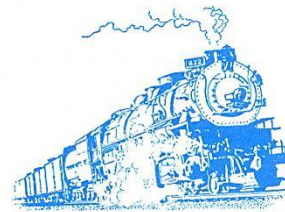


# The Semaphore

South Shore Model Railway Club

## NEWSLETTER

Home of the "East Coast Lines" since 1938



---

APRIL 28, 2020 ■■■■■■■■■■ VOLUME 40 ■■■■■■■■■■ NUMBER 4

---



AMTRAK  
1977



# The Semaphore

David N. Clinton, Editor-in-Chief



## CONTRIBUTING EDITORS

Southeastern Massachusetts.....	Paul Cutler, Jr.
“The Operator”.....	Paul Cutler III
Boston <u>Globe</u> & <u>Wall Street Journal</u> Reporters	Paul Bonanno, Jack Foley
Western Massachusetts.....	Ron Clough
Rhode Island News.....	Tony Donatelli
“The Chief’s Corner”.....	Fred Lockhart
Mid-Atlantic News.....	Doug Buchanan

## PRODUCTION STAFF

Publication.....	Al Taylor
	Al Munn
	Jim Ferris
	Bryan Miller
Web Page .....	Savery Moore
Club Photographer.....	Joe Dumas

*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. ©2020  
E-mail: [daveclinton@verizon.net](mailto:daveclinton@verizon.net) Club phone: 781-740-2000. Web page: [www.ssmrc.org](http://www.ssmrc.org)

VOLUME 40 ■■■■■ NUMBER 4 ■■■■■ APRIL 2020

## 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 ('21)
	Gary Mangelinkx ('21)

## BILL OF LADING

Chief’s Corner.....	3
Contests .....	3, 16
Editor’s Notes .....	9
Form 19 Calendar.....	3
Members .....	9
Memories .....	4
Nominations Committee.....	3
Potpourri .....	5
Running Extra .....	15
What are You Doing?.....	10

**ON THE COVER:** Amtrak’s *Empire Builder* eastbound climbing the Cascades out of Seattle, with 2 of the brand-new SDP40F locomotives and Phase I paint on the whole train. Lower: Letting off steam, while the *San Francisco Zephyr* is serviced in Salt Lake City. September 1977. (dnc)

# FORM 19 ORDERS

## MAY BUSINESS MEETING (ZOOM)

Monday, May 4<sup>th</sup> 8 p.m.

## MAY NEWSLETTER DEADLINE

Saturday, May 23<sup>rd</sup>

# CONTESTS

14 members found all the names of B&M's Mountain-type logo on the "Word Find" puzzle. Thanks Al Taylor for another fun puzzle!

Dan Peterson	Gunny
Roger St. Peter	Al McCarty
Ron Clough	Savery Moore
Doug Buchanan	Fred Lockhart
Bryan Miller	Jim Ferris
Jack Foley	Bob Farrenkropf
Will Baker	Ye Ed

Congratulations to **Doug Buchanan** on winning the drawing for the Clinton Corn Processing Co. 10,000-gallon tank car from Tangent. This company was started by my great grandfather in Clinton, Iowa and Tangent agreed to a special-run car!

For the **JULY Business Meeting**: See Roger St. Peter's first attempt at a "Word-Find" puzzle—here's one that Al Taylor can enter! This is a VERY difficult one. Don't forget that the names can be found up, down, left, right and diagonal up & down. Good luck!

## CHIEF'S CORNER

Fred Lockhart

Usually in this column I bring members up-to-date on the progress of the railroad. But since mid-March we have been in this "stay at home" mode to combat this pandemic, that none of us has ever seen the likes of and *hopefully* we will never see again. I hope all of you and your families are all healthy and stay that way while we get through this. So, there is not any progress to report on at this time. The major project that we have been working

on, I had projected to install after the October show but with this "interruption", that is an unknown. My plan was to have it complete before the installation--all track in place, wired, switch machines installed and wired, LED indication working; have it operational and tested, as a stand-alone section, and fix any problems while we had access from all sides. We will have to plan a new schedule when we get back to the club.

I'm glad we took advantage of "Zoom" for our March B.O.D. and our April Business meetings. It was good to keep club business up-to-date and good seeing a lot of you that joined in the meetings. It makes me think maybe we should try to incorporate this in when we resume our in-house meetings; it may allow members that can't make it to the club to participate--just a thought.

Last month, Dave included in the Semaphore what some of you have been working on to pass the time while at home. Well, it is a good thing model railroaders are always buying stuff, whether they need it or not, for that "someday" project--cause that "someday" is here now! Myself, this winter before this all started, I had decided I would work on some rolling stock kits, and that has continued up to now and has kept me from going stir crazy and still have some loco projects to keep me busy. It is nice to see the shelves empty--well, almost, and the storage boxes full.



That is it for this month. Hopefully, by next month we will be back to the club as a group, even if we do have to wear a face mask and keep social distancing. Fred Lockhart  
Chief Engineer

## NOMINATIONS COMMITTEE REPORT

Nominations Committee Chairman Mike Dolan presents the following nominations for elections, to be held at the Annual Business Meeting in June:

President .....	Jack Foley
Vice President.....	Dan Peterson
Secretary .....	Dave Clinton
Treasurer .....	Will Baker
Chief Engineer .....	Fred Lockhart
Director.....	Bill Garvey
Director.....	Bryan Miller

Nominations from the floor will be accepted at the May Business Meeting.

## SEMAPHORE MEMORIES

### **APRIL 2015** (5 years ago)

- Bridge between Cedar Hill Engine Terminal and Passenger yard installed.
- BNSF Railway begins using aerial drones to supplement regular inspection of infrastructure and operations.
- First of Amtrak's 55 new *Viewliner II* Baggage Cars enters revenue service.
- Amtrak named "a top employer" among U.S. companies by *Forbes* magazine; ranking 401 out of 500 on list of "America's Best Employers".
- N&W 4-8-4 #611 finishing restoration, ready for steam-up and inspections.
- Saratoga & North Creek Rwy losing \$million/year and needs \$5 million in funding for track repair.
- First two Diesel Multiple Unit (DMU) cars for the new Sonoma-Marin Area Rail Transit Authority in California arrived. Constructed in Nippon Sharyo factory in Japan and assembled at the Sumitomo Corp. of America plant in Rochelle, IL.
- MA Governor Baker files legislation to establish a Fiscal Management and Control Board to oversee operations and finances of the MBTA; saying "The T failed its stress test this winter when we needed it most, exposing deep operational problems and lack of planning."
- Bob Farrenkopf joins the SSMRC.
- Long-time member Dennis Hart passes.

