



THE NEW YORK RAILROAD ENTHUSIASTS

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The next membership meeting will be on Friday, December 23 at 7:30 PM at the Williamson Library at Grand Central Terminal. Meet at the entrance to Track 23 on the upper level at 7:00 PM or 7:15 PM to be escorted to the library, which is in a secured area. Late arrivals should phone the library at (516) 660-1972. A \$5.00 admission fee is charged for non-members. The presentation will be a new DVD on the "20th Century Limited."

PRESIDENT'S FINAL NOTES

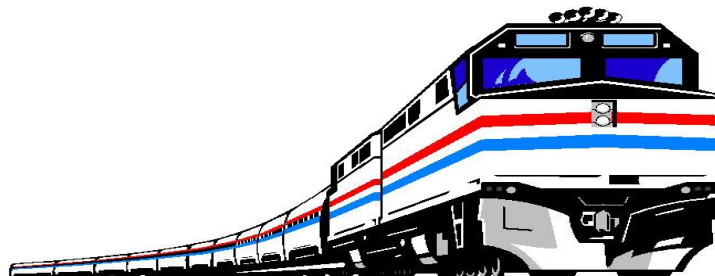
I hope everyone is well during this Holiday season. It was nice that good folks attended our November meeting to view Mr. Allan Roberts' Super 8 film presentation on the Norfolk and Western. True to our tradition, Allan's archival films educate as well as entertain us. Thanks Allan for your effort. To continue the merry making do not miss our holiday membership meeting on Friday, December 23rd. Everyone can bring something edible to the table and share in the good holiday cheer. For the holiday entertainment, we are proud to show a new documentary DVD presentation "The 20th Century Limited." The NYRRE and the well-known Railroad Magazine publisher Kalmbach Corporation collaborated to produce this true gem for our enjoyment.

A year has gone by so fast and there have been many changes. With gratitude for his longtime volunteer service, Editor Mr. Ben Schaffer's position was reorganized. The new Editor and Social Media Director is Mr. Michael Ditkoff. Thanks to his efforts, our Bulletin continues and the internet sees who we are and what we're all about to attract members. Our library meeting times and procedures have changed to comply with security concerns in Grand Central Terminal. These implemented changes are just a part to keep us safe. Looking ahead to 2017, Mr. Sheldon Fosburg will be the next president. I will be VP and continue as custodian of the Williamson Library. Mr. Nayan Naidoo joins the board as Secretary. As always, I look forward to seeing all of you at the Williamson Library where we can view the best and share the latest information on railfanning. This is our unique setting and experience we call The NYRRE.

Michael A. Vitiello

Membership Meeting Schedule
All meetings begin at 7:30 at Williamson Library, Grand Central Terminal

<u>Date</u>	<u>Presenter</u>
January 27	Frank DiLorenzo
February 24	Paul Gawkowski



THE PENNER REPORT

SECOND AVENUE SUBWAY WILL BE A GLASS ONE QUARTER FULL

By Larry Penner

Regardless if Phase One of the Second Avenue Subway (SAS) opens by the end of December or sometime in early 2017 - it is still a glass only one quarter full. Consider there is only \$1.035 billion in funding contained within the Metropolitan Transportation Authority's (MTA) \$27 Billion Five Year 2015 - 2019 Capital Program to support preliminary work for Phase Two north from 96th Street to 125th Street. There is still the need of \$4.965 billion for funding Phase 2 construction of Phase 2. These dollars will have to come from the next MTA Five Year 2020 - 2024 Capital Program. The MTA is counting on the United States Department of Transportation Federal Transit Administration's (FTA) New Starts program to provide \$500 million or more in additional funding. Add \$15 billion more down the road for Phases 3 and 4 to complete the full length of SAS south to Hanover Square.

The MTA hopes using "Fast Track" to allow construction of SAS Phase Two to start in 2019. Don't count on it. The MTA will enter this project into the FTA New Starts program. How many years will it take to complete the National Environmental Policy Act (NEPA) environmental review process? Which neighborhood will want to host any entrance for both a tunnel boring machine and removal of construction debris?

Construction of the new SAS's 125th Street Station will be underneath both the Metro North Railroad (MNRR) Park Avenue Viaduct and New York City Transit's (NYCT) Lexington Avenue subway. Will there be any required speed restrictions for MNRR or the NYCT Lexington Avenue Subway during construction? Will there be the need for any service outages? Will any MNRR or NYCT force account support be required during construction? They will want to protect both their operations and physical structures from vibrations and other potential adverse impacts.

