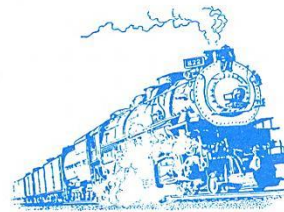


# The Semaphore

South Shore Model Railway Club

## NEWSLETTER

Home of the "East Coast Lines" since 1938



**NOVEMBER 22, 2021 ■■■■■■■■■■ VOLUME 41 ■■■■■■■■■■ NUMBER 11**



10-2021

# 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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### CLUB OFFICERS

President.....	Jack Foley
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Secretary.....	Eric Mercer
Chief Engineer.....	Fred Lockhart
Directors.....	Bryan Miller ('22)
	Bob England ('22)
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	Gary Mangelinkx ('23)

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**ON THE COVER:** Pictures from our Annual Fall Show and Open House October 23-24<sup>th</sup>. First Show, since March 2020. (Photos by Club Photographer Joe Dumas.)

*In Memoriam*  
**William A. Garvey**  
December 2, 1941-November 5, 2021



On Friday, November 5<sup>th</sup>, our fellow member and friend Bill Garvey passed away, after a hard fight with serious medical conditions for over two years.

Bill was born and raised in Dorchester. After graduation from the Gate of Heaven School, he joined IBEW local 103, where he was a member for over 50 years. He became a master electrician, after serving in the U.S. Marine Corps for 11 years of active duty, where he achieved the rank of Master Sergeant. He was in the Marine Corps Reserves for 13 years and continued his education, earning an Associate's Degree from Newbury College. Bill moved his family to Hanson and was a very active member in the American Legion, VFW, Boy Scouts and the Marine Corps' "Toys for Tots". In April 1994, he was sponsored as an Applicant in the SSMRC by Barry Doland (D). In October of that year he became a member.

This timing couldn't have been better, as we had obtained Building 51 in Bare Cove Park as our new home two years prior and were in the process of turning the shell of a building into the beautiful facility we now have. At the time, Doug Buchanan was our sole electrician member and having Bill come on board was a huge help in the very important, and necessary, installation of our high-voltage needs for the Club. Even though Doug did not know Bill before he joined, they soon found that they were working right across the street from one another in the State Street area of Boston.

Bill loved the SSMRC and was very generous with his time and money towards the Club. It sometimes seemed that he spent more time at the Club than with his family, which was probably the case. He was always willing to help with any electrical question or problem and would assist fellow members with their own projects. For me, many years ago, he installed a new 100-amp service in my home and his professional work was so well-known on the street, that the town Electrical Inspector didn't even have to come in and look at the work Bill had done; he just spoke with Bill out front of the house!

Not only did Bill know many specialty contractors but he had two contractor sons, which he shared with the Club. On a few occasions, when we had electrical or HVAC problems, his boys showed up and took care of the problems. He got his friends at Walsh Sheet Metal to donate all of the venting used in the train room for the HVAC unit. Right up until about three years ago, Bill continued to climb the 12-foot ladder and replaced all our fluorescent bulbs with L.E.D.s and installed other electrical fixtures and lights, during his time in the Club.

Bill loved operations and the Shows, when we were open to the public...and the kids in particular. He was always running a train and very often it would be a "Thomas the Tank Engine" train, which many of today's kids get very excited over. Bill would wear the "Top Hat" and play the part, while running his train; probably one of the few "Thomas" engines equipped with DCC! Bill would volunteer his time and efforts for all Show activities and "work night" projects.



Always with a smile and friendly greeting—we will miss him and have many happy memories because of his 27-year membership, friendship and sense of humor.

May you rest in peace...until we meet again.



David N. Clinton

# FORM 19 ORDERS

## TRAINS 'n TURKEYS

Wednesday, November 24<sup>th</sup> starting 10 a.m.

## NOVEMBER B.O.D. MEETING

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

## DECEMBER BUSINESS MEETING

Monday, December 6<sup>th</sup> 8 p.m.

## ANNUAL AUCTION

Monday, December 6<sup>th</sup> after Business Meeting

## DCC & EQUIPMENT TUNE-UP CLINIC

Thursday, December 9<sup>th</sup> 8 p.m.

## DECEMBER NEWSLETTER DEADLINE

Sunday, December 26<sup>th</sup>

## DECEMBER B.O.D. MEETING

Monday, December 27<sup>th</sup> 8 p.m.

## CONTESTS

Congratulations to **Ye Ed** on winning this month's "50-50 Raffle"...it's been a few years!



Congratulations to **Dan Peterson** on winning the contest drawing—a 50' Kadee Boxcar dressed for C&NW was his prize. How ironic, since he models the C&NW (sounds "fixed", if you ask me 😊)!

