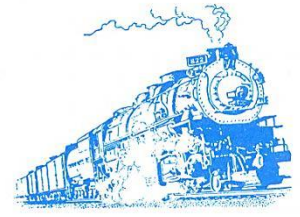


The Semaphore

South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938



NOVEMBER 26, 2018 ■■■■■■■■■■■■ VOLUME 38 ■■■■■■■■■■■■ NUMBER 11



The Semaphore

David N. Clinton, Editor-in-Chief



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Boston <u>Globe & 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 11 ■■■■■ NOVEMBER 2018

CLUB OFFICERS

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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: Our Fall Show and Open House was not as well attended, as we would have liked but we still had a lot of fun...as you can tell from these pics by our photographer, Joe Dumas. ➡



FORM 19 ORDERS

NOVEMBER B.O.D. MEETING

Monday, November 26th 8 p.m.

DECEMBER BUSINESS MEETING

Monday, December 3rd 8 p.m.

ANNUAL AUCTION

Monday, December 3rd after Business Meeting

DECODER/EQUIPMENT TUNE-UP CLINIC

Thursday, December 6th 8 p.m.

JUNK FOOD JOLLIES

Tuesday, December 11th anytime 6-10 p.m.

DECEMBER NEWSLETTER DEADLINE

Saturday, December 15th

DECEMBER B.O.D.

Thursday, January 3rd, 2019 8 p.m.

CONTESTS

Congratulations to **Savery Moore** on winning this month's 50/50 raffle.

Thanks again to Al Taylor, for providing the Puzzle on old Passenger Train Names; a very popular puzzle, with 17 members entering:

Ron Clough	Savery Moore
Jim Ferris	Will Baker
Paul Cutler, Jr.	Skip Burton
Don Pierce	Bill Garvey
Al McCarty	Rick Pearson
Jim South	Bob Farrenkropf
Barry Doland	Roger St. Peter
Fred Lockhart	Bryan Miller

Dan Peterson

Congratulations to **Don Pierce** for winning the drawing for the painted but unlettered 70-tonner locomotive. He has requested that it be lettered for his private road, in honor of his grandchildren.

↔
For our ANNUAL CALENDAR CONTEST, to be held at the January Business Meeting, answer this question and submit on entry form or any piece of paper: **What was the name on the ex-Great Northern Rwy's "Great Dome" car that ran on Amtrak's Downeaster in August and September this year?** Good luck!

CHIEF'S CORNER

Fred Lockhart

I hope everyone had a nice Thanksgiving with family and friends. It is certainly a nice holiday to enjoy good friendship and a good meal. Around the club, the railroad has been running very well. With the show in October, Operations a week ago and Trains and Turkey we had no real problems to speak of. I'm keeping my figures crossed.

After the show, we got back into our projects. Scenery is what is most noticeable to everyone and the work in Cedar Hill engine terminal is continuing. Although there are not a lot of structures, as in a city scene, there is still a lot of detail work to make it look like a well-worn terminal. Ballasting continues on the arrival/departure yard, also. The Moxie plant area has had some work done before the show, to bring the area closer to be finished. The area in West Middleton, between the mainline and the benchwork edge that was never finished, is now being done. Work has also restarted on the new staging yard. Because of its out-of-the-way location, most members don't see the work. However, wiring continues in a very cramped area; Al Taylor said he needs to be six inches shorter or the benchwork six inches higher—sorry, Al neither is possible! Bob England has been working to relocate wiring and Tortoise switch machines that would interfere with new Boston Div. trackwork that will run on a level between the narrow gauge and the new staging yard level. Stan Rydell continues his work under Middleton yard, installing cables from the East Middleton model board to the future model board to be installed at West Middleton. These model boards can only be seen from inside the Middleton pit, and so most members don't see that work. The Benchwork Committee has just got back to work on connecting the new staging yard to the existing lead and, again, not an easy job as the work area is tight and just below existing benchwork.

I want to mention a donation of a brand new Walthers 135 foot turntable that was recently received from Ralph Weischedel. Thanks Ralph that is a very generous donation!

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

Fred Lockhart
Chief Engineer



DCC & EQUIPMENT TUNE-UP CLINIC

A good turnout for this month's "fun and games". **Rick Pearson** started with a simple project: checking the decoder he had previously installed in a New Haven PA1 from P2K. The DZ123P was not properly seated in the plug, so only the headlight worked. Removing and reinstalling did the trick! His BLI New Haven I5 was in for adjusting the CVs for speed control. Another success. So, out came the Atlas RS1, also in New Haven, which needed lights, which he didn't get a chance to do at the last clinic. He successfully installed LEDs, replacing what had been a single bulb in the middle of the hood, with no directional lighting.

Applicant **Ed Carter** attended his first Clinic with an old, brass 4-8-4 modeled after the CB&Q excursion loco #5631. We couldn't even tell who imported the model. He removed the wiring from the replacement can motor and installed most of the wires from the DZ123 hard-wire decoder. We had problems with the drawbar connections on the loco side, which would be continued at the next clinic. At least Paul Agnew, thankfully, had extra spacer insulators, which worked fine into the loco. The original one was missing and had probably deteriorated and fallen off, since they are made of plastic or rubber. Good job, Ed, with a pretty tough project for your first!

Jim Ferris brought his Amtrak F40 by Spectrum back and addressed it accordingly, as he previously installed a decoder. He also planned for lighting at the next session.

Our newest applicant, **Jake Gibson**, brought three Kato RS2s, decorated in the Santa Fe "Zebra Stripes" on black; a very attractive locomotive and a scarce one, since Kato only made one run of them about 15 years ago. These locos take the DH165KO and, like the Atlas, don't have directional lighting, so the light tubes are cut back from the center bulb, which is disposed of, and LEDs are soldered to the appropriate in-board contacts on the decoder. No resistors needed, since the new decoders have provisions for LEDs on-board. Then the legs of the LEDs are bent so that when the shell is put back the LEDs shine into the end of the cut-back light tubes. It may take some adjustment of

the position of the LEDs, but Jake got it right the first time..."beginner's luck"!

Dan Peterson brought an original-run E8 from P2k, dressed in his loving C&NW green and yellow. This loco also comes with a working, 2-filament, MARS light. He used the DH166 hard-wire decoder, cleaned off the factory board of all components, and used it to fasten the decoder. He cut all wires as close to the factory board as possible. He cut one of the red wires going to the motor, since only one is needed. Proto has used the reverse color wire for power, so he solder the red decoder wire to the blue, right-side power feeder and the black decoder wire to the red, left-side power feed. The orange decoder motor wire goes to the top motor feed and the grey decoder motor wire goes to the bottom motor feed. The factory bulbs were used, with a 150-ohm resistor on the headlight and a 130-ohm resistor on each of the MARS light filament feeds (the green and purple decoder wires). Success again, despite all the wires that had to be pressed real tight to the top of the motor housing; there is very little clearance between the underside of the shell and the top of the motor.