### **APRIL 2010** (10 years ago)

- Maine provides \$14 million to MM&A to purchase and preserve 240 miles of track in Aroostook County.
- Gov. Patrick appoints Richard Davey to oversee state's 15 regional transit authorities and new GM for the MBTA.
- RailAmerica tells Province of Nova Scotia it needs \$2 million in annual subsidies for CB&NS Railway.
- Amtrak *Cascades* service makes permanent two daily round-trips between Seattle and Vancouver, BC.
- Union Pacific unveils specially-painted C45AC locomotive, commemorating Boy Scouts of America 100<sup>th</sup> anniversary.
- Electro-Motive Diesel marks 5<sup>th</sup> year as independent manufacturer, since spin-off from GM.
- Conway Scenic purchases ex-MEC GP38 #252, the last remaining GP38 on Pan Am. Also from Pan Am comes ex-N&W GP35 #216.
- Housatonic RR runs excursion trains for North Canaan's "Railroad Days". Proceeds for completion of restoration of Canaan Union Station.
- NS working with EMD to test use of biodiesel in SD70M-2 and MP15 locomotives.
- Fred Foley joins SSMRC.
- Railroader's Museum in Altoona determines that Pennsy K-4, removed from display at Horseshoe Curve and at Steamtown for restoration to operation, will not

happen and loco will be returned to Altoona museum for display only.

- Modern 25,500-gallon Quincy Oil Tank Car available as latest Club Car; 24 numbers.
  - MBTA determines to replace 145,000 concrete ties on Plymouth/Kingston and Middleboro/Lakeville Old Colony lines, due to crumbling. Replacement will be with good, old-fashioned wooden ties!
- ### **APRIL 2005** (15 years ago)
- Greenbush rail service pushed back to mid-2007, due to appeals by train opponents.
  - Transportation Secretary Dan Gabauskas steps down to take reigns of MBTA.
  - Pan Am Railways paints first freight car with Pan Am logo.
  - Women-only cars introduced on Tokyo subways to prevent groping by men.
  - Plans to open Bellows Falls tunnel to enable double-stacks on New England Central.
  - Waterville, Maine city council begins officially accepting donations and funds for the 470 Steam Locomotive Restoration Fund.
  - Amtrak's *Acela* trains sidelined until summer, due to brake problems.
  - Members of Worcester Model RR Club join us for operations.

### **APRIL 2000** (20 Years Ago)

- Surface Transportation Board orders 15-month moratorium on RR mergers, delaying proposed merger between BNSF and Canadian National.
- Proto2000 announces 0-8-0 steamer.
- Plaistow, NH to Portland, ME track rehab in progress for *Downeaster* service.
- Green Mtn RR leases two SD90/43 "Big MACs".
- Kadee brings out 40-series "whisker" couplers.
- Three Club members win Show raffle: Fred Lockhart, George Fernandez and Charlie Brown (D).
- Last "after Show" banquet held.

### **APRIL 1995** (25 Years Ago)

- BN decides to reopen old Northern Pacific line over Stampede Pass in Washington State.
- Norfolk Southern takes delivery of 33 of the new EMD GP59 loco and runs them long hood forward, usual for NS.
- Green Line "Auditorium Station" renamed "Hynes Convention Center/ICA Station".

### **APRIL 1990** (30 Years Ago)

- D&H bankruptcy trustee reviewing bids for railroad from three bidders: Canadian Pacific, P&W, and Delaware Otsego (Susquehanna owner).
- "Visitor's Center" proposed for Horseshoe Curve.
- Ex-Wolfeboro RR 2-6-2 #250 sold by Hobo RR to an Iowa outfit, who plans to use for a "dinner train".
- Amtrak begins *Carolinian* service in North Carolina.
- Valley RR in Essex, CT, takes delivery of brand-new Chinese Mikado-type locomotive.

### **APRIL 1985** (35 Years Ago)

- Japan completes longest transportation tunnel in the World—33 mile-long Seikan Tunnel, linking the islands of Honshu and Hokkaido by rail.

- Amtrak announces “All Aboard America” fares for 1-2-3 regions of the country.
- Budd Company becomes “Transit America”.
- Philadelphia’s SEPTA sells its remaining nine ex-Reading Budd cars to the MBTA.
- The 470 RR Club of Portland, ME, buys ex-B&M F7 #4266 from Guilford Transportation.
- MBTA spends \$18 million up-grading Braintree-Hyannis track, with installation of new track and signals (which were never activated-Ed.)
- Alewife, the last station to the north on the Red Line, opens for business.
- Conrail considers sale of all MA and CT lines, other than ex-B&A mainline.
- BN orders 1,400 “Bethgons” from Johnstown America for Powder River coal operations.
- Iron Road Railways acquires Bangor & Aroostook RR and Canadian-American Railroad in Quebec province.
- State environmental authorities approve plan for \$33-million Worcester Union Station renovation.
- MBTA decides to run “spur” of Old Colony Plymouth/Kingston Line to Cordage Park in Plymouth.
- Bill Garvey joins SSMRC.
- To replace discontinued *Montrealer*, State of VT pays for *Vermont* service between Springfield, MA and St. Albans, VT, with bus connection to Montreal.

**POTPOURRI**

**THE \$2 TRILLION ECONOMIC** aid package includes for transit:

- \$1.018 billion in grants for Amtrak, with \$526 million for the National Network, \$492 million for the Northeast Corridor, and \$239 million for state-supported routes.
- \$25 billion to transit agencies for operating expenses, with elimination of the requirement that transit agencies use their own funds to receive federal assistance.
- \$25 billion in transit infrastructure grants, awarded under a formula based on fiscal 2020 allocations in four areas: Urbanized Area Formula Grants; Non-urbanized Area Formula Grants; State of Good Repair; and High Density and Growing States.

●●●●●●  
**A RARE CLIMAX** locomotive is under restoration on the West Coast. Holmes Eureka Lumber No. 4, a two-truck, 60-ton Climax built in 1922, is under restoration at the Roots of Motive Power, a railroad and logging museum in Northern California. Early this year, a proposal was submitted to the Roots of Motive Power board of directors asking to do an

inspection on the locomotive to see if a return to service was possible. It was enthusiastically approved and on Feb. 1 work began. The ultimate



goal of the first phase is to pull the tubes out of the boiler and ultrasound the shell. If favorable results are found, then an operational restoration will move forward.



