percent U.S. made and create 1,000 direct and 300 indirect jobs. "We proudly celebrate this project milestone, not only with respect to supplying Amtrak with new trainsets, but also the emergence of a high-speed rail manufacturing industry here in the U.S.," Jérôme Wallut, Senior Vice-President of Alstom in North America, said in a press release. (TN)

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**FOUR MONTHS AFTER** the Saratoga & North Creek Railway shut down amid financial troubles, New York State has filed to abandon the former Delaware & Hudson line. The motion filed with the federal Surface Transportation Board last week states there are "no present or prospective need for freight services" on the route between North Creek and Tahawus. The move will seek to have the S&NC formally removed as the operator of the route through the Adirondacks. The S&NC was owned by Iowa Pacific. It shut down in May. Warren County employees were dispatched last week to remove debris that the railroad had left behind at the North Creek train station. County officials tell the Post Star that they were fed up with the slow pace of the cleanup following the S&NC shutdown. The railroad will be billed for the work. All of the S&NC equipment has been moved out of the county except for one boxcar that will likely be scrapped. (TN) Too bad...wish I'd taken the trip.-Ed

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**AMTRAK DOWNEASTER** service between Boston and Brunswick, Maine is expected to increase later this year with the completion of a new siding on Pan Am Railways, the Portland Press Herald reports. The construction of a siding at Royal Junction, between Falmouth and Cumberland, will enable additional round trips between Boston and Brunswick. The current schedule only allows for some trains to go all the way to Brunswick. "Royal Siding will improve efficiency of service and

increase the amount of service to Freeport and Brunswick," says Northern New England Passenger Rail Authority Executive Director Patricia Quinn. The new siding cost more than \$9 million to construct. The siding has been on the books ever since the *Downeaster* extended service to Brunswick in 2012. Last year, Amtrak constructed a layover facility in Brunswick to keep trains there overnight. (TN)

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**WHILE WORK CONTINUES** on Boston & Maine 4-6-2 No. 3713, Steamtown National Historic Site is already considering what locomotive it will restore next and the shortlist includes a surprising candidate.

Steamtown Superintendent Deborah Conway tells Trains News Wire that Canadian National 2-8-2 No. 3377 is a "likely candidate" for restoration once the B&M Pacific is complete. The locomotive was built by the Canadian Locomotive Co. in 1919 and is nearly identical to Steamtown's other CN 2-8-2 No. 3254, which was taken out-of-service in 2012. While No. 3254 was one of the stars at Steamtown throughout the 1990s and 2000s, No. 3377 has languished in obscurity, sitting in the Scranton yard without its leading or trailing trucks (essentially making it an 0-8-0). However, park officials believe No. 3377 might be in better shape than No. 3254. "A condition assessment is needed to fully determine a course of action but overall staff feels that No. 3254 is pretty worn out," says Conway, who is leaving the park soon for another position in the Park Service. Officials are quick to note however that Steamtown's primary focus is on getting No. 3713 running. Last month, Steamtown awarded the contract to build the locomotive's firebox to the Strasburg Rail Road. (TN)

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**CONTINUING A LONG TRADITION** of philanthropy in one of America's most beloved national parks, BNSF Railway announced this weekend that it has donated more than \$1 million to the Glacier National Park Conservancy in the past 12 years. To celebrate the longstanding partnership between the railroad and Glacier Park, BNSF operated a pair of passenger excursions over the weekend for conservancy donors and supporters. The Glacier National Park Conservancy supports education and preservation initiatives within the park and over the years BNSF has become one of its largest corporate backers. BNSF predecessor Great Northern played a pivotal role in the early years of Glacier Park's development, including the

construction of a number of lodges and chalets within the park. "For over 100 years, BNSF and Glacier Park have enjoyed a rich shared history and we couldn't be more pleased to continue our partnership of support for this tremendous asset of and for the American people," says Zak Andersen, president of the BNSF Railway Foundation. "We've been there from the beginning, and we'll continue to do our part in ensuring future generations can continue to enjoy the wild and scenic experience the park offers." Doug Mitchell, executive director of the Glacier National Park Conservancy, calls the \$1 million milestone a "historic moment." (TN)

