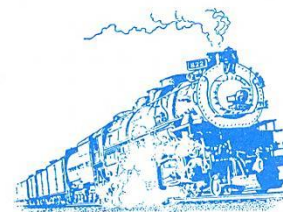


The Semaphore

South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938



OCTOBER 25, 2021 ■■■■■■■■■■ VOLUME 41 ■■■■■■■■■■ NUMBER 10



The Semaphore

David N. Clinton, Editor-in-Chief



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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. ©2021
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VOLUME 41 ■■■■■ NUMBER10 ■■■■■ OCTOBER 2021

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ON THE COVER: Photo courtesy of Doug Buchanan, who found it on RailPictures.net. A beautiful photo of the Durango & Silverton RR by Kevin Madore. One of the narrow gauge “K”-type 2-8-2 Mikados on a trip to Silverton, Colorado, at this time of year.

Semaphore Memories

OCTOBER 2016 (5 years ago)

- Model Board at Cedar Hill passenger installed.
- Residential area in W. Middleton completed.
- Talgo company moves back to Milwaukee, WI, to remanufacture cars for the LA "Metro".
- Amtrak's last "Great dome" car, *Ocean View*, runs on Amtrak's *Adirondack* for six weeks in the fall.
- MBTA opens new Commuter Rail station, "Wachusett", west of the present Fitchburg end-of-line.
- P42 #42, Amtrak's "Veteran's" locomotive named after Joseph Boardman, Amtrak's president and a Vietnam Veteran himself.
- Volunteers complete turntable installation at Wiscasset on the WW&F; a replica of one there removed in 1933.
- Electro-Motive Diesel (EMD) becomes Progress Rail Locomotive, Inc., a division of Caterpillar, Inc.
- North Shore Representative Seth Moulton calls construction of a multi-billion dollar tunnel connecting North and South Stations "a top priority". ("North-South Rail Link")

OCTOBER 2011 (10 Years Ago)

- Bob Buck, long-time friend of the Club, dies on his 82nd birthday.
- Fred Lockhart writes his first "Chief's" column, taking over as Chief Engineer.
- Saratoga & North Creek RR finishes its first season of operation and purchases ex-Santa Fe Full-length dome.
- Benchwork completed to fill gap outside Cedar Hill Yard, left by removal of previous temporary track.
- Narrow Gauge construction continues, with Bob England's construction of a dual-gauge turntable and Al Taylor building engine facilities.
- Larson city scene progressing nicely, thanks to Paul Bonanno and his "students".
- NJ Gov. Christie terminates project to build new trans-Hudson tunnels for passenger service into Penn Station.
- Amtrak orders 40 more cars from Bombardier for lengthening *Acela Express* trains.
- Effects of Tropical Storm Irene affected railroads in Vermont the most, with millions of dollars spent to bring them back into service, including VRS, Pan Am, NECR and even the Conway Scenic in New Hampshire.
- Study suggests that return of commuter rail service to Foxboro over the Framingham Secondary could be viable.

OCTOBER 2006 (15 years ago)

- Canadian Pacific Railway's luxury train, the *Royal Canadian Pacific*, chosen as World's best luxury train service by travel agents and travel professionals.
- Amtrak assumes maintenance of its *Acela Express* transets from Bombardier and Alstom.

- P&W opens freight rail line to Davisville, RI, easing congestion of mixing with Amtrak passenger trains.
- Pan Am Railways downgrades entire Connecticut River mainline from Springfield to E. Northfield, MA to 10 MPH.
- 1205th Transportation Railway Battalion of the U.S. Army Reserve, located in Westfield, MA, is deactivated.
- Waterbury, VT RR station completely restored.
- Mt. Washington Cog RR converts steam loco "Waumbek" (Alco Manchester 1908) to burn biodiesel.
- NJ Transit begins rolling out its first bi-level cars.
- Amtrak introduces 110-MPH service on "Keystone Corridor" between Philadelphia and Harrisburg, PA.
- Rapido Trains Inc. brings out first R-T-R passenger car, modeled after CNR's "lightweight coach", called "Super Continental Line", showing ultimate detailing in plastic.
- NYO&W's "Flying Diesel Corps." wreck of 1955 recreated in W. Middleton during Operations.

OCTOBER 2001 (20 Years Ago)

- Amtrak's Downeaster service announced to begin December 15th, after 11 years of delays caused mainly by Guilford Transportation.
- First double-stack containers travel through the enlarged Hoosac Tunnel.
- Newark City, NJ, subway PCC's last trip.
- MBTA takes delivery of first Kawasaki double-decker coach from latest order.
- BC Rail ends steam operations.
- Canadian National gets approval for takeover of WC.
- Historic Canaan, CT RR station nearly destroyed by teenage arsonists.
- Microsoft introduces "Train Simulator".
- Flagpole at Club project begins.
- MBTA considers building "trench" through Weymouth Landing for Greenbush Line.