Jack Foley installed a Soundtraxx decoder in a 3-truck Shay by Spectrum. Worked very nice and is one of Spectrum's better models. It was another story with a Spectrum "Camelback", which he had brought to test out on DC. **Paul Agnew** helped him find the power connection problem (re-soldered wires) and also cleaned the brass motor commutator. Thanks to Paul for his assistance with several of the participants, to the point where he didn't get a chance to work on his LV RS# #216 from Atlas. This is a custom-painted model of a "one of" paint scheme—beautiful. Next time, Paul!

Our next Clinic will be Thursday, December 6th. Sign-up sheet on Bulletin Board. All are welcome!

SEMAPHORE MEMORIES

NOVEMBER 2013 (5 years ago)

- Virginia Museum of Transportation carrying on "Fire-Up 611" campaign to return N&W loco to operations.
- CAF USA offers preview of new "Viewliner II" cars it is building in up-state NY. Phase III paint scheme to be used, much to the delight of many.
- MBTA's first new HSP-46 testing at Pueblo, CO.

- Waterville, ME city council considering selling MEC steamer #470 to New England Steam Co. for \$25,000.
- Group in California hope to restore Krauss Maffei SP loco #9010, the only diesel-hydraulic not scrapped of the 15 built for the SP in the 1960s.
- Alvin Stauffer, famous for the “Power” books, dies at 88
- UP Big Boy #4014 inched along panel track in California beginning its journey to restoration in Cheyenne, WY.
- Mass DOT begins rehabilitation of trackage into Fall River and New Bedford in preparation for South Coast rail service.
- P2 Steam Locomotive Co. in Darlington, England begins construction of 2-8-2 steam locomotive to be named “Prince of Wales”.
- NOVEMBER 2008** (10 years ago)
 - FRA enacts order restricting on-duty operating employees from using cellular and other electronics.
 - Restoration of Flying Yankee’s trucks completed to Amtrak specifications.
 - BNSF completes construction of 3rd main line through Cajon Pass in Southern California.
 - Former CV roundhouse in White River Jct., VT destroyed by fire.
 - Florida’s Tri-Rail Commuter trains begin running on biodiesel.
 - Valley RR in Essex, CT purchases ex-Knox & Kane 2-8-2 Chinese locomotive, with plans to rebuild as New Haven J-1.
 - UNH, Durham, pays to restore historic RR station, originally built in 1896 as the Lynn, MA depot.
 - Downeast Scenic RR in Ellsworth, ME acquires first loco, ex B&ML 70-tonner #54.
 - “South Coast Rail Project” becomes official name of Fall River/New Bedford Commuter Rail project.
 - Norfolk Southern orders its first AC locomotives—the ES44AC from GE.
- NOVEMBER 2003** (15 years ago)
 - Guilford becomes all-EMD; with two remaining GE U-18b’s off the property at Danville Jct.
 - Amtrak carries over 24 million passengers; the highest in its 32-year history.
 - FRA proposes rule for reflective tape on sides of freight cars.
 - MetroNorth’s ex-New Haven “West Tower” closes; last in operation on the ex-New Haven line.
 - Maine Eastern RR begins operation of ex-MEC Rockland Branch. Run by Morristown & Erie RR of Morristown, NJ.
- NOVEMBER 1998** (20 Years Ago)
 - “Control Task Group” formed to look into DCC possibilities for new SSMRC railroad.
 - Track Plan of first section of new railroad posted on LDC bulletin board.
 - Bill Garvey presents track-lighting demonstration.
 - Some ex-Amtrak F40PH locomotives re-gearred and bought by Bangor & Aroostook RR for freight trains.

- First of three Old Colony “Rolling Lift Bridges” in South Boston demolished.
- Grinding of Hoosac Tunnel ceiling for passage of double-stacks is completed.
- New Hampshire Northcoast RR operates longest train, with five locos and 112 hoppers.
- MBTA Commuter Rail extension to Newburyport opens for business.
- New gigantic pedestrian overpass opens at Canton Jct
- NOVEMBER 1993** (25 Years Ago)
 - Swedish X2000 returned after a year of testing by Amtrak.
 - Amtrak orders 55 more “Superliners” to replace ex-Santa Fe “Hi-Level” equipment.
 - *Flying Yankee* unloaded from trucks at Glen, NH; purchased by Bob Morrell of “Storyland” in Glen.
 - Amtrak introduces “Senior Citizen discount”.
 - CN puts Central Vermont up for sale.
 - Wells becomes first Maine community to commit to return of Boston-Portland Amtrak service, with promise of building a new RR station for the service.
 - Original “Springfield Terminal RR” between Charlestown, NH and Springfield, VT torn up.
- NOVEMBER 1988** (30 Years Ago)
 - Guilford’s unions in turmoil with the railroad.
 - Voters in Quincy and Braintree endorse return of Commuter Rail by 2:1 margin.
 - Dismantling of 3’-gauge Newfoundland Railway begins
 - New “Type 7” trolleys introduced on Green Line, replacing the Boeing “LRV”s, which were a maintenance nightmare.
 - Susquehanna RR orders another 20 of the B40-8 locos; nicknamed “Bumblebees”.
 - Guilford abandons lines from Wells River, VT to Whitefield, NH, and from there to Groveton and Berlin, NH.
 - Grand Trunk moves headquarters from St. John St. in Portland, ME to Danville Jct.
 - Dwight Smith puts Conway Scenic RR up for sale.
 - CSX puts famous “Greenbriar Hotel” up for sale.
 - MBTA increases parking fee from \$1 to \$2 at lots.
 - Random drug testing begins for all transportation personnel.
- NOVEMBER 1983** (35 Years Ago)
 - Our building in Weymouth purchased by new landlord.
 - New “two-way” radios introduced at Operations by John Governor.
 - MBTA spends \$300,000 to replace defective third rail insulators on 3-year-old Red Line extension to Braintree.
 - Vermont Railway purchases D&H line from Whitehall, NY to Rutland, VT
 - Conway Scenic RR opens talks with Guilford for Mountain Division tracks through Crawford Notch.
 - Last run of GG1 locomotives; 139 made from 1934-1943.
 - First “Photo Contest” winner’s picture (Ted Alexander) pasted on front of every newsletter—our first color “cover”. (No personal color printers in those days.)