The three Amtrak trains serving Canadian cities are:

The **Adirondack** from NYC to Montreal.

The **Maple Leaf** from NYC to Toronto.

The **Cascades** from Eugene, OR to Vancouver.

Here's who else knew the answers:

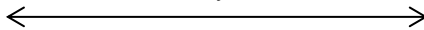
Doug Buchanan

Ed Bulman

Al Munn

Al Taylor

Savery Moore



For the **January Business Meeting**, Al Taylor has prepared a special Crossword Puzzle: "Amtrak 50<sup>th</sup> Anniversary Finale". This will be our usual **drawing** for new **2022 Railroad Calendars**. Everyone who enters with a correct puzzle will go home with a RR calendar. It also helps when those who participate in the contest donate a calendar to the selection. Extra puzzle entry forms in the train room—good luck!

## CHIEF'S CORNER

Fred Lockhart

FINALLY! The time had arrived: our fall show was over, so on Monday afternoon after the show, the

existing bench work between Bryant City and the temporary Boston yard started to come out. In about a week's time we installed the new section in its place and began the process of re-connecting it to the existing railroad. Demolition does not take as long as construction, but at this point I am very happy with the progress we have made. There are three connections areas. First, is the end near Bryant City and is almost ready for track; the second area is in the staging room and before Thanksgiving the bench work for that connection should be started. That one also involves the connection for the trolley system. The third is at the other side of the staging room, where the Boston mainline exits that room. If we have time, and the Operations Committee wants to re-use the temporary Boston staging yard, we will re-connect it with the yard extending into the open back area. If time is short with the March show approaching, we will just put a loop on the end of the Boston mainline, at the staging room, to accommodate continuous running for the show and then proceed after that. As I stated earlier, I am very happy with the progress which should continue even with the holidays that are approaching. With that I am going to close by wishing all of our members and readers a Happy Thanksgiving!



Fred Lockhart  
Chief Engineer



Photos by Paul Cutler III

**NOVEMBER 2016** (5 years ago)

- Tortoise switch machine contact problem discovered in many switches in Cedar Hill.
- P&W shareholders vote to approve sale of railroad to holding conglomerate Genesee & Wyoming.
- Railroad Museum of Pennsylvania in Strasburg becomes a Smithsonian Institution affiliate.
- New \$13-million layover facility for Amtrak's *Downeaster* trains opening soon in Brunswick, ME.
- The first of Amtrak's new "Viewliner II Dining Cars", *Annapolis*, shipped from CAF's Elmira, NY plant.
- First locos painted in Central Maine & Quebec's unique silver and turquoise scheme placed in service.
- Ex-BAR "Derby Shops" sold to the town of Milo, ME.
- 800-million gallons of water/year now shipping from Poland Springs plants to Ayer, MA, distribution center.
- *Downeaster* celebrates another milestone, with addition of mid-day, round-trip becoming 5<sup>th</sup> train.
- First "All-steam" Official Operations" held on a Sunday.

**NOVEMBER 2011** (10 Years Ago)

- Florida purchases 61 miles of track from CSX for "SunRail" Commuter line to be built.
- Amtrak completes year-long test of cattle-based biodiesel fuel used in P42s powering the *Heartland Flyer*
- 20 years after famous EMD plant in LaGrange, IL, built its last locomotive; Progress Rail (owner of EMD) begins building locomotives in U.S. in Muncie, Indiana.
- Amtrak experiments with "e-ticketing" system on *Downeaster* service.
- Union Pacific unveils "AutoFlex" railcar, a 90-ft-long convertible, multi-level car for shipment of vehicles.
- Newest steam loco on the Valley RR in Essex, CT, Chinese-built 2-8-2 transformed into New Haven #3025, makes first test run.
- 15 members attend reception "Remembering John Governor" at Club.
- Contractor completes new roof on Building 51.
- MBTA plans to cut 23% of Commuter Rail trains during winter storms to reduce delays and shutdowns.

**NOVEMBER 2006** (15 years ago)

- Last of the founders of the SSMRC, Robert Walsh, passes.
- NS purchases A-B-B-A set from KCS for business train.
- KGB (G-scale trains) files for bankruptcy.
- Sprague Street Bridge in Readville replaced.
- Pere Marquette 2-8-4 #1225 used as a pattern for locomotive in 3-D movie "The Polar Express".
- MTH negotiates new UP licensing deal for all model train manufacturers in all scales.
- Travel agents in 40 countries able to purchase Amtrak tickets through Web-based system called RailAgent.
- CPR turns over 146-mile Esquimalt & Nanaimo Railway to various groups on Vancouver Island; CPR-owned since 1905.
- First Pan-Am painted loco unveiled.

- Refurbished "Cab-baggage" dummy locomotives used on the *Downeaster* get new paint scheme.
- Former Wilton Scenic RR RDCs (ex-British Columbia) journey from New Hampshire to new home in Newport, RI.