**Holmes Eureka Lumber No. 4 during its operating career.**

Project lead Kyle Stockman, along with Roots members Jelani Hall and Eli Mosher have removed most of the tubes from the boiler as well as other items. Since the locomotive only needs to meet state boiler code, all involved are optimistic No. 4 will be operational by its centennial in two years. Of the almost 1,050 locomotives built by the Climax Manufacturing Co., only 20 are still in existence, and of those only three are operational worldwide. The oldest in operation, built in 1919, is the newly overhauled Moore-Keppel & Co. No. 9 at West Virginia’s Cass Scenic Railroad. Next is White Mountain Central No. 6. Built in 1920, it originally worked for the Beebe River Lumber Co. No. 6 not only has the distinction of being a wood burner but is probably the most used Climax to date as it ran nearly every day during tourist season since returning to service in the 1970s. Last is Puffing

Billy Railway No. 1694, built in 1928 and operating in Australia. (TN)

●●●●●  
**WESTERN MARYLAND SCENIC** Railroad has received a John H. Emery Rail Heritage Trust grant for \$10,000, which will pay to have two heavy duty cranes set the boiler of 2-6-6-2 No. 1309 on its wheels, moving the campaign to steam the last Baldwin built for domestic service a major step



closer to completion. This is the second year in a row that Western Maryland has received an Emery grant. Last year's grant was used to purchase jacketing and insulation, which has been installed. (TN) See "With Donations", page 7, VOL 40, #3-Ed.

●●●●●  
**THE U.S. DOT'S** Federal Transit Administration (FTA) today announced a total of \$25 billion in Federal funding allocations to help the Nation's public transportation systems respond to the Coronavirus Disease 2019 (COVID-19). Funding is provided through the Coronavirus Aid, Relief, and Economic Security (CARES) Act, signed by President Donald J. Trump on March 27, 2020. "This historic \$25 billion in grant funding will ensure our nation's public transportation systems can continue to provide services to the millions of Americans who depend on them," said U.S. Transportation Secretary Elaine L. Chao. (TN)

●●●●●  
**MOST ARE AWARE** of the heroic and dedicated work performed around the clock by health care workers and first responders in the daily battle against the coronavirus, which has had its grip on our planet for the past several months. Moreover, many have likely seen various tributes to these front-line workers in the form of neighborhoods around the world singing, playing music, banging

pots and pans, and making noise to honor these professionals. The FDNY has even assembled fire trucks at various hospitals and medical centers with emergency lights flashing and sirens blaring. Canadian Pacific has decided to join this effort (April 7), by having all locomotives on the railroad, whether they are stopped or are pulling trains, to perform a long blowing of their horns each day at 7 p.m. local time. Mark Reed, CP's executive vice - president of operations said "The sounding of CP whistles joins the global movement to recognize critical health-care and frontline workers during these unprecedented times. Our whistles also remind communities of the service the CP family provides North America every day." This daily recognition will continue indefinitely. (TN)

●●●●●  
**A \$40 MILLION PROJECT** to make the Natick, Mass., commuter rail station fully accessible has begun. The 30-month project will upgrade the busiest Massachusetts Bay Transportation Authority station which is not currently fully accessible under the Americans with Disabilities Act. The station, which serves about 1,250 passengers on an average weekday, will be reduced to a single track for much of the project but normal service is expected to continue. (TN)

●●●●●  
**THE TRUSTEE OVERSEEING** the bankruptcy of the Saratoga & North Creek Railway is seeking a new operator who would purchase the New York short line. Trustee William Brandt Jr. told the Albany Times-Union he would like to see if a sale is feasible, news welcomed in one county where the 98-mile railroad operated. Officials in Essex County would like to see the railroad continue to operate, while those in Warren County are considering abandonment of the 40 miles they own. The railroad is part of the bankruptcy proceedings in Denver for the San Luis & Rio Grande and other Iowa Pacific Holdings properties. The trustee overseeing the bankruptcy of the Saratoga & North Creek Railway is seeking a new operator who would purchase the New York short line. Trustee William Brandt Jr. told the Albany Times-Union he would like to see if a sale is feasible, news welcomed in one county where the 98-mile railroad operated. Officials in Essex County would like to see the railroad continue to operate, while those in Warren County are considering abandonment of the 40 miles they own. The railroad is part of the bankruptcy proceedings in Denver for the San Luis

& Rio Grande and other Iowa Pacific Holdings properties. (TN)

●●●●●  
**FEDERAL REGULATORS** approved Canadian National's acquisition of CSX Transportation's line linking the Montreal area with Syracuse, N.Y., a deal the railroads say will improve service for cross-border traffic. The U.S. Surface Transportation Board decision, effective May 21, rejected numerous conditions sought by various parties, including short line Finger Lakes Railway's attempt to gain direct interchange with CN in the Syracuse area. But the board did order CSX and CN to eliminate a provision in the sale agreement that would bar CN from ever negotiating interchange in the Syracuse area with Finger Lakes and the New York, Susquehanna & Western. The Massena Line sale totals 278.1 miles between Beauharnois, Quebec, and Woodard, N.Y., including 41.8 miles of trackage in Quebec and branch lines and spurs on both sides of the border. Among them: CSX's 31-mile Fulton Subdivision. (TN)

●●●●●  
**PAN AM RAILWAYS'S** Hoosac Tunnel in Western Massachusetts, closed since Feb. 12 because of the partial collapse of a wall, reopened Saturday night, April 4<sup>th</sup>. The first train through was East Deerfield, Mass.,-to-Binghamton, N.Y., train 11R. Work on the tunnel will continue through April, requiring 12-hour closures which could delay some traffic. Tunnel repairs required installation of 40 arches at its west end, with plates welded between those arches.



●●●●●  
**AMTRAK WILL INTRODUCE** its pre-packaged "Flexible Dining" program on western long-distance trains beginning Friday, April 17, in response to the sharply reduced ridership resulting from the Coronavirus pandemic. With the introduction of the program on trains west of Chicago and New Orleans, only the Lorton, Va.-Sanford, Fla., Auto Train will retain full dining service for sleeping-car passengers. The changes, billed as "temporary" in an operations service advisory obtained by *Trains News Wire*, will remain in effect until at least May 31. The company had already established social distancing in dining cars by seating passengers in checkerboard fashion at

different tables for the past month. But with few travelers on each train, and many bringing their own food, management decided to trim costs by substituting pre-packaged meals for sleeping car patrons, who will now have exclusive use of dining cars, as is the case on the Chicago-New York/Boston *Lake Shore Limited*. Coach passengers' food options will be limited to the cafe menu in each train's Superliner Sightseer Lounge. (TN)



●●●●●  
**THE REGULATORY BOARD** that oversees the Massachusetts Bay Transportation Authority is considering whether to renew its contract with commuter rail operator Keolis Commuter Services — or whether it has any choice other than renewing the deal that expires June 30, 2022, at least for two years. Part of the problem, *CommonWealth Magazine* reports, is that the legislation creating the Fiscal and Management Control Board expires at the end of this June, and 2 ½ months is likely not seriously address the prospect of a new operator while dealing with the ongoing coronavirus situation. Even without the board's sunset date, time to deal with a renewal is already growing short: the last time the MBTA put its commuter rail operation out to bid; the process took two years and attracted just two bidders. Further complicating the situation is that state Transportation Secretary Stephanie Pollack, unhappy with Keolis' performance, had vowed in 2016 not to renew the contract, although she has subsequently backed away from that position. (TN)