POTPOURRI

GRAFTON & UPTON purchased one of the former Ringling Bros. Barnum & Bailey Circus cars, which had been converted to an 8 room “Housing Car”. Originally a Chair Car (fancy Coach), built by Pullman Standard in 1950 for the Union Pacific. (John Barlow, NERAIL)



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NORFOLK SOUTHERN will adopt Precision Scheduled Railroading principles as it develops a new operating plan that aims to produce better service at lower cost. The decision, announced today, comes a month after Union Pacific said it, too, would implement an operating plan based on the philosophy of the late E. Hunter Harrison, who used Precision Scheduled Railroading to transform Canadian National, Canadian Pacific, and CSX Transportation. And, like UP, Norfolk Southern says it will depart from the Harrison approach by rolling out the changes gradually, with minimal disruption, and by working in collaboration with customers. “We will implement PSR principles where they can allow us to better serve customers and shareholders,” CEO Jim Squires said on the railroad’s earnings call on Wednesday. “We will endeavor to implement a new operating plan while minimizing service disruption,” Squires says. “And we’re not going to sit out growth while we do so. This remains an environment very conducive to growth and we are determined to capitalize on it.” (TN)

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THE COMPLETION of double-tracking projects on Canadian National between Edmonton, Alberta, and Winnipeg, Manitoba, helped the railroad handle record traffic levels on its key corridor this month. CN has now placed in service 22 of its 27 capacity-expansion projects on its main line linking western Canada with Chicago. CN has been adding track capacity, locomotives, and crews, partly to catch up to strong demand that swamped the railroad beginning last summer and partly to keep pace with continued growth expected to hit its rails by spring 2019. CN has taken delivery of 30 of 60 new

locomotives from General Electric, with the remainder due on the property by the end of the year. CN is returning 24 leased locomotives. And by the end of March it expects to receive the first 70 units of 140 locomotives GE will deliver next year. Some 480 new conductors entered service in the third quarter, Cory says, with 700 conductors still in the training pipeline. The railroad is spending \$400 million this year to boost capacity between western Canada and Chicago and expects to add more double track and passing sidings in 2019. (TN)

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THE CONNECTICUT D.O.T. has opened a new station at Berlin, the third new facility along its New Haven-Springfield, Mass., “Hartford Line” route on Tuesday. Work on the new station, with high-level platforms on either side of the recently double-tracked Amtrak-owned main line, was begun in December 2014. The station’s total cost was \$21 million. The modern structure is near the site of the historic 1900 New Haven station, which was destroyed by fire in December 2016. Like the other new stations at Wallingford and Meriden, Berlin features platform automatic snow melting systems, elevators, a passenger information display system, and ticket vending machines. The Hartford Line is now served by 17 daily round trips between New Haven and Hartford, and 12 of these round trips continue to or originate at Springfield. Just two segments of single track remain on the 62-mile line, between West Hartford and Hartford, and between Windsor and Enfield. Future stations are planned for North Haven, Newington, West Hartford, and Enfield. (TN)

••••••••

TEXAS CENTRAL and Renfe on Oct. 30 signed an agreement that formalizes the relationship of the Spanish railway operator as the Texas high-speed train project’s operator. “The agreement helps solidify Texas Central’s team, made up of the industry’s leading subject matter experts,” Texas Central said. “With its decades of expertise, Renfe was a natural fit to join Texas Central’s other partners. Having the operator, the design-build and technology teams all on board will ensure all aspects of the railroad are integrated and efficient. The combination of these best-in-class global experts sets the foundation for the new job-creating industry Texas Central is bringing to the U.S.” The 200-mph high-speed train connecting North Texas, the Brazos Valley and Houston will use the Japanese Shinkansen system. “This technology has resulted in the world’s safest

system,” said Texas Central. “In 54 years, the Shinkansen has had no crashes or fatalities from operations. Trains will make the trip in 90 minutes, linking two of the most dynamic economic centers in the U.S. Texas Central’s market-led approach is backed by investors, not government grants, making it an innovative new business model for infrastructure projects.” (RA)

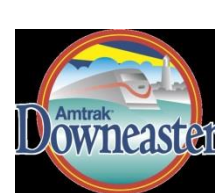
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NO TRICKS, JUST A TREAT for Churchill, Manitoba, Canada residents surprised at the first arrival of a train to their town since May 2017. The CBC reports that a train returned to the sub-Arctic town Wednesday evening — Halloween — and was greeted by children in costumers and relieved adults. After storms washed out sections of the railroad in 2017, the former owner, OmniTrax, balked at fronting repair costs. OmniTrax sold the railroad this summer to a consortium of four partnerships and companies. They began repairing the washouts and relaying track quickly. The railroad is the only year-round land link between Churchill and communities in the southern parts of the province — and the remainder of the North American rail network. In the months since the line was severed, cost for basic goods such as fuel and food have increased dramatically. When weather cooperates, essential supplies have sent by ship through Hudson Bay or to the town’s airport. “Churchill, as Canada’s only Arctic deep water port, is something I’m very optimistic about,” Trudeau said. “Supporting the North is of fundamental importance to the future of Canada.” The announcement is part of a \$117-million commitment the federal government is making to resurrect both the rail line and Canada’s only deep water Arctic port. For the last 20 years, the port has struggled in the face short shipping seasons, changing agricultural markets and indifferent ownership. Many here say the deal is critical to save the northern community and others in the Arctic that rely on it. “It’s a really good day, when we heard the train whistles going, it felt just like the good old days,” said millwright Kim Kushniryk, who works on and off at the port. Churchill has been without rail service since May 2017, when record flooding washed out portions of the approximately 400-kilometre track leading to Hudson Bay in 20 different places. That made the town of 800 on the Manitoba shore of Hudson Bay a fly-in only community. Negotiations dragged on for months as Churchill residents dealt with rising living expenses, food costs soared, and

at times Churchill had the highest gasoline prices in all of Canada. The impact was felt far beyond Churchill in Arctic communities that rely on the rail as critical supply line. The loss of the train also meant many people unable to afford the \$1,000-plus flight to Winnipeg were left stranded in Churchill. Although Canadian Prime Minister Justin Trudeau promised full passenger and freight service restoration to Churchill, Manitoba, “by the end of November”, *TrainsNews Wire* has learned that full service could begin within the next few weeks and the tracks should be secure through the winter. (TN & CBC TV)

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BEGINNING NOVEMBER 12th, all five of the *Downeaster* trains operate between Brunswick,



ME and Boston; weekend round-trips will be four. This is up from the two daily trips, presently in operation. The addition of a new passing siding near Saco, ME has allowed the additional service. Also, a “BOGO” deal is good through December 31st on trains #681, 683, 688, 691, 693 and 698 only. Reasons why this train is so successful! (Schedule on following pages.)