Will Phase 2 incorporate the stretch of tunnel previously built in the 1970's between 99th Street and 105th Street? Based upon the master grant agreement between the MTA and FTA, Uncle Sam has the legal right to ask for its money back if these portions of work do not go into transit use. Since the 1970s, NYCT had to maintain and protect this unopened tunnel. The federal government has considered this work part of an active ongoing project. The MTA could owe up to several hundred million dollars based upon current fair market value.

The goal would be to obtain a Full Funding Grant Agreement (FFGA) between the FTA and MTA for fully funding the project. MTA is in competition between its own operating agencies and against other transit agencies around the nation. There are 98 other Senators and 408 other Congressmen supporting their own New Starts projects. Why would FTA approve any FFGA without a guarantee from the MTA matching the local share of \$4.965 billion to complete the project? The only proof is inclusion of this project within the next 2020 – 2024 Five Year Capital Program approved by both the MTA and Albany Capital Program Review Board. Previous MTA Five Year Capital Plans have been approved one or more years late. Based on past history, the next MTA Five Year Capital Plan for 2020 to 2024 may not be approved until 2021. The MTA would not risk advertising multibillion construction project bids without secure funding being in place. Any procurement process from advertising to bid award could easily take six months to a year. Just issuing contract addendum in response to potential contract bidder's questions to such a complex project requires several months. Actual contracts for full construction could end up being awarded in 2022. If Phase One takes 11 years to complete from the original 2007 contract award to 2017, Phase Two might not be completed until 2030 or later.

There are conflicting growing competing priorities and limited available funding. Consider what the 2020 – 2024 MTA Five Year Capital Program has to deal with besides finding \$4.965 billion for SAS Phase Two. The original proposed 2010 – 2014 MTA \$29 billion Five Year Capital Plan was cut to \$24.2 billion before being approved. The original proposed 2015 – 2019 MTA \$32 billion Five Year Capital Plan in September 2014 was rejected by the New York State MTA Capital Program Review Board. In October 2015, a revised \$27 billion 2015 – 2019 MTA Five Year Capital Plan was approved by the MTA Board and NYS MTA CPRB. A majority of the \$8 billion in deferred capital improvements cut from these two plans still need funding. Don't forget the billions needed for routine state of good repair projects and programs for each operating agency.

Regardless of the funding source, SAS Phase 2 will end up competing against many worthy projects in the next MTA Five Year 2020 – 2024 Capital Plan.

Going back decades, the City, State and MTA have consistently kicked the can down the road every five years. As a result, coming to a consensus on what to fund in the next Five Year Capital Program Plan will become even more difficult. SAS Phase Two will be the largest single project proposed for funding in the next Five Year Capital Plan. It could potentially consume almost 20% of the total program!

(Larry Penner is a transportation historian and advocate who previously worked 31 years for the US Department of Transportation Federal Transit Administration Region 2 NY Office)

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Report from the Nominating Committee

The annual meeting to elect officers and directors for next year will be held at the December 23 membership meeting. The Nominating Committee presents the following nominees to serve on the 2017 Board of Directors:

President: Sheldon Fosburg	Vice President: Michael Vitiello
Secretary: Nayan Naidoo	Treasurer: Steven Kalka
Directors: Michael Ditkoff, Arthur Ferguson, Paul Kalka, Clarence Riley, and Allan Roberts	

From The MTA

The *Nostalgia Special* will run every Sunday through December 18 between 2nd Avenue (F Line) and Queens Plaza (M) Line. The *Special* consists of R1/9 cars that are on display at the Transit Museum.
Departure Times from 2nd Avenue: 10:05AM 11:13AM 1:03 PM 2:33 PM and 4:03 PM
Departure times from Queens Plaza: 10:44AM 12:14PM 1:44 PM 3:14 PM and 4:44 PM

FROM MY VANTAGE POINT
Defect Detectors (continued)

BY Michael Ditkoff
Info@nyrre.org

Last month, I discussed audible defect detectors on Amtrak's main line between New Haven and Boston.

Below are the instructions from Conrail's Employee Timetable #6, effective 1996. Even though Conrail was sold to CSX and Norfolk Southern, the only change to some detectors is that the name of the railroad changed. For example, the defect detector at Staatsburg, NY; MP 83.2 now says CSX, Staatsburg, NY instead of Conrail, Staatsburg, NY.

72-2. Radio Alarm Detectors

Operating procedures for Radio Alarm Detectors: Transmissions from Radio Alarm Detectors must be promptly acknowledged on the locomotive radio. Example: "Conrail Train TV-10, Engine 6234 at (site identification) on Track (), no defects, out."