●●●●●  
**THE DURANGO & SILVERTON** is expanding its locomotive roster, adding four diesels with the potential to be tourist attractions in their own right. The D&S has announced it is acquiring four of the White Pass & Yukon Railway's distinctive Montreal Locomotive Works DL535C diesels, 1,200-hp C-C locomotives built in 1969 and 1971. The railroad said work on the acquisition began last September and was finalized in January; terms of the deal were not disclosed. While steam locomotives will remain the Durango & Silverton's primary power, the railroad will now have 10 diesels on its roster. Initial plans for the new diesels are for

maintenance-of-way use and on the short-trip Cascade Canyon Express summer excursions. "Reliable narrow gauge diesels of this size, design, and efficiency are few and far between, so the D&SNGRR jumped at the chance to acquire them when we were first approached by the WP&YR," Durango & Silverton General Manager Jeff Johnson said in a press release. "The addition of these locomotives ... gives us more operational depth for greater engine scheduling and maintenance flexibility, and the ability to develop and implement new excursions and special events specifically using these engines." (TN)

●●●●●●  
**DUE TO THE ADVENT** of precision scheduled railroading (PSR), Norfolk Southern has decided to sell a significant number of locomotives. The railroad has sold around 300 locomotives, and plans to sell an additional 400. According to Norfolk Southern, PSR "continues to provide significant benefits to network operations and has resulted in excess capacity." According to Norfolk Southern's corporate profile, the company currently owns and leases 4,197 locomotives. (RA)

●●●●●●  
**RAILROADS' INTERMODAL** service is the best it's ever been, J.B. Hunt executives said during the company's first-quarter earnings call recently. Darren Field, president of J.B. Hunt's intermodal division, said lower volumes and new operating plans at its railroad partners have improved intermodal on-time performance. "It is my belief right now that rail is the best we have ever experienced," Field told investors and analysts. J.B. Hunt's intermodal volume was up 7% in the first quarter. Volume grew 11% in its transcontinental segment, which includes boxes moved on BNSF Railway. The company's intermodal volume in the East was up 1%. Norfolk Southern is J.B. Hunt's primary partner in the East, although CSX Transportation also handles Hunt containers to some locations. (TN)

●●●●●●  
**COWEN AND COMPANY** Freight Transportation Analyst Matt Elkott estimates that there is readily available tank car storage capacity for at least 25 million barrels of crude, which can be ramped up in the coming weeks. However, the Canadian railroads do not appear to have a strong appetite for this business, while their U.S. counterparts may be examining the prospects. "Crude storage capacity shortages caused U.S. oil futures to plunge into negative territory," Elkott says. "Could

tank cars come to the rescue? Theoretically, yes, they can be part of the solution. We estimate there are at least 30,000 Class 3 flammable liquid tank cars, each with capacity of more than 30,000 gallons, in North America that could be deployed to hold oil. More equipment could become available in the coming weeks as some cars come off leases with limited renewal prospects, while others roll off manufacturing lines into a depressed-demand market. "However, CN and Canadian Pacific do not appear to want this business. This is likely as they do not see a compelling economic case in which revenue generated would compensate for the liability risk of doing something as unfamiliar as storing oil in tank cars for indefinite periods as well as for the potential disruptions to other traffic on rail networks. "It cannot be ruled out, however, that the Canadian government, in an attempt to help the oil industry, would intervene to pressure the railroads or try to make their economics from oil storage more compelling. The U.S. railroads have remained somewhat quiet on the question of using tank cars for oil storage, something that could signal higher willingness to entertain the idea. (RA)

●●●●●●  
**THE ASSOCIATION OF AMERICAN** Railroads (AAR) reported U.S. rail traffic for the week ended April 18, 2020, and, for this week, total U.S. weekly rail traffic was 403,283 carloads and intermodal units, down 23.3% compared with the same week last year. Total carloads for the week ended April 18 were 189,598 carloads, down 27.5% compared with the same week in 2019, while U.S. weekly intermodal volume was 213,685 containers and trailers, down 19.1% compared to 2019. "Rail volumes suffered again last week as extremely difficult times for rail customers and the economy continued," said AAR Senior Vice President John T. Gray. "Like everyone else, railroads are looking forward to a return to normalcy and an end to the significant challenges associated with the pandemic. Until that happens, railroads will work hard to keep their employees and the communities they serve safe, will continue to deliver the goods needed to sustain and heal the nation, and, when appropriate, support its economic restoration." (RA)

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

**TRAINS**  
The (Arizona) Road Less Traveled  
Back to the Future  
Dome Car "Selkirk"



Prince Rupert Rises  
Busiest Canadian West Coast Port  
An "Air Line" at Ground Level  
New Haven's Inland route

Family Matters  
Buffalo & Southern RR

In My Own Words  
Close Call at Capreol

### **RAILROAD MODEL CRAFTSMAN**

Modeling a Coal Silo

Look Both Ways  
"All you have to do is..."

Painting and Weathering  
Simple Options for Fading Paint

Diverging Points  
New column by Jason Shron "Building Your Dreams"

### **MODEL RAILROADER**

Modeling Space-saving Industries

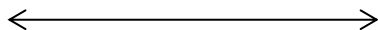
Celebrating Steam's Last Stand  
O. Winston Link and the N&W

Ask MR  
How to line turnouts on thick benchwork

Trains of Thought  
A cross-country trek to California

### **CLASSIC TRAINS** (Spring 2020)

20<sup>th</sup> Anniversary issue—best issue ever—cover-to-cover reading! Including "20 Things that Shaped 20<sup>th</sup> Century Railroading"



News sources: Boston Globe, Boston Herald, Trains "Newswire", Railway Age, Progressive Railroading, Railpace, RRE "Callboy", "The 470", Patriot Ledger.

## **EDITOR'S NOTES**

Author, friend, and speaker at our 75<sup>th</sup> Anniversary Dinner, **Larry Lowenthal** passed away on March 12<sup>th</sup>. Author of Titanic Railroad, theme of our Anniversary Club Cars lettered for Southern New England Railway, Larry was 80 years old. Born in New York City, his family moved to northern New Jersey when he was a youth. He graduated from Rutgers University and Yale University. With his Master's Degree in History, he worked for the National Park service for 30 years. After retiring, he continued to work for the NPS as a consultant and worked on many local projects from his home in Brimfield. Bob Buck introduced me to Larry and after his talk about the SNE at our Dinner, we kept in touch, with Larry joining us for lunch at the "Steaming Tender" on our way to the "Big E Train

Show in January. Larry's knowledge, kindness and friendship will be missed.

..... *David N. Clinton*

"And you will have confidence, because there is hope; you will be protected and take your rest in safety." (Job 11:18)

## **MEMBER NEWS**

**Bill Garvey:** Along with his other issues, Bill has contracted Covid-19. Cards can be sent to him at: St. Joseph's Mann Health Center, 215 Thatcher St., Brockton, MA 02302.