OCTOBER 1996 (25 Years Ago)

- Famed RR artist Howard Fogg dies.
- Ex-MEC Rigby Yard "PT Tower" deactivated.
- Connecticut Southern takes over 23-miles of ex-Conrail line in Hartford, CT area.
- MBTA equips control cars with "ditch lights".
- Amtrak's *Adirondack* to Montreal equipped with refurbished "Heritage equipment".
- BAR named "Regional Railroad of the Year" by *Railway Age* magazine.
- Tom Wylie joins SSMRC.
- First "ECL Day on the QBT", with 16 members attending and member Kevin Linagen hosting.
- Amtrak tests "Flexiliner" train.

OCTOBER 1991 (30 Years Ago)

- Deluxe passenger carrier "American-European Express" files for Chapter 11 bankruptcy.
- Guilford Transportation low bidder to operate MBTA Commuter Rail.
- MBTA takes delivery of new F40PHM-2C locomotives.
- Senate passes \$35 billion transportation bill, which includes Northeast Corridor improvements allowing New Haven to Boston electrification to take place.
- Hingham rail tunnel called "possible" by MBTA.

OCTOBER 1986 (35 Years Ago)

- First Semaphore-sponsored rail trip on October 5th: Cape Cod & Hyannis RR from Braintree to Hyannis in our own car--\$10 round-trip!
 - Monthly Operations changed to Monday & Thursday following Business Meeting Monday.
 - Kevin Linagen elected first, and only, "president" of "Highballers" youth group.
 - MBTA begins negotiations with Amtrak for operation of Commuter Rail.
 - Worcester takes first step to obtain money for rehabilitation of their Union Station.
 - MBTA decides to build new Red Line station at JFK/UMass.
 - B&M's Cheshire Branch rail removed from Keene to North Walpole, NH.
 - Valley RR in Essex, CT, purchases brand-new Chinese 2-8-2 steam locomotive.
 - Amtrak sets plans to renovate Washington, DC, Union Station.
 - EMD delivers its 1,000th locomotive: CP Rail GP38-2.
- OCTOBER 1981** (40 Years Ago)
- John Governor produces attractive "Operating Rulebook".
 - Westside Model Co. goes out of business.
 - VIA Rail Canada forced to cancel Montreal-Halifax *Atlantic Limited* (first time).

POTPOURRI

ALMOST TWO YEARS into its revival, the East Broad Top's return is moving forward at a rapid pace, with thousands of new crossties, work on the historic shop complex, and, progress on steam locomotive restoration. In February 2020, the famed narrow gauge railroad was sold to the newly formed EBT Foundation. The railroad last operated in 2011, and the foundation started work immediately on returning the property to its former glory. In August 2020, the East Broad Top officially came back to life with the return of diesel-powered passenger excursions. That weekend saw excursions operating over just less than 1 mile of trackage to Enyeart Road. Since then, things have been progressing rapidly. Starting in May 2021, the railroad brought back a regular schedule of passenger excursions. In a September visit, we talked with Director of Sales and Marketing Jonathan Smith, and received a glimpse of future plans. One of the focal points has been getting the track back in shape. More than 10,000 ties have been replaced, and regular excursions are now operating to the Ronk Road fill, about 2.5 miles from Orbisonia. The railroad has also purchased a standard-gauge tamper and converted it to narrow

gauge to help with trackwork. The second big push is the shop complex in Orbisonia, one of the most complete steam-era shops in the country. Regular guided tours of the machine shops are happening every day trains run, and the restored line shafts in the main building are again in operation. Compressed air powers the shop steam engines. Behind the scenes, the emphasis has been on stabilizing the shops complex. The entire shop complex sits on a marsh and over the years, the shops were sinking into the ground, as much as 3 feet in some places. As of September 2021, the EBT is working with Woodford Bros. Inc. of New York. The company has restored almost every building in the yard to a level footing. Says General Manager Brad Esposito, "It takes a lot of effort to make it look like nothing happened." To show the scope of work, the most recent project is the storehouse. Through work from the Friends of the EBT, almost 15 tons of parts from the building were catalogued and stored in boxes. The parts are now being returned to their original place in the now-stabilized building. (TN)

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CSX TRANSPORTATION will be in the driver's seat for rail traffic related to Ford Motor Co.'s massive new electric vehicle and battery plants planned for sites in Tennessee and Kentucky. This week Ford announced it would develop a 3,600-acre mega campus called Blue Oval City northeast of Memphis. The facility will build the next generation of F-series battery-electric trucks and, in conjunction with SK Innovation, make batteries for electric vehicles. As one element of a plan to make the \$5.6 billion campus carbon neutral, parts



suppliers will be located on site to reduce the need for transportation. CSX serves the site in Stanton, Tenn., which spans 6 square miles and is sandwiched between the railroad's Nashville-to-Memphis main line and Interstate 40. In Glendale, Ky., alongside Interstate 65 and CSX's main line linking Louisville and Nashville, Ford and SK Innovation will build BlueOvalSK Battery Park to

produce batteries for electric Ford and Lincoln vehicles. The \$5.8 billion facility will span 1,500-acres on property CSX designated a mega site in 2010. The Tennessee and Kentucky plants are expected to begin production in 2025, with a combined 11,000 new jobs. Ford's investment – the largest ever in the U.S. for electric vehicles – is part of its plan to sustainably mass-produce affordable battery-powered vehicles. Ford expects up to half of its vehicle production to be electric vehicles by 2030. (TN)