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A FIVE-YEAR-OLD RAILFAN from Virginia is doing his part to return Chesapeake & Ohio 2-6-6-2 No. 1309 to operation. For the boy’s recent birthday, Tristan Gray asked for donations to support the project instead of presents. With the help of family and friends, Gray was able to raise \$1,000 for the project. “It’s incredible that such a young man would take on such an endeavor. We’re honored and humbled that someone can see the importance of the No. 1309 project,” Western Maryland Scenic Railroad General Manager John Garner says. In celebration of his birthday, Gray, who has a form of dwarfism called achondroplasia, recently visited the railroad’s Ridgeley, W.Va., shops to experience No. 1309 up close. His visit coincided with the railroad’s open house and fire up, which afforded the boy and his family the chance to blow the locomotive’s whistle and experience the boiler in action. The railroad also sent Gray home with souvenirs and a lifetime pass to ride the scenic railroad. In addition to the funds generated by Gray’s generosity, the railroad is also spearheading a new fundraising initiative called the 1309 club. Debuted during the railroad’s Tuesday

open house, Garner and team outlined details for the new club. "We're looking for 200 people to donate \$1,309.00 and by doing that, we will almost have the complete cost to complete the locomotive," Garner says. The railroad estimates roughly \$300,000 is needed to finish the project. By joining the 1309 club, donors will receive one cab ride from Cumberland to Frostburg and return, two tickets aboard No. 1309's inaugural dinner train, and a lifetime coach pass on the scenic railroad. Garner says the railroad is seeking donors who are serious about big steam and want to make a difference in the preservation community. (TN)

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THE NEXT GENERATION high speed trainset for Amtrak's Corridor service, reached a construction milestone, as the first body shell for an Avelia power car was completed by Alstom and Michigan-based Merrill Technologies. There will be 56 power cars for the 28 trainsets. Originally ordered in 2016, consists will include two compact power cars and nine passenger car, seating 386 passengers, with three more cars that can be added when demands warrants. It will be capable of speeds up to 185 mph, although Amtrak's current maximum speed on the corridor is 160 mph. All trainsets are expected to be in service by 2022; at that time, the possibly will exist for New York/Washington service every 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, Michigan facility employs more than 170 workers for the project. (470)

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RAILFANS HAVE A NEW PLACE to watch trains now that officials in a Cincinnati suburb opened a purpose-built tower and platform. On Oct. 13 the City of Ludlow held a grand opening ceremony for their new rail viewing platform. The two-story platform features an elevator as well as stairs to take railfans up for a trackside view of trains battling the famous Erlanger Hill on Norfolk Southern's Cincinnati, New Orleans & Texas Pacific line, which hosts up to 60 trains every 24 hours, as they climb or descend the



grade. In addition to the trackside elevator, the platform also features benches and historical plaques recognizing the history of the railroad in Ludlow. The platform was built on a former vacant lot on Elm Street next to the Ludlow Police Station. (TN)

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METRA'S (CHICAGO) NEWEST locomotives are being prepped for service by the company's mechanical forces. The



agency has purchased 21 former Amtrak F59PHs previously operated on Amtrak's West Coast routes. The purchase eliminates the model from Amtrak's roster and makes the Chicago commuter agency the largest operator of the locomotive model. Metra has touched up the paint, re-lettered, and renumbered the first of six to arrive in Chicago, with full repainting of the locomotives to come later. (TN)

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NORFOLK SOUTHERN plans to build a \$575 million headquarters complex in downtown Atlanta, after the city approved a \$600 million bond offer to lure the Class I from its current base in Virginia. The bond issue by Invest Atlanta included the Georgia Department of Economic Development, Metro Atlanta Chamber and Georgia Power, and clears the way for redevelopment of NS-owned property in Atlanta's Gulch neighborhood. Norfolk Southern plans to construct the new 750,000-square foot headquarters at 3rd Street and Ponce de Leon Avenue on Midtown's busy West Peachtree Street, about a mile from its current office. The headquarters move from Norfolk to Atlanta had long been reported; NS has been in the process of relocating its operations team to Atlanta, which was the operational home of predecessor Southern Railway. NS also has an automation lab in Atlanta allied with Georgia Tech. The move would create 850 new jobs while retaining 2,000 existing positions. Norfolk Southern was ready to scrap the deal until the Atlanta City Council voted Nov. 5 to approve the lease purchase bond NS said it required to sell its Gulch property. The railroad sees Atlanta as a better base of operations, observers say, with a major international airport, expansive suburbs, and a large talent pool. The

company plans to close on the property early in 2019. (RA)

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MULTIPLE AWARDS were distributed during the annual fall conference of the Heritage Rail Alliance, the industry trade group for tourist railroads and museums, including Maine's Wiscasset Waterville & Farmington Railway Museum. Jason M. Lamontagne, superintendent and chief mechanical officer of the WW&F, accepted the award on behalf of the museum's volunteers and friends. The Significant Achievement Award-Structures recognized the saving, reconstruction, moving and placement of a former Boston & Maine Railroad boxed pony truss covered bridge on the main line of the WW&F. The bridge arrived at the museum's Sheepscot station parking lot in kit form on Oct. 4, 2017, and in only 11 months was reconstructed and then moved by highway about four miles and positioned over Trout Brook. Most of this multi-faceted project was accomplished by museum volunteers. Under the direction of a professional covered bridge restorationist, the bridge was assembled in the museum's parking lot. A professional bridge engineer designed the necessary underpinnings and directed a commercial bridge and buildings mover who drove the piles and set the bents. An ingenious temporary bridge designed by WW&F members allowed the 48-foot bridge to be rolled into position without the use of a crane. The project was supported by a number of national, state and regional organizations, including the National Society for the Preservation of Covered Bridges, which initially donated the bridge to the museum, several national and regional rail preservation trusts and foundations, and donations from members and friends of the WW&F Railway Museum. The acceptance of this bridge and its subsequent construction was the impetus to plan the Mountain Extension, which saw the repair and preparation of more than half a mile of original WW&F roadbed for track. In October, during the museum's annual Fall Work Weekend, more than 100 volunteers laid more than 1,400 feet of track. Next fall, another 2,000 feet of track will be built to cross the new bridge, and in 2020, a runaround siding and possibly a turntable will be installed, allowing regular service to begin on the most scenic part of the restored railway, including the bridge. Lamontagne also accepted, on behalf of the family, the Friend of Railway Preservation Award recognizing the three generations of stewardship by