**Coley Walsh:** Has been at Boston Medical Center for the past couple of weeks and will be transferred to a rehab center, when deemed possible. (Info on where to send notes of cheer when I find out.)

Please continue to pray for these two seriously-ill members, and pray that all of our Club family stays healthy at this scary time in our history.

Note: The "Health & Welfare Committee" (Ye Ed.) would like to hear of any member who is ill or hospitalized, so that we can help "cheer them up" and keep their fellow members advised.

### **BIRTHDAY CELEBRATIONS**

The following members have made it through another year and deserve congratulations on their special day:

Brendan Sheehan ..... May 9<sup>th</sup>  
John Sheridan ..... May 11<sup>th</sup>  
Coley Walsh ..... May 15<sup>th</sup>  
Paul Cutler, Jr. .... May 18<sup>th</sup>  
Doug Buchanan ..... May 22<sup>nd</sup>  
Jim O'Brien (H)..... May 27<sup>th</sup>  
Steve Peers ..... May 30<sup>th</sup>



### **YOUTUBE Railroad Cams**

Compiled by Jeremy and Jack, use this link to find all the neat Webcams with trains!

<https://www.youtube.com/playlist?list=PLR9jbUvWYuLtPyoHboYuDOMHQLp0YzD2t>

There are 24 of 'em! Including La Plata, MO, Horseshoe Curve, and Revelstoke, BC. For some

reason, Rochelle, IL is not included...the original Webcam! Maybe because it's not a "YouTube".

Here's the link for that:

<https://trn.trains.com/videos/webcams/2014/09/bnsf-and-union-pacific-in-rochelle-il>

My favorite is LaPlata, (pron.: La playta) MO. <https://www.youtube.com/watch?v=AAQUGsUzWbE>

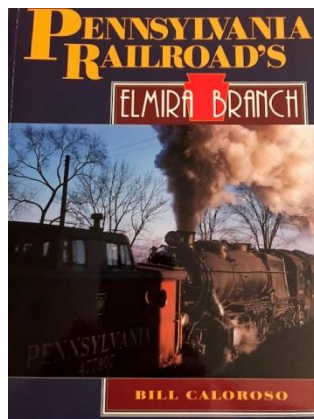
You don't have to wait very long to see a BNSF high-speed freight (70 mph) and the Southwest Chief visits every day at 7:30 p.m. westbound and 10:30 a.m. eastbound. This is Central Daylight Time, so it's 1 hour behind us. The "Chat" on the right of the screen is fun! There are 3 different webcams to choose from, too, in different places on the railroad property. It *is* like railfanning but from your easy chair!

Meanwhile, I've heard from quite a few folks on **WHAT ARE YOU DOING?** Here's who:

**Kurt Kramke** (H), who writes: "I have been working on the HO layout. I have nine bridges to build from old Campbell kits."



**Ralph Weischedel** has been catching up on reading and writes: Fortunately, still able to work full-time from home. With the time saved by not commuting, still reading books about the Pennsylvania Railroad. Last month, I was ~30% through Triumph VII, which provides a photographic summary of three major branch lines of the PRR running north of Harrisburg. Last month I had finished the section on the Elmira Branch, then started and completed Pennsylvania



Railroad's Elmira Branch, which ran from Williamsport, PA north through Elmira, NY, Watkins Glen, to Sodus Point with its massive piers on Lake Ontario. The route featured many coal trains from PA to ships on Lake Ontario plus much dairy, produce, and manufactured goods south from central NY to cities to the south. See a snapshot of the cover, which shows a PRR L1s 2-8-2 pushing on a coal train heading north out of Watkins Glen. I've gone back to Triumph VII this time to study PRR's line from Williamsport, PA to Erie, PA. After finishing the section on Pennsy's line to Erie, PA, I'm about ~60% finished Triumph VII, a 400-page book.

**Chip Mullen** writes: Well, I finished my project of Locomotive two went together lickity split due to making everything work properly in locomotive one.

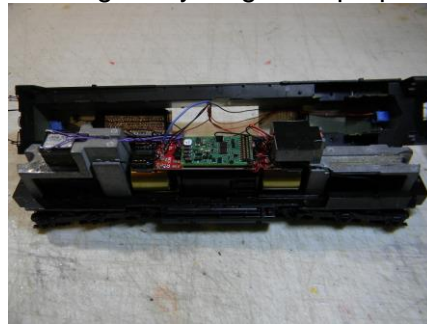


Photo one shows the chassis/drive with the new TCS motherboard and 21 pin Wow Sound decoder installed. Note the small weight cut away making space for the

ESU 11mm x 15mm sugar cube speaker. Not much room in these old Atlas engines. It also shows the light wiring attachments to the lights mounted in the nose, tail, and cab.

The led for the number board prism is mounted under the black tape in the forward weight. The second photo is the end result.



Seaboard's prototypical light arrangement for their SDP35s. 2 nose headlights with a Mars light over the cab and an emergency/reverse red light mounted directly below the Mars light. The number board illumination is independent of both the Mars and red light. Next is to try a full rebuild of a kaput Intermountain ES44 AC.

**Brendan Sheehan** shared: "Still not doing anything train-wise. Though I still just wrote my dues check. BJ's in Dedham is still relatively busy. We're taking a plethora of precautions! TP is more often stocked now!"

**Doug Buchanan** shared a great picture of a model of a Western Maryland Decapod, complete with lighted Class Lights. Not to mention the beautiful scenery!



**Ron Clough** told me: "I'm doing okay, but going a little stir crazy (more crazy than before) lately with nowhere to go, other than stand in line to buy groceries. I miss the camaraderie at the club and also all my customers/friends/bands at the Legion. I'm a bit concerned about my Mom as I can see her slipping a bit more lately, but not due to the virus. I haven't done much in the modeling part of the hobby, but have been catching up on reading. I'm almost finished with Chuck Crouse's great book on the RDC's which has quite of bit of interesting info in it. I should be an expert on them by this weekend! I've been keeping the BSRA book orders up to date as much as possible, but between sales being slower than I expected and delays from wholesalers being closed, it has been a challenge. I've also "contributed" many more items to the Hingham transfer station (the dump) by catching up with reading the old yellow newspapers and finding other items around the house that are no longer needed. And it looks like soon "someone" will need to switch around the snow blower for the lawn mower so "he" can use it around the club." (Editor's note: Ron called last night to say that he found his 93-year-old mom lying on the floor, when he went to visit. He feels it may have been a stroke. She is in the hospital and not doing well. Please keep Ron and his mom in your thoughts and prayers.)