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**UNION PACIFIC** on Sep. 17 (following Wall Street close of business) announced a new operating plan, "Unified Plan 2020," that "implements Precision Scheduled Railroading principles" that were deployed over the past 20-odd years at, in order, Illinois Central, CN, Canadian Pacific and CSX by the late E. Hunter Harrison. UP 2020, which will launch Oct. 1 and be rolled out in phases across the entire Union Pacific rail network, "is an important part of Union Pacific's objective of operating a safe, reliable and efficient railroad," UP said. "Resulting benefits are expected to help Union Pacific achieve its 60% operating ratio goal by 2020, on the way to achieving a 55% operating ratio." The plan will first be implemented on Union Pacific's eastern North/South corridor, "creating more streamlined operations between Wisconsin and Texas." Further rollout will occur in phases, with initial implementation across the entire rail network expected by 2020. UP Chairman, President and CEO Lance Fritz said the railroad, the largest in North America, is "not currently meeting customer expectations. Unified Plan 2020 is our path forward to secure our place as the industry leader in safety, service and financial performance." (RA) Union Pacific's shift to an operating model based on Precision Scheduled Railroading hasn't even begun and it's already drawing scrutiny from federal regulators. The U.S. Surface Transportation Board has asked UP senior management to begin weekly conference calls with the agency so it can monitor the railroad's progress with operational changes that are set to begin around Oct. 1. STB Chair Ann Begeman and Vice Chair Deb Miller requested the calls in a Sept. 20 letter to UP CEO Lance Fritz. "As you know, CSX Transportation, Inc. implemented precision scheduled railroading across its network last year,

which resulted in serious service disruptions not only for its customers, but also other railroads," they wrote. "We trust that UP will work in a transparent manner to avoid similar disruptions to the nation's rail system," they wrote. (TN) Too bad they're following in Hunter Harrison's footsteps, IMHO.-Ed.

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**THE TWO PAN AM HERITAGE** units, GP9s dressed in Maine Central and Boston & Maine were seen



with their stacks covered headed west through Gardner last week. No news on where they are headed, though. (Photo by Alan LaPierre in NERAIL)

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**LOOK FOR A NEW FACE** on Helmstetter's Curve this fall. Western Maryland Scenic Railroad stated that it has acquired an F40PHR, rebuilt into an F40M-2F, No. 450, from Larry's Truck Electric in McDonald, Ohio. The unit will be placed in service to help GP30 No. 502 pull heavy passenger trains from Cumberland, Md., on the Western Maryland grade to Frostburg, Md. Western Maryland Scenic



GP30 "No. 501 is down with multiple issues, and No. 502 cannot pull the mountain by itself," says Executive Director John Garner. The unit started life as Amtrak No. 380, then Canadian American No. 450, before going to LTEX. Garner says the unit will get Western Maryland red and white circus colors, providing a provocative "what if" look for Western Maryland fans who might wonder what an F-unit scheme might look like on a more modern passenger unit. (TN)

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## EDITOR'S NOTES

1. A **couple dozen cars**, sitting on the shelves in the "Headlight Room" for several years, are on display on the Store showcases. If any of them are yours, please take. Any remaining cars will be given to the White Elephant Table head haunch for sale at our October Show.
2. Joe Dumas is working on getting a "**Camera Train**" to work on our RR. The camera, mounted in or on a piece of equipment uses a microcomputer to create a simple Web server and sends out a series of JPEGs to our TVs.



The Web page it generates is only available on the Club's network, which is available to Club members through their login.

3. The new **Committee Sign-up sheet** is now available on the Bulletin Board. Please pick committees that you are interested in serving on and help out in that area...a good way to learn things, too!
4. This month marks our **80<sup>th</sup> Anniversary**, since being formed in September 1938. Congratulations to us—one of the oldest, continuously-operating model railroad club in North America!