●●●●●●

RAIL ENTREPRENEUR HENRY POSNER wants to make passenger service more affordable and more available. He calls it Pop Up Metro, and to do it, he's betting on batteries, remanufactured British multiple unit cars, and a bold business model to reduce the risk to potential rail operators. If it were anyone but Posner, this project might be seen as a crackpot idea with little chance of success. But Posner is the co-founder of Railroad Development Corporation (RDC), which owns Iowa Interstate Railroad along with operations in England, France, Germany, Belgium, and Peru. A German subsidiary, RDC Deutschland, this year won a contract to operate



five routes in north Germany that will use new Stadler battery-

electric trainsets. Posner spent three years developing the concept for Pop Up Metro, an affiliate of RDC. "We felt that it was the right time," he says. "One, because of the evolution of battery technology, and two, we felt that there would be an increased focus on the environment." (TN)

●●●●●●

THE FIRST PORTION OF VIA'S C\$989 million order for 32 Siemens Charger trainsets has arrived in Canada. Running in darkness in Michigan and Ontario, it arrived in Toronto early Wednesday.



With urgency, the train operated as CN P698 from Chicago to Montreal, arriving in Montreal less than 24 hours after it departed Chicago, and only four days since they left the Siemens factory in

Sacramento. The bidirectional trainsets include Siemens Charger locomotives and such features as high-performance wi-fi and USB ports at seats. (TN)

●●●●●●

CG RAILWAY'S NEW RAIL FERRY, which plies the Gulf of Mexico between Mobile, Ala., and Coatzacoalcos in Mexico, set a speed and volume record on its maiden 1,912-mile round trip this month. The 590-foot *Cherokee* departed the Port of Mobile on Sept. 12 with 122 freight cars aboard. It arrived at the Port of Coatzacoalcos three days later. The ship departed Coatzacoalcos on Sept. 15 with 130 freight cars on board and arrived at Mobile on Sept. 18. "We are extremely pleased with the *Cherokee's* performance during its maiden voyage," Todd Biscan, CGR vice president of sales and marketing, said in a statement. "The rail ferry transported more than 22,500 tons of diverse commodities, including chemicals, plastics, pulp and paper, agricultural products and food. CGR is excited to enhance service quality to customers and safely move railcars from the U.S. to Southern Mexico in three days with customs cleared en-route." CG Railway, a Class III railway, dates to 2000. In 2017 it became a joint venture of short line holding company Genesee & Wyoming and SEACOR Holdings. The *Cherokee* is the first of two new double-deck ferries that will replace CG Railway's two existing vessels. The second ferry, the *Mayan*, on Sept. 22. It's expected to enter service in December. The new vessels cut sailing time to three days from five and can carry 135 railcars, up from 115, and have a top speed of 14



knots, up from 7 knots on the old ships. The new vessels increase CG Railway' capacity by 40% thanks to their additional capacity and faster sailing times.

The railway handles 10,000 carloads per year and connects with Ferromex in Coatzacoalcos and seven railroads in Mobile: BNSF Railway, Canadian National, CSX Transportation, Norfolk Southern, Alabama & Gulf Coast Railway, Mississippi Export Railroad, and the Alabama State Port Authority's Terminal Railway. The new ferries also provide a 44% reduction in carbon dioxide emissions per ton-mile compared to an all-rail route, the companies say. (TN)

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THE LAST OF AMTRAK'S 50TH ANNIVERSARY

heritage-paint locomotives is now in service. P42DC No. 160 wears the "Phase III" scheme — popularly dubbed the "Pepsi Can" — that was unique to the passenger carrier's P32-8BWH locomotives when



delivered in 1991. The locomotive completes the debut of the six anniversary schemes announced earlier this year. Still to come is the not-yet-revealed "Phase VII" livery which will be applied to most of the 75-locomotive order for Siemens ALC-42 Chargers. (TN)

●●●●●

NORFOLK & WESTERN CLASS J locomotive No.

611 will remain at the Strasburg Rail Road this winter, undergoing an annual inspection and maintenance,

following the conclusion of its operations on the Pennsylvania short line. The Virginia Museum of Transportation's



4-8-4 had operated at Strasburg since May, wrapping up its schedule of excursions, cab rides, and other events on Oct. 3. It was the locomotive's second appearance at Strasburg, following a shorter stay in 2019. "The Museum's partnership with Strasburg Rail Road Co. has worked exceptionally well," Virginia Museum of Transportation President Will Harris said. "We are thrilled to have an opportunity to operate 611 and continue the heritage of steam railroading for new generations to experience." (TN)

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FAMED EXCURSION STAR Nickel Plate Road No.