**Tom Wylie** told me: "I haven't been doing much train- related. The biggest change I've noticed, since the stay at home order is the lack of traffic on the roads. I have been driving to my office at least

twice a week, sometimes more as we are still working. I drive up route 3 from the Sagamore Bridge to Kingston and back. I drive a relatively fast vehicle and have a tendency to exceed the speed limit under normal circumstances. I can say now, though, that I know what it's like to drive on the Autobahn in Germany. Routine cruising speeds seem to be 85mph+. Although I can't disclose my actual velocity it seems that no matter my speed someone is driving faster. The cars flying up the highway are not what you would expect either. They are Honda CRVs, Toyota RAV4s, Nissan Altimas, etc. etc. In conclusion, though, I would much rather sit in traffic then deal with the current circumstances."



**Dan Peterson** has been working on the outside of his house and added a new portico



over his front door. Looks nice and will be great protection from stormy weather! He plans on doing some shingling in the next phase.

**Bob Knapp** sez: "Dan has been keeping you informed as to his project I'm doing for a new entry deck and portico. Other than that, just laying low. A tough Easter, even for my daughter Jennie, who went to Great Hill in place of Sunrise Service to reminisce all the past 30 years she was there with my wife; Easter was her most precious Christian holiday of the year. Hope you are doing fine, Dave. Thanks for reaching out."

**David Galbraith** sent pics of his home layout expansion: "I have attached a before and after picture of an expansion I have been working on my railroad during this time of isolation. It has been fun to have the time to do it." (See next page)



**John Sheridan** is busy drawing the latest Rapido models, which will be produced next year.

New Haven "County Cars"



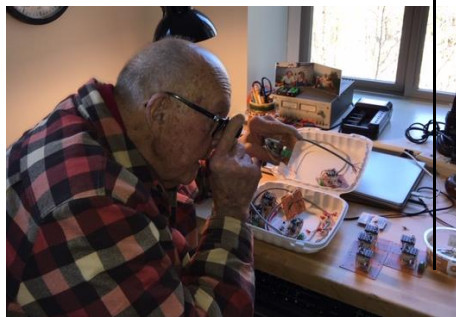
F-M H16-44 Loco



**Tony Donatelli** has been busy finishing the Concrete Plant and quarry, that has been a vacant "hole" in his scenery for a while. Looks great, not to mention the rest of the scenery!



**Stan Rydell** has been working on wiring switch motor relays, to fix the developing problem with the old contacts on the Tortoise machines failing. In



the picture, Stan is using an "eyepiece" for close-up work; he's not crying, though I bet he feels like it sometimes, with all that intricate wiring!

**Bob Farrenkropf** tells me: "I have two Custom Brass B&M 2-10-2's, that I painted and installed



sound a while ago. They ran well separately but not together.

Seems I put a Tsunami 1 early edition in #3008, the first. But later, I installed an Econami 200 in the #3015. Checking my other steam locos, I found an Econami 200 in a B&M 2-8-4, so I swapped the Tsunami 1 for the Econami 200. (The 2-8-4 will be getting a Tsunami 2 soon.) Second project is an old Stewart F3. I installed a Tsunami 2 and a 1" speaker and altered the coupler pockets for Kadee Whiskers. Lights and details come after the paint job which, could be solid blue or the preferable maroon and yellow."



**Jim O'Brien** (H) "Great talking to you yesterday and glad that all the guys are safe, say hit to them for me. Our club is meeting via Zoom every



Saturday, it is not like being at the club but it helps. I have two projects going to keep me sane while holed-up in the house. The first project is a 9.5 X 2 foot industrial layout, that I am building in a spare bedroom here in Richmond. My second project is working on a laser cutter, that I purchased and am attempting to figure out. There is a pretty good learning curve with the cutter; luckily one of the guys in the club is really good with computers and the CAD program, which greatly helps but the laser remains a work in progress. The other project is my switching layout. It represents two towns in the

upper peninsula of Michigan. The towns are Eagle Mills and Marquette. The bench work was built so that it could tilt so that I could work under the layout while sitting on a chair. At 83, I am too old to crawl under a layout. The trackwork is complete and the two lighted buildings are wired. I have started the scenery; the first layer is in and all the buildings are complete and correctly located. The railroad is DCC using a Raspberry Phi for the computer system and an I Phone as a controller. I paid about \$35 for the Raspberry Phi and I purchased the I Phone on eBay for \$20. Using an old monitor and key board I don't have more than \$100 in the operating system."



**Fred Lockhart** writes: "Here are a couple of pictures of what I have done. Besides the five NYC hoppers there are 9 more 2-bay hoppers that I did with those. Several of the models in the other picture have multiples, also. I have gone through over a 100 wheelsets since this started."



**Al Taylor:** "Hi Dave, I thought I would make some footstools for our young visitors that come to our shows. These were made from the scraps of wood in my shop. I'm putting on the first coat of paint in this picture. Keeps me from being bored and it's train-related in a way. The kids will love you, Al!"



**Roger St. Peter** has completed several more of his favorite tank car... "Hooker". The name made his wife "wonder what", when she saw them sitting on his workbench. He has also completed a beautiful restoration of the "Fare Box", that has been collecting dust in our "attic" for years. This will be displayed in a prominent place in our "museum"; it even works...thanks Roger... can't wait to see it!

**Eric Wilde** writes: "Been working on the first 500 items on my project list. A lot of fixing busted software, etc. However, I have one (non-railroad related) project that I'm working on that you might be interested in. Since painting season is fast approaching, it's now the time to start preparing items for paint day. All of last year's half-completed projects are being polished up and given a coat of rattle-can primer. Getting out the paint gun, mixing the paint, suiting up in the protective gear and face mask and lining everything up to shoot paint is a pain in the butt. Never mind cleaning the gun afterwards. I don't know about you but I only like to do this once. So, as much stuff as can be hung out to dry in the back yard is lined up and made ready. Now, I'm just waiting for a nice, warm,

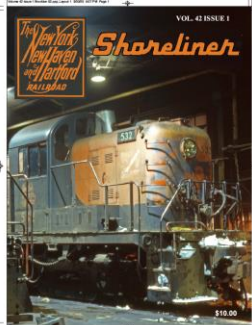


sunny day (it could be a long wait -- right now it feels like summer in Scotland). I'm attaching a couple of photos of an example of the kind of stuff that I'm painting. A coat of primer. A couple of coats of white epoxy. In the first photo, you can see my current ladder rack, courtesy of Home Desperate. I'm not sure what's holding the ladder up (I don't think it's the chain but I could be wrong). I'm not going near it until I have the new ladder rack painted. The second photo is a picture of my replacement. Here's hoping it lasts a few years (i.e. until I'm dead).