..... *David N. Clinton*

**FOR THE FIRST TIME** in nearly two months, the Durango & Silverton Narrow Gauge Railroad is running excursions along its entire route last Thursday, after repairing a number of washouts. Since July, the railroad has been busing passengers from Durango to Rockwood, where they boarded the train for the round-trip to Silverton. On Thursday, some of the D&SNG's locomotives and cars returned to Durango for the first time since heavy rain caused a number of mudslides between Hermosa and Rockwood. (TN)

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**CSX TRANSPORTATION** will eventually seek to operate trains with one-person crews on lines under the protection of positive train control, Chief Financial Officer Frank Lonergo told an investor conference this week. When PTC is fully operational by the end of 2020, CSX will have invested \$2.4 billion in the federally mandated safety system. "It's clearly important that we leverage that investment," Lonergo says. "One of the clear ways to do that is through one-person crews and ultimately, way down the road, perhaps autonomous trains." Railroads are expected to face increased competition from the trucking industry, which is rapidly advancing technology that will permit platooning and driverless operation. That will significantly cut the cost of trucking and enable truckers to further siphon traffic from railroads. ("Smart Transportation")

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

### TRAINS

Hurricane!

Amtrak Stops Where?

Hazy Hues at Palmer Lake

Same Time, Same Place, Same Power

NKP 2-8-4s

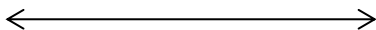
In My Own Words

Danger Lurks in the Darkness

Tunneling Through History

### RAILROAD MODEL CRAFTSMAN

Drawbridge



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

“One who forgives an affront fosters friendship, but one who dwells on disputes will alienate a friend.”  
Proverbs 17:9

## MEMBER NEWS

**Welcome aboard** to one “new” member and one “old” member: **David Galbraith** was voted into membership at this month’s meeting, after completing the requirements for membership. Glad to have you join us, Dave, thanks for all the work you have done on the RR during your applicant period!

**Mark Hall**, who had been a member since the early ‘70s and had resigned about 15 years ago, has been voted back to Regular membership, after submitting a re-application. Mark has kept in touch with the Club, and has been a continued supporter over the years, so it’s nice to have this great modeler back “in the fold”...welcome back!

### BIRTHDAY CELEBRATIONS

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

Tom Brewer..... October 8<sup>th</sup>  
Dan Peterson ..... October 17<sup>th</sup>  
Paul Bonanno (H) ..... October 17<sup>th</sup>  
Eric Wilde ..... October 25<sup>th</sup>  
Joe Corsaro..... October 26<sup>th</sup>  
Bill Hallsen..... October 28<sup>th</sup>

### RUNNING EXTRA

## Open letter to Richard Anderson

Written by [John Heffner](#), Senior Counsel, Clark Hill Strasburger 8/27/18 (RA)

**Dear Mr. Anderson: I am writing you both as a long-time believer in and user of Amtrak as well**

**as a frequent passenger on our nation’s air transportation system.**

First, I want to commend you for your commitment to making Amtrak a truly safe mode of transportation. Second, I want to compliment you for seeking to make Amtrak a reliable mode of transportation. Passenger rail punctuality has deteriorated markedly from the days when the New York Central refunded \$25 to each passenger any time *The Twentieth Century Limited* was more than 30 minutes late. Third, I agree with your statements that you want to improve customer satisfaction. However, some of your recent actions such as retiring the *Pacific Parlor Car* without offering a replacement and a further downgrading of dining car service on the *Lake Shore Limited* and *Capitol Limited* belie that goal. That said, I want to make some suggestions:

1. Amtrak must be a truly national system offering service at convenient service times to every populated location in every State. Unlike Delta Airlines, Amtrak depends upon support from 535 members of Congress. No congressman from the Plains States or the Deep South will support an expensive and needed upgrade for the Northeast Corridor unless his or her constituents have service that is relevant and accessible to their needs.
2. I agree with you that Amtrak’s system map and train routes are no longer relevant to today’s travelling public. America’s population has shifted dramatically since 1971, but Amtrak’s national route map has not. “Magnet” cities that are attracting Millennials such as Atlanta, Dallas, Minneapolis, Las Vegas and Phoenix have only one train per day, if any at all. Moreover, Amtrak asserts it cannot add the sort of multi-frequency “short haul” service that these markets need, absent 100% state financial capital and operating support. This view forever dooms these cities and many others to little or no service, absent major political changes. The solution: Seek repeal of that provision of the Amtrak law defining long-distance and short-distance service, or

obtain legislation that redefines the short haul/long haul demarcation as something that comports with reality: 300-500 miles. Where a state refuses to support a service for a route with a demonstrated market, why not contract with cities, consortiums of public authorities, resorts or even universities served by the line? The Greenbrier Hotel recently negotiated a contract with a major airline to provide service. Amtrak should have done that for *The Cardinal*.

3. There is a significant disconnect between what many passengers want and the equipment provided and the onboard services offered, with the result that many passengers come away disappointed or don't use the train again. Amtrak can offer intermediate point service, scenery and more relaxed on-board service. Amtrak's ridership is more diverse than that of airlines. That means that Amtrak's equipment must be designed to appeal to a more diverse ridership. The solution: Offer three classes of accommodations on daylight trains as is common on many European trains. For the budget-minded customers that might otherwise drive or use Megabus, there could be a budget coach service. For coach passengers wanting a more comfortable service, but at a higher price, Amtrak would provide a premium economy service with larger seats, more legroom, specific seat assignments, lounge space and free snacks. Finally, those who prefer luxury would get traditional club car service with at-seat meals, including on routes outside the Northeast. On overnight trains, Amtrak needs to offer and market a budget sleeping accommodation like a European couchette, an American slumbercoach or business class "lie down" seats. Amtrak should redesign its sleepers to accommodate thicker mattresses, smoother ride quality and better sound insulation. The "heritage" cars still used in Canada are better!
4. Amtrak fares are too high. Many times I have heard someone say "I was going to take the train but the fare was too high so I

drove, flew, etc." There is anecdotal evidence that lower fares would actually *improve* Amtrak's revenues and *lower* its deficit.

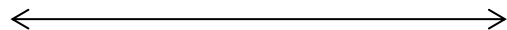
5. Amtrak has adopted the airline philosophy of cutting customer amenities as a way of improving its bottom line. Nowhere is this more obvious than food service. But Amtrak's food service generally does not reflect the changes in American food tastes for healthier and more sophisticated alternatives. There is a surprising lack of vegetarian or fish options on the new café menus just introduced in the Northeast.
6. Amtrak's rolling stock looks (and is) dated inside and out. The need is even more urgent than it was the last time Amtrak had an opportunity during the Obama Administration. How to finance that equipment? You need look no further than the airline industry for the solution. Lease it. How many airlines actually *own* their planes? Leasing may not work for specialized cars such as diners or sleepers, but it should work for coaches and locomotives, which represent the bulk of equipment needed.
7. Amtrak has had a history of poor train reliability, especially on some (but not all) long-distance routes. Develop a list of routes to be served, desired frequency levels (no less than daily or even twice daily on long-haul routes and at least thrice daily on corridor routes), schedules competitive with driving or even flying, and sit down with the host railroads to discuss the infrastructure needed to accomplish those objectives without harming freight service. This is how California worked collaboratively with BNSF and Union Pacific on corridors there, as have some commuter authorities with their host railroads. Knowing that some freight railroads like to "gold plate" their lines, you should invite the Federal Railroad Administration and even members of Congress to observe the negotiations so they understand the funding required.