765 had a busy fall in 2021 with a visit to the Cuyahoga Valley Scenic Railroad and a special trip to reunite with sister NKP Berkshire No. 757 in

Bellevue, Ohio. In 2017, members of the Fort Wayne Railroad Historical Society and the Mad River museum joined forces to move sister locomotive No. 757 from the Railroad Museum of Pennsylvania in Strasburg, Pa., to the Bellevue museum. In February 2019, No. 757 arrived in Bellevue and underwent a cosmetic restoration. It has been the dream of many within both organizations to reunite Nos. 757 and 765, and the plans came together for two weekends last month. No. 765's appearance at the Berkshires in Bellevue event with short caboose rides, hostling tours, and a night photo session. More than 2,000 people purchased tickets, and several hundred more showed up just to see the two locomotives together for the first time since the early 1960s. This event also marked the first time two Nickel Plate Berkshires have been coupled together since the 1960s scrap lines. As part of the festivities, the crews ran a steam line from No. 765 to No. 757 to allow No. 757's whistle to sound for the crowds. (TN)

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THOMAS A. DAVIS, proprietor and innkeeper of

The Station Inn Bed & Breakfast in Cresson, Pa., passed away Oct. 5, 2021, at the age of 90. He was best known as the owner of the world-famous Inn, which was located along Norfolk Southern's ex-PRR main line, 9 miles west of Horseshoe Curve at the summit of the Allegheny mountains. (TN)

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NJ TRANSIT'S BOARD of directors has approved

a \$1.56 billion contract — the largest in the agency's history — for construction of the Portal North Bridge on the Northeast Corridor. "Few infrastructure projects are as critical to the nation as replacing the aging Portal Bridge," New Jersey Gov. Phil Murphy said. "With today's step, NJ Transit is rapidly moving towards beginning the first phase of the largest infrastructure project in the United States. This award will not only bring a bridge that will resolve the long-standing



bottlenecks plaguing New Jersey commuters, but will also create well-paying skilled labor jobs in the process." The Skanska/Taylor Bros. Joint Venture will receive the contract for the project, which is expected to take 5½ years to complete. The new structure will be a high-level, fixed-span bridge, replacing

a more than century-old bridge swing. The existing bridge over the Hackensack River has frequently delayed rail service on the Corridor because of problems in locking back into place after opening to allow boat traffic to pass — a problem that led the U.S. Coast Guard to halt rush-hour openings of the bridge. (TN)



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THE FRIENDS OF THE EAST BROAD TOP, an auxiliary group whose membership has exploded since the rebirth of the narrow gauge East Broad Top Railroad starting in 2020, announced over the weekend that it is moving forward to help the railroad’s owner, the EBT Foundation, reopen its main line south 20 miles into the mountainous coal-mining area that provided the railroad’s reason for existence. During FEBT’s annual reunion, President Andy Van Scyoc and longtime restoration chief Lee Rainey announced the group would begin to raise funds immediately to rebuild a demolished passenger and freight station and an arson-destroyed water tank in Saltillo. The town lies 7.8 miles south of Rockhill Furnace on a part of the 33-mile EBT main line that hasn’t seen regular train service since 1956. (TN)



"EBT Station" street sign in Saltillo, Pa., may be prophetic in light of a Friends of East Broad Top campaign to rebuild the town’s station. The gray area to the right of the sign is the former station location; tracks still exist between the sign and station site but are hidden by the grass. (Dan Cupper) Right: Mixed train stops at Saltillo in 1952. (Philip R. Hastings)



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RENOWNED PRESIDENT of the Delaware & Hudson Rwy from 1972-1977, Carl “Bruce” Sterzing, Jr. passed away on October 9th. Famous for the railroad acquiring four ex-Santa Fe PA-1s and two Baldwin “Sharks”. (TN)

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AMTRAK AND PENN STATION Partners on Oct. 22 held a groundbreaking ceremony for redevelopment and expansion of the historic

Baltimore Penn Station on the Northeast Corridor in Maryland. Amtrak, which is investing \$150 million in the project, executed a Master Development Agreement with Penn Station Partners in April 2019. Planning and development due diligence had been ongoing since January 2018, following Amtrak’s selection of Penn Station Partners—led by Beatty Development Group and Cross Street Partners—as master developer. The master conceptual plan first calls for the full historic preservation of Baltimore Penn Station, which was built in 1911. Working closely with Amtrak, the development team will make vital core and shell improvements to the station. The station’s last major renovation was completed in 1984 as part of the Northeast Corridor Improvement Project. (RA)