Hot Box/Dragging Equipment Detectors

If a defect is detected as the train is passing over the detector, the radio alarm detector will immediately transmit a warning alarm, a series of short "beeps" and track number in multiple track territory, or a "steady tone" on single track or controlled sidings. When the warning beeps or tone is received, the speed of the train must be reduced, when the train has completely passed the detector, a radio message will be transmitted stating the results of the inspection. The train must be promptly stopped, train dispatcher notified and inspection made in accordance with the message received. If the radio transmission reports three defects, the maximum number the detector can transmit, the entire train behind the location of the third defect must be inspected.

Hot Box Alarm Actuation — Nothing Found

If no defect is found at the location specified by the radio alarm detector, 16 axles must be checked immediately ahead and behind the reported location. If no defect is found on a Key Train, train must not exceed 30 MPH until passing over the next Hot Box Detector.

Hot Box Alarm — No Location Given

If warning "beeps" or "tones" are transmitted from a hot box detector and no location given, train must be visually inspected, the 200 degree tempilstik should only be used if there is evidence of an overheated journal. If after this inspection and no defect is observed, the train may proceed not exceeding 30 MPH until passing over the next hot box detector or a roll-by inspection of both sides of train is made by qualified employees.

Dragging Equipment Detector Only

If a defect is detected at a radio alarm dragging equipment detector only, a warning alarm of short "beeps" or steady "tones" will be transmitted. No location in train or the defect will be transmitted. Train must be stopped, inspection made, and the train dispatcher notified.

No Message Received/"Detector Not Working" Transmitted Two Times

If there is no transmission received after passing over the detector location or a "detector not working" message is received as the train enters the detector location and again when the train completely passes over the detector (excluding high car detectors), the train dispatcher must be notified and the train may continue, not exceeding 30 MPH, until passing over the next detector. If the failure occurred at a combination detector (HBD-DED), the train must not exceed 30 MPH until inspection is made for both hot box and dragging equipment, if a failure occurs at two detector locations in succession the train must be stopped, train dispatcher notified and the entire train inspected.

High Car Detector—Restriction

If there is no transmission from a detector that includes a high car detector, the train must not pass under height restricted bridges, tunnels and etc., until inspection is made. If a defect is detected at a radio alarm High Car Detector, in addition to checking the location specified, two cars (or two platforms on articulated equipment) ahead and behind the reported location must also be inspected, even if a defect is found at the reported location.

Detector Not Working Message Transmitted One Time

If a "Detector Not Working" message is received one time only while passing over the detector or immediately after passing over the detector, the train must be promptly stopped and entire train inspected.

Note: The Train Dispatcher may relieve a crew from inspecting their train, or verify a detector is working, when office information is available confirming no defects.

72-3. Inoperative Detector

When detector is inoperative and/or under repair, as soon as conditions will allow, arrangement must be made for an on-the-ground roll-by inspection to reduce train delay. Train crews are not relieved of the responsibility of inspecting their train unless specific instructions are received from the train dispatcher.

Below is a photo from Wikipedia of a combined hot box and dragging defect detectors at Great Cacapon on CSX's Cumberland Sub division.



International News Briefs Compiled by Stuart Werner
from *International Railway Journal* and *The Railway Gazette*

United Kingdom

DB Cargo UK, the UK's largest rail freight operator, announced reductions in staff, freight cars, and locomotives due to traffic declines in coal and steel. The government plans to close all coal generated electric plants by 2025. The closures have already begun. In 2016 there was a 78% decline in coal trains. Steel traffic also declined due to Chinese import competition and high energy prices for the domestic industry. The number of steel trains dropped 26% in 2016.

DB Cargo UK plans new fuel efficiency and customer tracking digitalization programs. DB will concentrate on intermodal, construction materials, and automotive traffic which are more promising for the future.

Kazakhstan

The government is planning to separate Kazakhstan State Railways (KTZ) into separate infrastructure and operating companies. It will also allow independent operators access to the system to offer customers more choices.

Israel

Proposals have been called for the construction of an electric multiple unit (EMU) train depot in Lod next to existing diesel locomotive shops to maintain a fleet of 60 double decker EMUs totaling 330 cars. Six companies have been shortlisted for the contract to build the EMUs. They include Alstom, Bombardier (Europe), Hitachi Rail Italy (formerly Ansaldo Breda), Siemens, Skoda Transportation, and Stadler Rail.

A maintenance depot for 62 electric locomotives is already under construction in Ashkelon. They are being built by Bombardier (Europe) for delivery starting in 2017. Israel Railways is undertaking AC electrification.