**Ross Hall:** "I've gone retro and am assembling a La Belle kit for an EBT caboose. These were the ultimate craft kits, just a bunch of wood chunks and strips; four little envelopes with pieces of wire and rough white-metal castings, a scale drawing (this also has an isometric breakdown), and terse directions using words we don't see any more: 'Cut to length and cement in place Door Sill (8) (STRIPWOOD COLORED END BLACK) and Door Trim (9) (STRIPWOOD COLORED END GREEN).' Oh, yes, there is one at each end of the car, natch. I built my first La Belle kit (HO-1) in 1960, and this may date from ca. 10 years later. No trucks or couplers included. Go to Larson Yard and look at the passenger car "Alamosa," which is a La Belle kit, or admire the boxcar and stock cars, plus the DRG&W caboose—all La Belle! Jewelry on wheels, I'd say!"

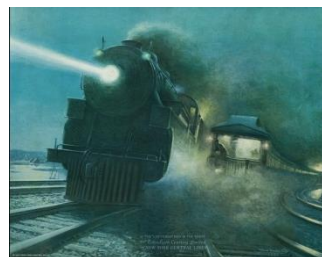
**Paul Cutler III:** Is working on completion of the next Shoreliner issue, the quarterly publication of the New Haven RR Historical & Technical Assoc. As technical and production manager, he has to arrange the articles, pictures, maps and tables so that they fit and look professional. This is his third issue and it appears that he has achieved his goal.



"I am working on re-powering Paul Bonanno's MDC/Roundhouse 4-4-2 Atlantic steam engine that he built from a kit years ago. The original drive was

a simple worm on the motor shaft meshing with the main driver gear. Unfortunately, it never worked perfectly, which meant that the main gear got chewed up. I am using an NWSL gear box, but this has required me to mill the frame out with a Unimat tool and some hand-filing. I am still working on getting all the parts to fit, as while I have got the gear box installed, now I have to get the valve gear to fit around the new gear box as shown in the picture."

**Peter Palica:** "It is no secret that I have enjoyed creating and painting scenic backdrops on our SSMRC layouts dating back to the 1980s. In 1923 artist William H. Foster did a classic painting that graced the cover of a New York Central Railroad calendar that year. Back in July 1985 on a sunny afternoon while seated on the deck of my in-laws camp in West Peru, Maine overlooking Worthley Pond, I attempted my own version of Foster's classic as an 18x24" acrylic on canvas. Here is the result. I urge you to compare it to the original and hope everyone stays healthy and happy."



Foster 1923



Palica 1985

**Gunny** writes: "I have been keeping busy working on the Model RxR in my cellar for Sophia and Hayden (Our Grandkids) , I also just finished up on my set of B & M passenger cars. I have had them about 4 years and have not had to time to finish them until now. I reworked the truck frames to install KD couplers, added metal wheels and had to renumber 12 of the 16 cars. Most of the work on the layout was to button-up the wiring and install the switch machines; most of the switch machines are hand throw and some are electric operated."



**Ye Ed:** I finally finished my NKP Berk, one of the few steam locomotives with a MARS light. I know that the SP had them but would like to know of others. Steam is always a “project”, with



having to run so many wires between the tender and boiler—and find space for them inside the boiler. I used surface mount LEDs for the headlight and MARS light. My next project is putting grabs on a Walther’s “Trainline” B&M GP9. They save money by not having them factory-installed and include “blips” on the shell, where you try to get your #80 drill bit. I used a pin to make starter hole, than a pin vise and, amazingly, didn’t break the drill bit. The grabs now have to be painted to match the body. Caboose markers next.



**THAT’S IT** for this month. Don’t know about you, but I think this is fun and inspiring, to hear about these projects. Hopefully, you may have gotten some ideas and maybe some energy to start a project. I know the feeling... “I just don’t want to get into that; I don’t feel like it”. You’re not alone! The fear and stress of the time takes the enthusiasm for doing modeling or a home project away from you. We have to get our minds off all the sadness and loneliness—at least for a while each day. One of the things I find helps is to not watch or read the news every time I turn on the TV or my computer. Now, instead of stopping my work at six o’clock, I work right through to 7 and enjoy “Wheel of Fortune” and “Family Feud” with my supper...fun shows that aren’t filled with tales of woe or tears and statistics.

We’ll do this again, until our times get more “normal”, and we are together again. I hope that if you haven’t considered doing an article and telling us about it that you will now consider adding to the fun. Those who have shared their projects I hope will continue to keep us updated. “The more the merrier!”. Until next time...keep the faith and I miss you all!

Dave.



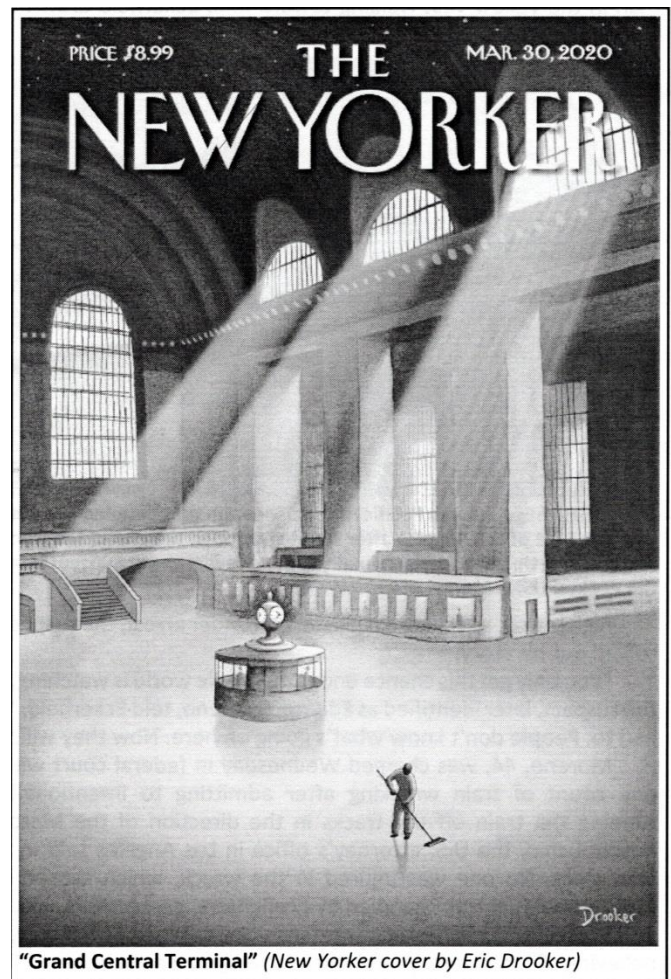
## RUNNING EXTRA



More EDITOR’S NOTES:

On Friday, Amtrak will celebrate it’s 49<sup>th</sup> year and it will be the first time that we don’t celebrate Amtrak’s birthday at our May Business Meeting, since starting the tradition some 30 + years ago. A lot of celebrations have gone by the way this year, including many more important ones than this one. None the less, many of us will miss the delicious Shaw’s cake this year! Hopefully, we can have a really great celebration next year...Amtrak’s 50<sup>th</sup>!