the Ramsdell and King families of West Thompson, Conn. of WW&F locomotive No. 9, a two-foot gauge 0-4-4T built in 1891. Frank Ramsdell and his friend William Monypenny rescued No. 9 from the scrappers in 1937. Following Ramsdell's death in 1954, it fell to his daughter Alice to continue protecting No. 9, which she did ferociously, even waving a shotgun at a prominent New England railfan who demanded she sell him the engine. Alice died in 1994, and her nephew Dale King became the caretaker of the long-held family dream to return No. 9 to steam. He knew that restoring the engine was well beyond his abilities, and so in 1995, he came to an agreement with the WW&F museum for a long-term lease that saw the locomotive moved back to Maine, where a 10-year overhaul began. This included a new boiler and rebuilding of the running gear and cab. On Dec. 5, 2015, No. 9 steamed over the two miles of the WW&F Railway, marking its first travel over the line since 1933. King was present for No. 9's formal dedication on Aug. 13, 2016, when he spoke of his family's lengthy devotion to No. 9. Preserving No. 9 in 1937 may well have been among the first efforts by individuals to save an item of railway equipment from destruction. The efforts of the family over the next 78 years with the vision of allowing all people to experience this wonderful locomotive, now in service over the line it once served, is an inspiration to us all. (TN)

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IN OBSERVATION of U.S. Veterans Day, Kansas City Southern today in Shreveport, La., unveiled KCS locomotive No. 4006, newly painted in a patriotic paint scheme. The locomotive is a 2005 EMD SD70ACE maintained in the Shreveport KCS Locomotive Shop. (TN)



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NORFOLK SOUTHERN train 27K arrived in Chicago on Nov. 8 with rebuilt SD70ACC No. 1800

leading. It was released for service last week from



the company's Altoona, Pa., shops. The locomotive was rebuilt from NS SD70 No. 2537, which was built in 1994 with a

standard cab and direct current traction motors. Progress Rail rebuilt the locomotive with enhancements including a new comfort cab and alternating current traction, while Norfolk Southern painted and performed final testing before release. This is the first of 50 such units Progress will rebuild for Norfolk Southern. The railroad used yellow paint to represent Progress Rail's parent company, Caterpillar, on the first two SD70ACCs rebuilt. (TN)

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AS IS THE CASE on many subway and commuter rail systems, weekend closures are common on Massachusetts Bay Transportation Authority lines. Reflecting this, the MBTA has added a page to its website offering a one-stop look at all closures on its system on a given weekend:

<https://www.mbta.com/weekend>.

Many of the closures relate to the MBTA's ongoing installation of positive train control, as well as other track and signal improvement projects. (TN)

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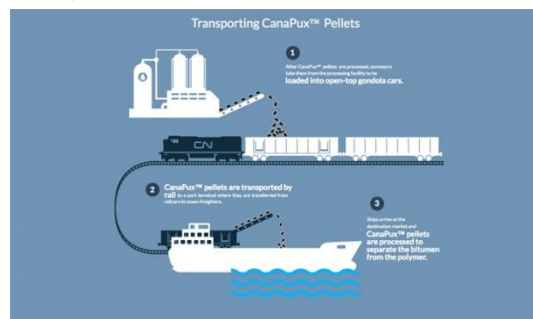
ALBERTA CANADA TAR SANDS producers have seen shipments of their products stalled by congested pipelines, pushing it to more expensive rail. And, on November 8, a Montana District Court blocked President Trump's permit from January 2017 to allow TransCanada to finish the nearly 1,180-mile Keystone XL pipeline connecting Alberta oilsands with refineries in Texas. That followed an



August decision by a Canadian court to overturn Ottawa's approval for the expansion in British Columbia of the Trans Mountain pipeline. Canada's largest railroad recently filed a

patent for CanaPux™, a pellet-like product that wraps tar sands extract bitumen in a layer of polymer for transportation by rail. It can be handled like dry bulk commodities, stacked in less expensive open gondolas for shipment, then

heated by refineries to separate the bitumen for refining and ready the polymer for recycling. Alberta crude is selling for less than one-third of the cost of U.S. benchmark light crude, according to reports, because of problems getting it to market. Moving oil pellets in lighter gondolas, CN said, would accommodate more crude per car than tank cars, and eliminate the need for diluent required for movement of liquid crude. After a spill the pellets are easily recovered on land as well as water, since they float. The railroad estimates costs of near-half that of transporting liquid crude-by-rail. InnoTech Alberta is working with CN on the optimum composition of CanaPux™; a pilot production project by Toyo Engineering Canada is to demonstrate market viability. CN wants to partner on a pilot plant with capacity to transform 10,000 barrels per day of undiluted heavy crude into CanaPux. (RA)



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A company that planned to enter the Southern California-Las Vegas passenger rail market in 2013 with a venture called X Train has resurrected the original idea with several new twists, according to Michael Barron, the impresario behind the project. Las Vegas Xpress, Inc., expects to procure and refurbish Bombardier multi-level commuter cars and have them running between San Bernardino, Calif., and the gambling mecca by mid-2019. Trains would utilize BNSF Railway and Union Pacific tracks which, until 1997, hosted Amtrak's Desert Wind and before that, UP's City of Los Angeles and City of Las Vegas. Barron say a contractual details of agreements with Union Pacific, BNSF, and Las Vegas' Plaza Hotel and Casino for a platform on the site of Amtrak's former station have yet to be finalized. But, he says, "I can tell you in general terms that we have successfully revisited the opportunity of running this train again." These plans come almost six years after Barron had said he had plans in place to launch a similar service on Dec. 31, 2013. (TN)

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AMTRAK WILL CLOSE its Southern California reservation call center, eliminating 550 jobs. The closure was announced in an email to employees. Operations will end on Jan. 18, with sale of the building to follow. The message to employees said operations would be consolidated with those at Amtrak's other reservation center in Philadelphia, but the leader of a union representing Riverside employees says Amtrak has contracted with a third-party operator in Florida where employees are paid less. The email from Tim Griffin, Amtrak's executive vice president and chief marketing officer, said that about 90 percent of Amtrak's bookings now come online, and that calls to the reservation centers have declined by almost three million over the last five years. (TN)

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BNSF RAILWAY may expand a groundbreaking pilot program that uses drones to conduct track inspections along remote sections of its main line. Since 2015, the railroad has been using drones to take detailed photos of the tracks along three different subdivisions that can later be analyzed by computers to find defects, such as broken rails or ballast fouling. Todd Graetz, director of BNSF's drone program, tells *Trains* that the railroad will decide early in 2019 whether the program will be expanded, which he said is likely. "We have paved a path forward not just for other railroads but for utility companies or anyone who needs to inspect large amounts of critical infrastructure," he says. (TN)