Saudi Arabia

Greenbrier Company (USA) has started to deliver the first of 1,186 tank wagons to Saudi Arabia Railroad (SAR). They will be used to carry molten sulfur and phosphoric acid on the new 2,750 km North-South Railway. They are being built in Poland to North American standards and sizes. Greenbrier has factories in Brazil, Mexico, and Poland outside of its home base in the USA.

SAR is taking delivery of another 36 EMD diesel locos to haul the new tank wagons. The locomotives are designed to withstand temperatures ranging from -14⁰ to 149⁰ and have a system to expel air to prevent dust and sand accumulation in the air filters. The trains are expected to haul raw materials and finished products from seven new chemical plants.

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NOTE FROM THE PRODUCTION MANAGER

Are you one of the members who did not get the November Bulletin? I received a part of an address page back from the Postal Service. It was so mangled that there was no address label on it. (We only got it back because the return address was still intact). Our mail goes through regional centers and these centers have mail sorters. I refer to them as postal monsters. Postal monsters sometimes get very hungry and eat bulletins. If you did not get your November issue, please contact write to NYRRE, P.O. Box 060556, Staten island, NY 10306-0556 or info@nyrre.org for a replacement. We are sorry for any inconvenience.

Sheldon Fosburg

STACK TALK

By Neil Moran

Well we've come to "end of track" for another year and fortunately there is still plenty of news about steam locomotives to make up another column. We will go across "the Pond" for our first story.

UNITED KINGDOM – SEVERN VALLEY RAILWAY

Last month I gave you news about the railway's big steam extravaganza which ran for four days with the "Flying Scotsman" and "Tornado" 4-6-2 Pacifics. What I did not tell you was that there were over 15,000 people in attendance and yes, you have read it right, over 15,000 rail fans. People came from Scotland, Wales, Ireland and Germany with many from England. Hotel accommodations were not available the day after the tickets went online. Some of the neighboring towns had rooms for about two more days. The event was held from September 22nd through the 26th. To make room for 15,000 people took lots of planning. Both the Flying Scotsman and the Tornado performed admirably. The fans got their monies worth as there were many runbys at various locations. In the morning, the *Flying Scotsman*, after discharging its passengers, backed up and came through for the runby followed in a minute by the *Tornado*. In the afternoon, the *Tornado* took the lead. This system was used for the four-day event. I am happy to say that the railfans behaved very well and there were no major incidents as everybody was warned. Jolly good and cheers!

CANADA-SQUAMISH, BRITISH COLUMBIA

The "Squamish Gang" a group of volunteer mostly retired BC Rail employees recently completed restoring a 107 year old steam locomotive.

A lot of Mondays for three years were spent restoring former Pacific Great Eastern (PGE) #2 locomotive. She was very reliable and capable of pulling supply trains up the Squamish Valley and returning with a load of logs. The 2-6-2 Prairie type was built by the Baldwin Locomotive Works and today "little sparky" looks the same as it did more than a century ago. "It is such an important work effort of the history of Squamish and its wonderful historical piece for the community" said Donna Fourchalk a volunteer with the project. She also said that the locomotive will be used to teach school children about Squamish's transportation history.

ALASKA – ANCHORAGE

The Alaska Railroad's last operating steam engine was locomotive #557. She was one of 2,120 S-160 Consol Class 2-8-0 locomotives built for the U.S. Army Transportation Corps between 1942 - 1945 by the Baldwin Locomotive Works. Now there are only five examples of this type left in North America. For two years, #557 Restoration Company has been working on the locomotive. The estimated cost of this restoration is about \$1.2 million and should be completed in 2018. Work is being done on the white oak floor in the cab. Progress is still being made on the installation of drop sash windows on the tender. These windows will allow a view back over the tender.

Flexible stay bolts are being machined by Doug VanWingerden of the Laverus Buffe Company, who has been manufacturing the sleeves in their home shop. The engine 557 Restoration Company has reached the half way point in contributions but still needs over \$9,000 to receive a grant from the John H. Emery Rail Heritage Trust.