**Sign of the times:**



“Grand Central Terminal” (New Yorker cover by Eric Drooker)

EDITED FROM RT&S NEWS WIRE, APRIL 1, 2020

### Deal with port authority is a long-term win for NECR

By Bill Wilson, RT&S Editor-in-Chief

The Connecticut Port Authority will be leasing a five-acre section of railroad property owned by New England Central Railroad Inc., a subsidiary of Genesee & Wyoming Inc., to be able to accommodate a wind turbine business. In return, the port authority will help advance a proposed pier facility by Mohawk Northeast Inc. on the Thames River. The move should help increase rail commerce throughout the New England region.

Mohawk purchased three acres of land for the pier facility, which straddles the rail line, and is in the early stages of the permitting process.

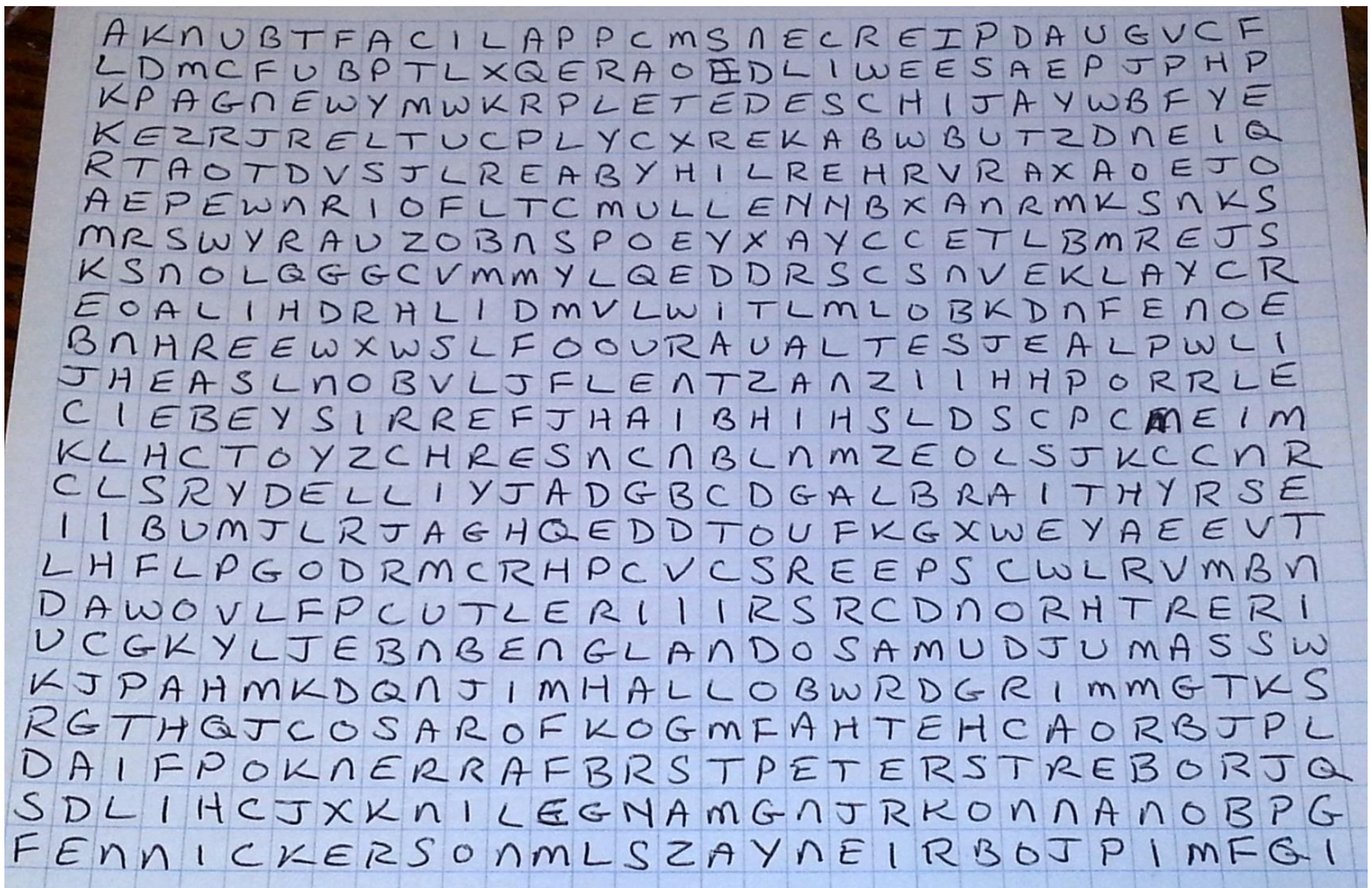
Genesee & Wyoming spokesperson Michael Williams says components for marine construction such as large quarry stone, steel pile and other commodities will all be potentials to ship by rail to and from New London through Mohawk Northeast.

The state of Massachusetts also is in the process of upgrading rail lines, which will allow the railroad to handle modern, fully loaded freight cars from the Port of New London to the Canadian border and to other parts of the U.S.



The deal with New England Central Railroad should help the short-line cast a larger net in terms of rail commerce. (Mohawk Northeast Inc.)

**WORD-FIND PUZZLE FROM ROGER: CLUB MEMBERS**



PAGNEW  
 DCLINTON  
 PCUTLERJR  
 BFARRENKOPF  
 DGALBRAITH  
 BKNAPP  
 AMCCARTY  
 PPALICA  
 DPIERCE  
 BSHEEHAN  
 ATAYLOR  
 SWINTERMEIER  
 JOBRIEN

DBUCHANAN  
 RCOLELLA  
 MDOLAN  
 PFEENEY  
 BGARVEY  
 FLOCKHART  
 BMILLER  
 RPEARSON  
 BROACH  
 JSHERIDAN  
 ETEDESCHI  
 TWYLIE  
 NNICKERSON

EBULMAN  
 JCOLLINS  
 JDOYLE  
 JFERRIS  
 MHALL  
 GMANGELINKX  
 SMOORE  
 JPEASE  
 JROBERTS  
 BSIMS  
 CWALSH  
 EMERCER  
 JCHILDS

JCAHILL  
 JCORSARO  
 JDUMAS  
 FFOLEY  
 BHALLSEN  
 WBAKER  
 CMULLEN  
 SPEERS  
 SRYDELL  
 MSISK  
 RWEISCHEDEL  
 DGRIMM  
 RKUDLICK

ECARTER  
 PCUTLERIII  
 BENGLAND  
 JFOLEY  
 RHERLIHY  
 RCLOUGH  
 AMUNN  
 DPETERSON  
 RSTPETER  
 LSTRUMPF  
 EWILDE  
 PBONANNO  
 KKRAMKE