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NORFOLK SOUTHERN is donating the archives of predecessor Southern Railway to the Atlanta History Center as NS prepares to mark the opening of its new Atlanta headquarters. The archives include hundreds of thousands of pages of correspondence, more than 20,000 photographs, reports, plans, and minute books. The donation will be officially announced today, and will include a \$500,000 grant to help the history center catalog, organize, and digitize the materials. (TN)

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A WELL-KNOWN ARTIFACT of 1960s and 1970s tourist railroading has been restored to its appearance from that era. Whippany Railway Museum’s 1907 Baldwin-built Southern Railway Class H4 2-8-0 No. 385 has been repainted into the green and gold scheme it wore for the Morris County Central tourist railroad 50 years ago. The locomotive was overdue for a paint job; work started in July and was completed Oct. 16. No. 385 was displayed at Whippany on Oct. 18 coupled to coach No. 1001, the only surviving coach from the Morris County Central fleet of five similar cars. After sitting static at Morris County Central’s



former location in Newfoundland, N.J., for 41 years,

No. 1001 was donated to the Whippany museum by Newfoundland Station property owners Matt and Jane Klemchalk and trucked to Whippany on Aug. 30, 2021. This was the first time Nos. 385 and 1001 have been coupled since October 1978, when No. 385 was taken out of service because of the need for heavy repairs that were never carried out. The Morris County Central went out of business in December 1980. Whippany owns several significant surviving pieces from the former Morris County Central, including 0-6-0 No. 4039, built by Alco for the U.S. Army; Pennsylvania Railroad N6b cabin car No. 981590; New York, Susquehanna & Western Whitcomb switcher No. 151, and Morristown & Erie Railroad railbus No. 10, built by White Co. in 1918. (TN)



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

TRAINS

Electrifying "Commmutes"

Farewell to Canada's Wheat Hoppers

Proud to be a Coal Miner's Royal Hudson

Gallery

Autumn Colors Across the Land

RAILROAD MODEL CRAFTSMAN

Making a Flashing EOT

Diverging Points

Global Shipping Crisis

MODEL RAILROADER

Blue Signals to Protect Workers

On Operation

Tower Mysteries Revealed

CLASSIC TRAINS (Fall 2021)

Highest Rails in New York

Hell Gate Bridge

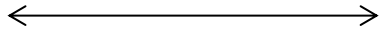
What's in a Photo?

White River Jct. and the B&M

Transition in Templeton

Classics Today

R&LHS turns 100



News sources: Boston Globe, Boston Herald, Trains "Newswire", Railway Age, Railpace Newsmagazine, RRE "Callboy", "The 470", Patriot Ledger, Rail Passenger Assoc.

LIBRARY CORNER

This month's donation to our Library is:

Pinsly Railroad Company, by Dr. Cary F. Poole and Eric J. Bickleman. This comprehensive, interesting book, full of historic photos, covers the twelve

Pinsly railroads, most of them in New England; beginning with the "Hoosac Tunnel & Wilmington RR" and ending with their last and still-owned "Pioneer Valley RR" in Westfield, MA.

New books will be displayed on the table in the Break Room for a month and can be checked out, by using the check-out sheet on the Break Room counter. They will be filed alphabetically in the Library afterwards.

Don't forget we have a great DVD collection in the mailroom. Filed alphabetically. No need to sign out but please return to the book return tray in the Break Room when you're done. Happy reading and viewing!

Dave Clinton
Librarian

DCC & EQUIPMENT TUNE-UP CLINIC

After 18 months of absence, this Clinic will return on **Thursday, November 11th**, with some changes.

First of all, there will no longer be a "sign-up" sheet on the Bulletin Board, as that really didn't work before. For a while, anyway, the clinic will be limited to FOUR participants. In order to reserve a spot at the clinic, please email me and include the type and brand of locomotive or equipment that you want to work on (such as "Atlas GP38") and what you want to do with it (such as "install decoder"). Also, to begin with, the clinic will be reserved for SSMRC members only. I will confirm all requests.

If space is not available, you will go on a "waiting list", in case one of the four participants ahead of you cancels -- you will be notified. Otherwise, your name will go on the next month's list. You will be informed that the clinic is full in the confirmation, in the event you can't attend the following month so that you can let me know at that time.

Also, it is kind of crazy that I have lugged around the complete inventory of decoders to each session, so I will only bring decoders for the brand/type of locomotives in your reservation.

Reservations--email me at: daveclinton@verizon.net
Please feel free to also email me with any questions.
See you at the "Clinic".

EDITOR'S NOTES

1. **Thanks to all the members** who promoted and worked our "Fall Show and Open House". Considering the circumstances of beautiful weather both days, the Patriot's game at 1 on Sunday, and continuing Covid-19 fears, our Show and Open House was attended by 405 full-paying visitors and 285 seniors and children 5 and over. It was nice to get back together to show off our great layout and great facility!

.....*David N. Clinton*

"This is the day that the Lord has made; let us rejoice and be glad in it." (Psalm 118:24)

MEMBER NEWS

Congratulations to **Bill Garvey**, who was unanimously made an Honorary Member at this month's business meeting!