WASHINGTON – POLSON

Old #45 steam locomotive now sits in the Polson Museum shop. She had been dismembered, disassembled and dispersed by the crew but at least she's home! The corroded logging locomotive came to its new home in Polson via a lowboy trailer. She has been looked at by a dedicated crew of twenty volunteers. The crew, experts and novices alike are determined to restore her to full operation. Every rod, bolt and wheel is being carefully examined for wear and tear along with signs of any corrosive parts on the engine itself. Mr. John Larson Director of the Polson Museum is spearheading the effort to bring her to running condition. It is a Baldwin 2-6-2 Prairie locomotive that was built in 1906. "We have undertaken a full restoration and want her to become showroom new" said Mr. Lawson. According to Mr. Lawson "the project now is one of assessment and until we complete that we really don't know how long it's going to take to complete." The assessment could take up to five years to complete. The #45, a piece of Gray Harbor history, was built by the Polson Logging Company (PLC) for its expansion away from its Hoquiam River Log Dump. She served the PLC faithfully until Rayonier purchased the Polson operation in 1948 and continued to serve the new owner. The #45 sat stationary at the railroad camp to provide steam power for the camp shops. After changing hands a few times, it ended up in the hands of a California collector. "Thinking ahead Gray Harbor could really benefit from a running steam locomotive" Mr. Larson said because hotels, restaurants and local businesses could benefit from it. And there is a nice piece of track to run on from the Hoquiam Station to Poison Rd. But it is way too early to talk about that he concluded.

CALIFORNIA – CAMPO

Workers at the Pacific Southwest Railway Museum are busy restoring Coos Bay Lumber Company #11, a powerful logging saddle tank engine. It was a 2-8-2 that the American Locomotive Works built in 1929. She went new to the Coos Bay Lumber (CBL) Company at Powers, Oregon and was used by Timber Locomotive Company and then passed to the Hall Timber Locomotive Company on the 45 mile S.P. branch between Powers and Marshfield, Oregon. It could haul cars up a 12 mile 5.5% grade to the Eden area. By the way that included a 6% grade. The engine was retired from log hauling in 1951 when it was then used mainly in yard operations around Powers. Then in 1956 Coos Bay Lumber was purchased by the Georgia Pacific Corporation and she pulled its last train at Myrtle Points Centennial in July 1962. Eventually CBL #11 was brought to Campo in 1983 and the locomotive ran up until 1984. She has since had more repairs while still in operation. The brake rigging has been removed and workers have cleaned the main frames to look for cracks while using dye penetrant. Restorers are now at a point where a testing company could be brought out to check welds for acuity via ultrasound or radiography. The testing on the boiler patches has been almost completed. After that workers, will have a good handle on what will need to be done to return the Coos Bay #11 to operation. They will also have a good handle on what will be needed for the final repairs of the locomotive.

WISCONSIN – MARSHFIELD

Late this past summer, the city of Marshfield's Historic Preservation Committee hired Dennis Bargander of Bargander Construction to restore the cab of Soo line steam locomotive #2442, a Consol 2-8-0. The project included reconstruction of the roof, replacing the windows and cab flooring and reinstalling the hardware. Although this project is finished, there is still additional work in the cab as part of the possible future restoration project. This work includes new seats, fixing lighting plus some work to the back of the cab to weather proof the engine.

Here is a little history of the #2442. The original Wisconsin Central Railway began in 1871, then in 1909 the Soo line leased the Wisconsin Central for 99 years and eventually merging the Wisconsin Central into the New Soo line in 1961. Going back in 1911 under Soo line auspices locomotive #2442 was one of fifteen class F 22 "heavy" freight Consolidation type 2-8-0 engines. They were built by Alco at their Schenectady Works in Schenectady, New York. In her early years, #2442 was mainly on the 1st subdivision of the railroad from North Fond du Lac, Wisconsin to Forest Park, Illinois. She then moved to another part of the Soo system. At an average of 35,000 miles per year with a working life of 45 years, she ran a cumulative 1,518,932 miles. (Not too shabby). The locomotive's final run was in 1954. It was then retired and set aside by the Soo line for possible donation. Finally, the city of Marshfield relocated it to its present site at the entrance to Wildwood Park.

In closing I wish all my readers (yes all two of you) a very happy holiday season and a happy new year!

Now it's time to thank all the people who send me the news you just read. John Biehn (Dayton, Ohio Railroad Society), Peter Chatman (London, England), Richard Taylor (New York Railroad Enthusiast) and from me your humblest servant in Steam! And remember Steam Never Dies!

UNTIL OUR TRACKS CROSS AGAIN

BREAKING NEWS

Neil suffered a heart attack November 9 and is now convalescing in a rehabilitation facility. We wish him a speedy recovery.



THE NEW YORK RAILROAD ENTHUSIASTS

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THE NEW YORK RAILROAD ENTHUSIASTS

Website: www.nyrre.org Meetup group: www.meetup.com/New-York-Railroad-Enthusiasts/
The New York Railroad Enthusiasts, Inc., is a not-for-profit, historical and educational corporation.

President: Michael A. Vitiello
Vice President: Sheldon L. Fosburg

Calendar year dues is \$30.
Application at www.nyrre.org

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The **meeting break** is the **ONLY** time for
early departures.

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