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THE ART DECO castle of a depot has needs aplenty, but with thousands of square feet to speak for and only \$5 million extra, leaders responsible for Buffalo Central Terminal are being careful about how to spend a windfall. In April, New York State officials gave Buffalo's former New York Central, PennCentral, and later Amtrak station, a \$5 million grant to help revitalize the 89-year-old, 17-story railroad complex. The grant was part of a much-lauded Buffalo Billion investment in New York's second city, earlier this decade. A complete restoration of the building on the city's impoverished East Side is estimated to cost close to \$100 million. Plans include designating a part of the building to become a museum to expand and preserve its legacy while continuing restoration work. Mark Lewandowski, Director for Central Terminal Restoration Corp., says most of the money will likely be spent on new glass and lights for the main concourse with a portion of the funds



set aside to breathe life into the station's former Gateway Restaurant. Most of the old glass in the concourse was lost to neglect and vandalism. In the arch windows at each end of the concourse, this includes several four-foot square sections of 4-inch thick glass used as walkways between the windows. Many of the light fixtures have been painstakingly recreated by several metal workers on site, but many more lights still need to be made. The goal is to return the concourse to its 1929 appearance while using modern technology. (TN)

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THE METROPOLITAN Transportation Authority wants to buy Grand Central Terminal. The MTA proposes purchasing the Hudson and Harlem Lines as well as Grand Central Terminal for \$35 million from Midtown Trackage Ventures LLC. The MTA's board of directors briefly discussed the possible deal in a regular meeting recently. The seller, Midtown Trackage Ventures, acquired the properties in 2006 from The American Financial Group, which had, in turn, acquired the Penn Central Holding Co., the earlier owner. The proposed purchase price includes all inventory, operations, improvements, and maintenance, except for the air rights over Grand Central. By buying the Grand Central building and accompanying land, MTA is able to make improvements for transit developments, engage in public-private partnerships, exercise full operational control of the terminal, and possibly sell the assets at some future date. The Hudson Line continues north to Poughkeepsie, N.Y. The Harlem Line extends to Wassauc, N.Y. (TN)

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As has been a tradition for many years at the SSMRC, Bill Garvey, USMC, has set up a box in the meeting room to collect Toys for Tots. This is an extremely worthwhile cause, which was started many years ago by a Marine wanting to help make Christmas special for less fortunate children. The drive has blossomed into a huge, country-wide collection, which helps thousands of children experience the joys of Christmas. **Donated toys are to be new and unwrapped.** Please place in the box marked "Toys for Tots". The collection will continue until the weekend before Christmas. Thanks to Bill and all who participate in this great cause!



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

TRAINS

Reflecting on VIA Rail Canada at 40
Gliding through the Cascades
UP & BNSF

A Century of Survival
New England rail freight

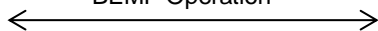
RAILROAD MODEL CRAFTSMAN

Packaged Lumber Loads
Alco HH1000 Diesel

MODEL RAILROADER

Open Auto Racks
DCC Corner

BEMF Operation



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

EDITOR'S NOTES

1. NEXT MONTH'S NEWSLETTER will be **published one week earlier** than normal, because of the Christmas Holiday. Deadline for the December issue is Saturday, the 15th, with publication on Monday, the 18th.

2. **Bryan Miller** would like to thank everyone who donated baked goods to "**Jack's Red Tails Café**". He also thanks those who helped work at the table. Because of everyone's efforts, the Café was a great success!
3. We made \$157 during the "**Dining for a Cause**" at The 99 Restaurant. Thanks to all those who participated and earned us "effort-free" funds, while having fun and a nice meal!
4. **No "Operator" this month**, as the railroad was operated without a Dispatcher, during the Show and Open House and no notes were taken. It appeared that the railroad ran well and there were no major glitches...i.e. "oops"!
5. Don't forget "**JFJ**" two weeks from tomorrow. Always a good time to get together for food and fun!

..... *David N. Clinton*

"The point is this: the one who sows sparingly will also reap sparingly, and the one who sows bountifully will also reap bountifully." (2 Corinthians 9:6)

MEMBER NEWS

Condolences to our last "father & son" team, **Paul Cutler, Jr.** and **Paul III** on the passing of wife and mother Merry. Our hearts and prayers go out in sympathy for their loss.

Welcome to our latest applicant, **Jake Gibson**, from North Falmouth. Jake is an experienced modeler and we are looking forward to getting to know him, during the next several months. He is in the reserves and will be stationed in Europe for three months during this period but we'll be here waiting for you, Jake!

Honorary member **Kurt Kramke** is recovering from recent hip replacement surgery. All the best, Kurt, for a speedy recovery to normal and look forward to seeing you in March!

Jim Ferris is recovering from knee replacement surgery had last Tuesday. Best wishes for a speedy recovery and return to "the fold", Jim!

BIRTHDAY CELEBRATIONS

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

Bill Garvey December 2nd
Jay Pease..... December 2nd
Nick Nickerson (H)..... December 3rd
Stan Rydell December 6th
Chris Barlow December 12th
Paul Feeny December 13th
Will Baker December 14th
Ron Clough December 15th
Bill Sims December 21st

RUNNING EXTRA

On VIA's 40th anniversary, 'Canadian' still shines

(Bob Johnson, [Railway Age](#) October 29, 2018)

THE OFFICIAL BEGINNING of VIA Rail Canada's takeover of passenger service came 40 years ago today, on Oct. 29, 1978, with the departure of the former Canadian National Super Continental from Montreal to Vancouver, British Columbia.

Since then, the company — which also took control of former Canadian Pacific passenger service — has [as reported in *Trains'* November 2018 cover feature, "Reflecting on VIA Rail Canada at 40"] been buffeted by shifting political winds in a country that, like the U.S., lacks a defined passenger rail policy with consistent funding.

VIA's major investment in Bombardier's "Light, Rapid, and Comfortable" (LRC) fleet of the early 1980s is still paying dividends, with a far more robust service between Toronto, Ottawa, Montreal, and Quebec City than its predecessors ever offered. And the company is finally seeking replacement of the rapidly deteriorating LRCs.

Despite the limits to its support, VIA management continues to provide gradually diminishing mobility to the nation's far-flung communities. It does so using legacy equipment it was allowed to keep at

its founding or later purchase second-hand and refurbish from Amtrak, which discarded older cars with the arrival of Amfleet, Superliner, and Horizon equipment.

Nowhere is VIA's resourcefulness — and its shortcomings — more on display than on its transcontinental Canadian. Except where tracks to Montreal from Capreol, Ontario, have been torn up, today's train follows the same Toronto-Vancouver route of CN's Super Continental, with passenger cars built as early as 1954 by the Budd Co. for its Canadian Pacific namesake.