8. The little things count. Amtrak needs to pay more attention to such details as clean windows, clean bathrooms, clean locomotives, train doors that open at the right place, attentive crews, clearly articulated announcements and smooth train handling. Addressing such things would go a long way to changing negative perceptions and improving crew morale. Increased revenues from passenger satisfaction should cover those costs.
9. Rumor suggests that you perceive load factors to be very low. My experience on some long-distance trains confirms that in coach but not in sleepers, which tend to run full. But poor load factors are a function of unreliable and inconsistent service, inadequate frequencies, uncompetitive high fares and inadequate or nonexistent advertising, among other things. Amtrak does not do the hard work needed to develop ridership, especially on long-distance routes. Where are the camp specials, high school trips, destination-specific marketing, Fall Foliage specials and trips to the Greenbrier? Frequently, local residents don't even know train service exists. Your marketing department's goal should be to fill every seat, every bed, every day.
10. Amtrak's limited network is a major reason for low ridership on many routes in the middle of the country. People perceive they can't get from here to there without a circuitous routing. Remember Midwest Express? I suspect it died due to a lack of connections. Perhaps that was a motivation behind the consolidation of Virgin Airlines into Alaska Airlines.
11. Southwest Airline employees used to say they would walk through fire for its legendary former Chairman Herb Kelleher. Most Amtrak crews want to please their passengers but feel disrespected and ignored by management. On a trip two years ago, I noticed that Amtrak had removed its tasty tuna fish sandwich from the café car menu. I asked the attendant why. She responded that it was one of the most popular choices and

she had no idea as to why it was removed. She observed that management rarely consults with the train crews about service, operations or passenger needs.

Thanks in part to the airline industry, highway congestion and the changing transportation desires of Millennials, there is a great market. The more Amtrak strives to reach that market, the more likely its political problems will resolve themselves.

*John Heffner is Senior Counsel in the Washington, D.C., office of Clark Hill Strasburger, and a long-time supporter of freight and passenger rail service. During his more than 40 years of private practice, he has built a diverse portfolio of transportation clients representing private short line and regional freight railroads as well as public agencies and railroad industry vendors. Heffner has been a pioneer in identifying and meeting the legal needs of the regional and short line rail carriers that emerged when the major North American railroads divested many of their branch lines after deregulation in the 1980s and 1990s. Besides handling commercial transactions for such carriers and for the state and local transportation agencies that often provide financial assistance to them, Heffner also represents these clients before the Surface Transportation Board (STB), the Federal Railroad Administration, the United States Railroad Retirement Board and the federal courts. Heffner has followed passenger rail for his entire career. His work experience at the United States Railway Association (USRA) in the 1970s included negotiating with Amtrak and various northeastern commuter rail agencies for the takeover of passenger service formerly provided by the bankrupt eastern carriers. After leaving USRA, he represented the National Association of Railroad Passengers before the Interstate Commerce Commission, where he obtained a decision denying the discontinuance of the Southern Railway's Southern Crescent. He currently represents two clients that provide and seek to provide private passenger service in conjunction with Amtrak. Most recently, he served as a subconsultant to the AECOM consulting firm in connection with the Northeast Corridor Commission's study for allocating liability between the various users of the NEC. Heffner is a graduate of the University of Virginia and holds a law degree from Emory University. He is admitted to the District of Columbia Bar as well as to practice before the United States Courts of Appeal for the Second, Third, Seventh, and District of Columbia Circuits and the United States Supreme Court. He began his legal career as a staff attorney with the ICC Office of Proceedings after which he joined USRA's legal staff, where he was involved with the reorganization of the bankrupt eastern railroads.*



# Older Passenger Train Names

11-18

Find the words in the grid. Words can go horizontally, vertically and diagonally in all eight directions.

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R Y G K W Q W F Y T K Q I J F E D E R A L L T R J  
K R J T X O Z O G K N C W T D Y P W J W K K R P R  
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AL TAYLOR-HAVE FUN

BERKSHIRE	MERCHANTS LIMITED	PILGRIM
BOSTONIAN	MONTREALER	POCONO EXPRESS
FEDERAL	MONTREAL LIMITED	PURITAN
FORTY SECOND STREET	MOTOR CITY SPECIAL	PURITAN
GILT EDGE	NEW ENGLAND STATES	SENATOR
HELL GATE	NEW YORKER	SOUTHWESTERN
JAMES WHITCOMB RILEY	OWL	WOLVERINE
KNICKERBOCKER	PACEMAKER	WOLVERINE
LAKE CITIES	PATRIOT	YANKEE CLIPPER
MAYFLOWER	PHOEBE SNOW	