Al Taylor had a total knee replacement this month and is recovering at home. He looks forward to returning to the Club next month and, also, not having to crawl under things to get into the staging room, after the installation of the new section. Get well soon, Al!

Stan Rydell was to be released today from the rehab section at Linden Ponds. He was very much looking forward to this, as he's been "out of commission" for the past 6 months, with serious infection situations. We look forward to seeing you real soon, Stan!

Will Baker tripped on Columbus Day and fell smack on his knee cap...ouch! He is presently recovering at home, is in a brace and has to use a walker to get around. We hope you feel better every day, Will, and hope no permanent damage was done to your knee. It was nice to see him both days at the Show and Open House!

Peter Palica is at home recovering from successful surgery. Only the best results for you, Peter: continue to follow the doctor's orders!

Paul Cutler III made an excellent and very informative presentation, "The History of the New

Haven RR", at the monthly meeting of the "Friends of the Walpole Public Library" last week.

(Note: The "Health & Welfare Committee", Ye Ed, would like to hear of any member who is ill, hospitalized or special occasion news, so we can keep the membership advised of these happenings.)

BIRTHDAY CELEBRATIONS

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

Tom WylieNovember 5th
Fred FoleyNovember 17th
Gary MangelinkxNovember 23rd
Ed Bulman.....November 29th



Meanwhile, I've heard from these folks on

WHAT ARE YOU DOING?

Steve Wintermeier: "Wrapping up my fire station which now resides temporarily on the layout in Bellows (?) Falls. Getting set to hit the restart button on my Ebay sales for the club with a nice donation of G scale items that are not likely to



move at the Open House but should net a bit for the club to subsidize our operations and keep our dues in check ☐. In September we

went to Yellowstone and Grand Teton and on the way back to Salt Lake City we stopped at the Golden Spike National Historic site in Promontory, Utah - a.k.a. the middle of the middle of nowhere. Only the 119 was out that day while the Jupiter was undergoing boiler maintenance. The park ranger gave us a brief talk on why the entire day was a mess right down to the wrong date inscribed on the spike and some history on why Promontory never became a rail hub as intended (no coal, no wood and no water - but otherwise a great place for steam engines). A fun and interesting stop for anyone interested in railroad history."

Kurt Kramke: "I am busy with another layout redesign, third time a charm? I am also painting some brass locomotives that I purchased: a

Mountain, a J, and a Y5--the most expensive locomotive I ever purchased. I finished getting my 'Jawn Henry' painted, decaled, and installed sound."



Mike Dolan: "I brought the Flyover Bridge to the club last week for display. I'll try and get you some photos of the station that I am building. It's getting close to completion. Probably done by next month."

Chip Mullen: "I'm referring to this as LED month. During the course of the month, I found some very cool LED gooseneck exterior lights and worked with Bob Farrenkopf installing them over the roll up and exit doors of the background building he is building for the car service area of the Cedar Hills Passenger Yard. I spent two mornings helping Gunny build AC to DC non-flickering conversion circuits to supply power to marker and interior lights for 2 of his caboose; I built and installed 3 of those systems in my own caboose. I also figured out, I think, how to build and operate the 2 color marker lights used by the Union Pacific (red for running on the main or siding and green for "in the clear" parking or moving), using a TCS FL4 decoder with a red LED and a green LED. Finally, I acquired an Athearn RTR P42 in Amtrak's Phase V paint scheme to replace an



AMD103 in the Phase III livery to fully update my California Zephyr. After installing a TCS Wow Sound decoder, I installed LED head and tail lights, functioning ditch lights, and red marker lights. Let there be LIGHT!"

Jesse Collins: "Pics of new wheel machine going in."



Ron Clough: "I do appreciate those members that leave their donations of empty beverage containers at the club for me to redeem. Redemption income is down due the lower sales at the club and the loss of Jim South, who was a major donor from his employment at the Towers

Elderly Housing complex, but still a nickel each adds up to hundreds of dollars each fiscal year for the Club. I also do not collect Campbell labels anymore due to the fact that the 'Labels for Education' program seems to have ended and the Covid virus at the schools. I also still try to keep the outside grounds at the club looking presentable for us and the visiting public."

Bob Knapp: "This month, I did a paint job for a good customer. Over the past years I have installed all those Andersen sliders and the huge Azek deck. Great people and happy to spruce up their beautiful house."



Peter Palica: "As I recover from successful surgery 12-days ago, while staying at our Boston condo, I started assembling my CMR N-scale kit of the Belvedere Hotel located in Baltimore. At approximately 480 pieces this is proving to be a real challenge. Hope to see you all soon!"



Paul Cutler III: "Since the last issue, I've been keeping busy by working on the next Shoreliner magazine for the NHRHTA. It's about 75% done now; hopefully we have enough room left to finish the article on Taunton, without going into a 3rd issue.