Looking rearward from the economy-class Skyline Dome, the eastbound Canadian is just east of Sioux Lookout, Ont., on Oct. 15, 2018. Bob Johnston

That's right: the cars are 24 years older than VIA! Even so, rigorous maintenance and remanufacturing of the domes, diners, coaches, and sleeping cars mean they seem as spotless and fresh as they must have looked the day they were delivered. All upholstery, paint, and electrical systems have



been renewed a couple of times; steam heat pipes removed; retention toilets installed; and

section no. 4 in each sleeper has been replaced by a shower; but the cars retain thoughtful design elements like big windows that caused admiration in the 1950s and do so even today.

Sure, except for the stimulus-funded transformation of eight Chateau sleeping cars and four Park dome observation lounges into pricey Prestige Class, cruise-ship-worthy accommodations several years ago, the train may not be "contemporary" (whatever

that means). And VIA's expedient decision, in conjunction with CN track maintenance, to reduce the Canadian's frequency across the prairies east of Edmonton, Alta., and northern Ontario forests to twice per week next summer clearly hurts its relevance. But combined with a first-rate onboard staff, the train soldiers on as a one-of-a-kind tribute to the company's first 40 years.



Amtrak Downeaster Schedule

Effective November 12, 2018

SOUTHBOUND S		WEEKDAY					WEEKEND				
Train Number	680	682	684	686	688	690	692	694	696	698	
Days of Operation	M-F	M-F	M-F	M-F	M-F	Sa+Su	Sa+Su	Sa+Su	Sa+Su	Sa+Su	
Brunswick, ME	4:30a	7:30a	11:10a	1:30p	5:25p	6:00a	7:30a	11:20a	-	6:05p	
Freeport, ME	4:43a	7:43a	11:23a	1:43p	5:38p	6:13a	7:43a	11:33a	-	6:18p	
Portland, ME	5:20a	8:20a	12:00p	2:20p	6:15p	6:50a	8:20a	12:10p	3:30p	6:55p	
Saco, ME	5:42a	8:41a	12:22p	2:42p	6:37p	7:12a	8:42a	12:37p	3:52p	7:17p	
Wells, ME	5:59a	8:58a	12:39p	2:59p	6:55p	7:29a	8:59a	12:54p	4:09p	7:34p	
Dover, NH	6:17a	9:16a	12:57p	3:17p	7:13p	7:47a	9:17a	1:12p	4:27p	7:52p	
Durham - UNH, NH	6:25a	9:24a	1:05p	3:25p	7:21p	7:54a	9:25a	1:20p	4:35p	8:00p	
Exeter, NH	6:39a	9:38a	1:19p	3:39p	7:35p	8:07a	9:39a	1:34p	4:49p	8:14p	
Haverhill, MA	7:00a	9:59a	1:40p	4:00p	7:56p	8:27a	10:00a	1:55p	5:10p	8:35p	
Woburn, MA	D 7:29a	D 10:28a	D 2:09p	D 4:29p	D 8:25p	*SEE SPECIAL TRAVEL NOTE					
Boston North Station, MA	7:50a	10:50a	2:30p	4:50p	8:45p	9:15a	10:50a	2:45p	6:00p	9:25p	

HOLIDAY SCHEDULE: Amtrak Downeaster trains will operate on the **Sunday** schedule on these holidays: New Year's Day, (Tues. Jan. 1, 2019), and President's Day, (Mon. Feb. 18, 2019).

NORTHBOUND N		WEEKDAY					WEEKEND				
Train Number	681	683	685	687	689*	691	693	695	697	699*	
Days of Operation	M-F	M-F	M-F	M-F	M-F	Sa+Su	Sa+Su	Sa+Su	Sa+Su	Sa+Su	
Boston North Station, MA	9:05a	1:05p	5:00p	6:15p	10:30p	10:20a	12:10p	4:45p	7:35p	10:30p	
Woburn, MA	R 9:23a	R 1:23p	R 5:18p	R 6:33p	R 10:48p	*SEE SPECIAL TRAVEL NOTE					
Haverhill, MA	9:53a	1:53p	5:48p	7:02p	F 11:18p	11:08a	12:58p	5:33p	8:23p	F 11:18p	
Exeter, NH	10:14a	2:14p	6:09p	7:22p	F 11:39p	11:29a	1:19p	5:54p	8:44p	F 11:39p	
Durham - UNH, NH	10:27a	2:27p	6:22p	7:43p	F 11:52p	11:42a	1:40p	6:07p	8:57p	F 11:52p	
Dover, NH	10:35a	2:35p	6:30p	7:51p	F 11:59p	11:50a	1:48p	6:15p	9:05p	F 11:59p	
Wells, ME	10:53a	2:53p	6:48p	8:09p	F 12:18a	12:08p	2:06p	6:33p	9:23p	F 12:18a	
Saco, ME	11:10a	3:10p	7:05p	8:26p	F 12:35a	12:25p	2:23p	6:50p	9:40p	F 12:35a	
Portland, ME	11:40a	3:40p	7:30p	8:55p	F 1:00a	1:00p	2:45p	7:20p	10:10p	F 1:00a	
Freeport, ME	12:10p	F 4:10p	F 8:00p	F 9:25p	F 1:30a	F 1:30p	-	F 7:50p	F 10:40p	F 1:30a	
Brunswick, ME	12:25p	4:25p	8:15p	9:40p	1:45a	1:45p	-	8:05p	10:55p	1:45a	

SPECIAL TRAVEL NOTES:

On Thanksgiving (Thursday, Nov. 22, 2018), the Amtrak Downeaster will operate **ONLY** trains: **692, 693, 694, 695, 698, 699.** (SERVING ALL STATIONS)

On Christmas (Tuesday, Dec. 25, 2018), the Amtrak Downeaster will operate **ONLY** trains: **692, 693, 694, 695.** (SERVING ALL STATIONS)

***LATE DEPARTURE SCHEDULE:** Train **689/699** departs from **Boston North Station** at **11:25pm** as train **1689** on evenings of major concerts and events at the TD Garden. **Please check schedule on-line** for the date which interests you.

***NO WEEKEND SERVICE** To/from Woburn, MA through **December 2018** due to MBTA track improvement work. **Please check schedule on-line** after December 31, 2018 for updates.

- D** Stops to discharge passengers only; Trains may leave before time shown.
- R** Stops to receive passengers only.
- F** Flag stop; Stops on advance notice only.

Advance reservations are required. Please check AmtrakDowneaster.com for the specific schedules on the dates which interest you.



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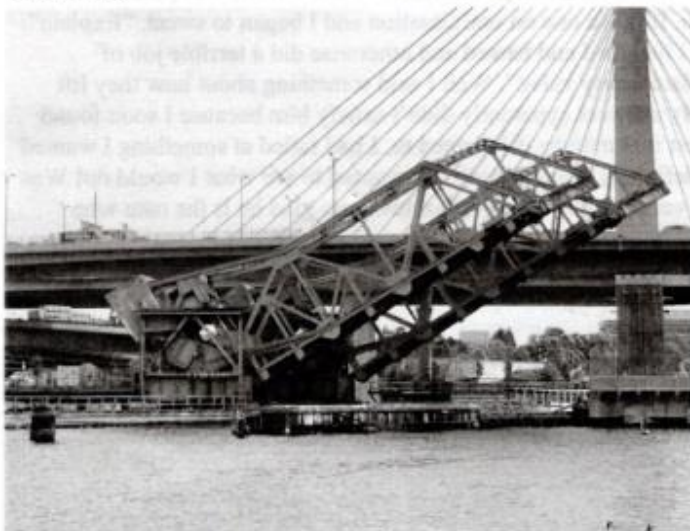
EDITED FROM *THE BOSTON GLOBE*, OCTOBER 15, 2018

MBTA will replace North Station drawbridges, eliminating a chokepoint

By Adam Vaccaro, Globe Staff

Yet another old bridge that carries thousands of commuters into Boston is about to go under the knife. This time, though, the benefits of the \$100 million construction project will go to commuter rail riders instead of drivers.

Last week, the Massachusetts Bay Transportation Authority issued calls for contractors to replace the rail crossing that ushers trains in and out of North Station. The crossing is actually two drawbridges joined side by side over the Charles River, with two sets of tracks on each. At 80-plus years old, they are worn, corroded, and in need of realignment after opening and closing for boat traffic.



The North Station drawbridges over the Charles River, as seen from near the Charles Street Jail earlier this year. (Alan MacMillan, Jr.)

The project will also serve as a de facto expansion of North Station. Building a wider bridge with six rail lines will allow an increase in the number of platforms available for passenger service. The drawbridges are so narrow that they create a bottleneck for the 200 or so trains that go into and out of North Station's railyard every day, leaving the MBTA without enough room to use two of 12 rail lines behind North Station.

"Because it takes every train that goes in and out of North Station, it's the single busiest bridge on the north side and, probably, in the entire commuter rail system," said the MBTA's assistant general manager, Jody Ray. "It's quite a chokepoint, in terms of what we're trying to accomplish out there."

The plan is to improve traffic flow by replacing the four tracks with six, opening up two tracks and a platform at North Station that have never been used for passenger service. That would make room for more trains to enter or exit during rush hour and could allow more frequent service in the future.

The T last week opened a bidding process for the design and construction of the project, which is estimated to cost at least \$100 million and to take as long as until 2026 to complete. Designing the new crossing alone will take about two years. It will be the latest big bridge project underway or recently completed in Boston, adding another major construction site to the North Station area.

Less than 1,500 feet to the east, work to replace the North

Washington Street Bridge between Charlestown and the North End is just beginning. It's estimated to take five years. And the Tobin Bridge is undergoing renovation, while the long-delayed reconstruction of the Longfellow Bridge was just completed. On the western edge of the city, the Commonwealth Avenue bridge over the Massachusetts Turnpike has received a new topping, and the state is in the early stages of replacing the big highway viaduct in Allston, a \$1 billion-plus job that will take years.

The T, meanwhile, recently finished replacing a drawbridge in Beverly for the commuter rail system and began replacing another one in Gloucester.

Also at North Station, Causeway Street is undergoing a major makeover that has included the recent addition of a bicycle track down the middle of the road. And several new buildings have sprouted in the neighborhood, including nearly completed projects around TD Garden.

The Charles River drawbridges are the only way in and out of North Station for trains, but Ray said the MBTA does not expect replacing them to interrupt commuter rail service.

The T is leaning toward building three smaller bridges in stages, each holding two tracks. The first bridge would be built alongside the existing crossings, and then each of the older bridges would be taken down, one at a time, to keep four tracks in service at all times. The goal, Ray said, is to "minimize any impacts to the current schedules."

The new bridges would also include a pedestrian walkway, linking the parks on either side of the river.

The T has been considering the replacement project since at least 2015 but put money toward only this year, in the Baker administration's five-year, \$8 billion capital plan for the transit system.

It has flown under the radar, compared to a much more ambitious proposal to expand the other major commuter terminal, at South Station. That \$4.7 billion project would add seven tracks and four platforms to improve service south and west of the city, but it has been delayed for years because of complex negotiations with the Postal Service about relocating its facility next door.

The South Station plan is also opposed by those who advocate a different idea: creating a rail connection between North and South stations. The so-called North-South Rail Link would cost \$12 billion or more, state officials estimated earlier this year. The state is in the process of finalizing a study of the plan.

The North Station project, however, hasn't inspired criticism, said John Businger, a former state representative who advocates for the rail link, in part because the drawbridge is clearly in need of replacement. But he argued that opening more tracks is an inadequate way to increase capacity.

"Anyone who's thinking of expanding tracks at North Station or South Station to solve a congestion problem is heading down the wrong road," Businger said. "It fills up again at those dead ends. We need to get rid of the gap" between North and South stations.

The T is not currently considering any expansion of North Station beyond the drawbridge project, spokesman Joe Pesaturo said. He added that it would not preclude a North-South link in the future.



Junk Food Jollies



When: Tuesday, December 11th
 Where: Editorial Offices, 11 Hancock Rd., Hingham
 Time: Any time after 6 pm
 Who: **All members and applicants welcome**



Come and enjoy hot mulled cider, cookies, crackers, cheese and lots of other not-so-good-for-you food! A time for camaraderie with your fellow members away from the RR Club...but still in a RR atmosphere!

About 8 pm, we'll enjoy movies, slides and DVD's made by the photographers in our group.

Come and have fun with your friends.



CLUB AUCTION

Monday December 3, 2018

Building 51 Hingham, Ma. 02043




A Partial Listing, Items are still being added !


Preview One Half Hour before Meeting !


  **2-Pair ECL 50th Anniversary Cars**


 **2- ECL 75th Anniversary Cars**

 **1-Quincy Wholesale Grocery 40' Steel Ice Reefer**

 **2-ECL 75th Anniversary cars**

 **8- Assorted Prints Suitable for Framing**
Various Railroads



 **2- Quincy Oil Tank Cars**

1- 75th Anniversary Ball Cap

Assorted Items From the White Elephant Table

Sale Terms: Cash or Personal Check presented at the end of the Auction
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