Speaking of the NHRHTA, we just had our first train show appearance since March 2020 this past weekend at our SSMRC Fall show. We did pretty well as a dealer at the show, but I only had one of my full-time volunteer crew members on Sunday plus John Sheridan and Dave Clinton as part time helpers during the weekend. Most of our NHRHTA train 'show crew' are retirees who don't want to go to large social events just yet.

For modeling, I got four of the new Rapido PRR X31 boxcars and they are very nice indeed. However, I've been too busy to do much of my own modeling work in the last month.

At the club, I blew off the dust on my Registration Committee Chairman hat and put in all the outstanding loco registrations, that have been sitting on my desk since last year. All cards have been made with pockets added, and these have been put into the loco card drawer on the programming cart. I also had to update the membership roster, which as a tad out-of-date. I still have to print out the new loco registration book and install digital copies on the club computers.

At the last business meeting, I motioned that the next operation of the East Coast Lines be on **Monday, November 15th and Thursday, November 18th at 7:30PM**. Due to the construction expected to commence soon on the staging yards, this operation session will only be the nine local freights and maybe the freight yards (and passenger switching in Cedar Hill if there's interest).

RUNNING EXTRA

Labor Leaders Putting Members' Lives at Risk

Written by [Frank N. Wilner](#), Capitol Hill Contributing Editor, [Railway Age](#). 10/21/21

Call it the Twilight Zone of reality when three rail labor unions embrace the convictions of extreme-right public figures Tucker Carlson (Fox News), Republican Governors Greg Abbott (Texas) and Ron DeSantis (Florida), and

Republican Senators Ted Cruz (Texas) and Rand Paul (Kentucky) and oppose vaccine mandates intended to protect society against the deadly COVID-19 virus and its delta variant.

Inexplicably, as America hurtles toward 730,000 deaths attributed to this respiratory virus—with the Kaiser Family Foundation estimating that 280,000 of those deaths could have been prevented had the victims been fully vaccinated—three rail labor unions are threatening work stoppages if Union Pacific Railroad (UP) follows an Executive Order of President Biden. The order mandates that employees of all federal contractors—which include most railroads, as they transport defense and other government cargo—be vaccinated against COVID-19 and the Delta variant by Dec. 8. Those unvaccinated by Dec. 8 will be medically disqualified from work.

The three unions are the Transportation Division of the International Association of Sheet Metal, Air, Rail and Transportation Workers (SMART-TD), the Brotherhood of Locomotive Engineers and Trainmen (BLET) and the Brotherhood of Maintenance of Way Employees (BMWE).

Norfolk Southern on Oct. 20 announced its intention to comply with the Executive Order, and other railroads are expected to follow.

While the unions are not directly opposing mandatory vaccinations, their demands that Union Pacific collectively bargain such a result, including over additional pay for becoming vaccinated, has the potential to create a significant delay that will put in danger the lives of all UP employees, their families and others with whom the unvaccinated come in contact.

These are the same unions that perennially threaten job actions if even minor health concerns are not corrected immediately. The real-world reality is that vaccinations save lives, employers have an obligation to follow the law and provide a safe work environment, and unions have a contractual obligation to their dues paying membership to promote those members' health and welfare.

Yet, as some 1,500 Americans are dying daily from COVID-19 and its Delta variant, UP and these unions are in court as to whether the President's Executive Order takes precedence over existing collective bargaining agreements—the unions demanding that UP collectively bargain whether employees should be vaccinated and how much they should be paid to do so. UP is seeking binding arbitration, which itself can be time consuming.

While UP says existing labor-management agreements allow it to set fitness for duty standards, SMART-TD says that “all necessary action will be taken to prevent such vaccination mandates,” with BLET and BMWE in tow. And daily, while Rome burns and decision makers fiddle with process, more than 1,500 more mostly unvaccinated Americans will die and many thousands more will be hospitalized.

This kerfuffle doesn't belong in the courts or before arbitrators. It belongs before a mental health professional with expertise in psychiatric conditions. What may well be before courts eventually—and to the unions' great dismay—are civil actions brought by survivors of those who died because of the intransigence of union decision makers to put saving lives before process in the midst of a global health emergency.

Paying only lip service to the consequences of being unvaccinated—saying only that they encourage voluntary vaccination—these three unions are demanding instead that the time-consuming collective bargaining processes of the Railway Labor Act be followed. An example of the potential sloth pace of such a process is that unrelated negotiations over changes in wages, benefits and work rules have been dragging on between these unions and railroads for almost two years. Even a further month's delay in complying with the Executive Order is likely to devastate many railroad families as they lose a loved one as a result.

Do the operating unions—SMART-TD and BLET—really want their vaccinated members sharing locomotive cabs with the unvaccinated? In many respects, those cabs resemble an elevator. As to such an enclosed environment, says Portland State University indoor air quality expert Richard Corsi, if the occupants “are looking at you and speaking to

you, or if they cough, you're going to get this very high concentration of droplets even over a short time period." Medical experts warn that a virus thrives in enclosed environments. Trackworkers represented by BMWÉ similarly are at risk, often being in close proximity to one another.

There also is a bizarre economic outcome to the unions' resistance to mandatory vaccinations. COVID-related hospitalization costs, as reported by WebMD, exceed \$40,000, not including more expensive intensive care stays. Inexplicably, these unions, while already resisting higher healthcare insurance premiums, are themselves contributing to significant new healthcare costs by not embracing the science of vaccination and the imperative of immediate compliance with the Executive Order. The Centers for Disease Control reports that 99.5% of COVID-related deaths in recent months are among the unvaccinated.

There also is the threat of breakthrough infections caused by interactions between the unvaccinated and vaccinated. While medical data show vaccinations are some 95% effective in preventing hospitalizations, those who are immune compromised, such as those overweight, having lung ailments, suffering diabetes or battling cancer, "are especially vulnerable to a breakthrough infection as they do "not build the same level of immunity" from the vaccine, reports the Centers for Disease Control. Even those fully vaccinated and not immune compromised are receptors for the virus that is spread by the unvaccinated. It can be carried home to children too young to be vaccinated.

Christopher Martin, a professor of public health at West Virginia University, told Bloomberg news that "under-vaccinated pockets create more opportunity

for the virus to mutate," and "unvaccinated people are potential variant factories." Children's Hospital of Philadelphia warned that "the greater the number of unvaccinated people in a community, the more opportunity germs have to spread. This means outbreaks are more difficult to stem, and everyone is at greater risk of exposure—including vaccinated people."

The unvaccinated do more than risk their own health. They are, say infectious disease experts, a risk to everyone if they become infected; and they become the source of new coronavirus variants—one of which could become even more deadly than the Delta variant.

If these unions continue putting process before the health and welfare of their members—in contravention of the very purpose of their existence—then, perhaps, enlightened leadership at the Federal Railroad Administration will step in and issue an Emergency Order requiring immediate compliance with the President's Executive Order.

Previously, the FRA promoted—and with union acceptance—employee safety by banning the use of personal electronic devices while on duty. Nor have unions objected to bans on alcohol or narcotics that compromise workplace safety. Such risks pale in the face of the COVID pandemic.

Surely labor union leaders have not fallen victim to the cesspool of misinformation spread by social media. And they surely did not rise to top elected positions by playing Casper Milquetoast in the face of adversity. Pandering to process, or whatever, over the health and welfare of their members will prove a dark stain on their legacy. There is still time for these labor leaders to do what leaders do—and that is to lead, responsibly and aggressively.

EDITED FROM THE MILFORD DAILY NEWS, JANUARY 27, 2021

New trains to run through Milford starting Monday

By Alison Bosma

MILFORD — Grafton and Upton Railroad trains will begin running through Milford to Franklin starting next week.

The railroad company will take over the former CSX line through town beginning Monday, with trains moving through about twice a week, railroad President Michael Milanoski said.

Trains will be going about 10 mph, he said, in an area that has not seen rail traffic recently, pulling "a handful or two" of rail cars. The company is moving plastic pellets and lumber, according to a letter to Milford selectmen.

In speaking with Hopedale officials this week, Milanoski said the work is for Garelick Farms, and is part of the Franklin company's expansion.

"Reactivating the rail lines here in Milford, as well as neighboring communities, now you have trains going through people's backyards where for many, many years, the people that lived there never expected it," Selectman Thomas O'Loughlin said, "and now it's there."

Though the company is not restricted to any particular hours, Milanoski said he expects trains to run during the day, and

characterized the company as a "daytime railroad" in his letter to selectmen.

The railroad has been open and working since the 1800s, Milanoski said in an email to the Daily News, but the last loads to Milford were a couple of years ago, when the glass bottle plant on National Street was operational. That building is now occupied by Amazon.

"Although Amazon Prime has not reached out to GU," Milanoski wrote in his letter to selectmen, using an abbreviation for his company, "GU would be willing to deliver a supplemental means of providing freight service to Amazon in an effort to reduce some of the tractor-trailers they anticipate bringing products into their new building over local roads in a more environmentally-friendly manner."

Milanoski said the railroad upgraded and rebuilt the rail bed from Hopedale to Milford last summer.

"It's amazing to see and hear the trains coming through town, and they're going to be getting more and more visible," Board of Selectmen Chairman William Kingkade said.

There will be nine railroad crossings in Milford, according to the letter to selectmen. Depot Street will have two, by Pinz and the Depot Street Tavern, as will Howard Street, at Rte. 140 and Mellen Street. The rest are on Rte. 140, South Main Street, Vernon Street, South Cedar Street and Mellen Street.

"I think it would be really nice if we had the opportunity to take a ride," Walsh said this week. The railroad also provided selectmen with materials about track safety.



The last CSX freight through Franklin is seen passing through the Forge Park station on January 20, 2021. (Screen capture from video posted to YouTube by SS Rail Videos)