- Name "Metroliner" passes into history, when trains #2300 & #2301 between Washington and New York begin carrying "Acela" banner.

- MBTA unveils first of a series of new, scratch-free windows on their fleet of passenger coaches.

- John Roberts joins the SSMRC.

**NOVEMBER 2001** (20 Years Ago)

- Weymouth and Braintree sign agreement with the MBTA for a "cut" through Weymouth Landing.
- UP unveils giant flag paint scheme to adorn all road diesel units when shopped.
- FRA announces new requirement for reflective stripes on freight car sides.
- UTU votes to merge with BLE on January 1<sup>st</sup>.
- VIA Rail Canada takes delivery of first of its order of GE P42 "Genesis" locos and painted in "Renaissance" scheme.
- *Flying Yankee* restoration passes "halfway point".
- New name for ex-BAR system unveiled: "Montreal, Maine & Atlantic RR".

**NOVEMBER 1996** (25 Years Ago)

- Last of Amtrak's second order of "Superliners" delivered.
- Iron Road RR's Bangor & Aroostook RR named "Regional Railroad of the Year" by *Railway Age*.
- CP discontinues "Dual Flag" logo.
- QBT runs over "new Old Colony" tracks to service Boston *Globe* paper needs.
- Amtrak takes delivery of RoadRailer equipment.
- Athearn announces premium line of equipment called "Genesis".

**NOVEMBER 1991** (30 Years Ago)

- Amtrak plans to import Swedish, high-speed, tilting train for testing on the Northeast Corridor.
- MWRA and P&G spend \$710,000 rehabbing Fore River RR.
- MA Governor Weld tells group in Augusta, ME, that he is optimistic rail service can begin between Boston, Portland and Augusta by early 1993. (Reality: Boston-Portland started December 2001-Ed.)
- Ex-B&M F7A #4268, sans internal workings, arrives at Conway Scenic RR.
- Amtrak Boston to NYC round-trip fare \$79.

**NOVEMBER 1986** (35 Years Ago)

- Operations Chairman John Governor declares first "All-Alco Night".
- Amtrak's "Arrow" reservations system linked to United Airlines' "Apollo System".
- GE decides against assembling 58 new Red Line cars at the old GSA building in Hingham Shipyard, due to NIMBY complaints.
- MBTA meets with Newburyport Selectmen to discuss restoring Commuter Rail service to Boston.
- U.S. Government decides Conrail to go private, with stock offering next year.
- Steamtown in Scranton, PA, in dire financial straits. National Park Service decides to take over operation.

**NOVEMBER 1981** (40 Years Ago)

- ✳️ Portable Layout (original) journeys to Maine in Chet Price's station wagon to "Wally World" train show.
- ✳️ 300 miles of former Rock Island RR torn up, after "The Rock" goes out of business.
- ✳️ Ossipee Aggregates and the State of New Hampshire join to restore 12 miles of Conway Branch south of Ossipee.
- ✳️ New railroad called Lehigh, Erie & Walkill System formed to study repair of Poughkeepsie Bridge over the Hudson and restore service between Connecticut and eastern New York. (Idea died but led to State Historic Park called "Walkway over the Hudson"—the World's longest, elevated pedestrian bridge. Visit if you have a chance!-Ed.)

**POTPOURRI**

**AMTRAK WILL BEGIN** introducing new ticket kiosk at three Northeast Corridor stations, the beginning of a rollout that will eventually cover more than 150 stations and more than 200 kiosks. Amtrak describes the machines as having "an updated user interface consistent with other Amtrak digital channels that allows for a minimum-touch experience for the most common in-station transactions." They can be activated by touch, card swipe, barcode scan, or inserting a headset, will allow customers to choose a departure from any station, and allow seat selection on any train offering reserved seating. The machines will eventually allow contactless payment and be able to send tickets to a customer's email address. Fully ADA compliant, the machines have audio instructions available and are 48 inches tall to accommodate use by someone in a wheelchair. Washington Union Station, the Joseph R. Biden Jr. Station in Wilmington, Del., and Moynihan Train Hall in New York City will be the first to receive the machines. The rollout will continue through the Midwest and West throughout the fall. (TN)

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**AMTRAK AND A MAJOR CONSTRUCTION** trade union have signed an agreement to provide a work force for projects that will be part of the passenger railroad's expansion plans. The Memorandum of Understanding between Amtrak and North America's Building Trades Union (NABTU), which represents more than 3 million construction workers, will help ensure consistent pipeline of workers, along with workforce training and standards for wages, health care, and pension. "The partnership between Amtrak and NABTU reflects a commitment to the workforce who will

help build the future of our country's rail infrastructure," Amtrak CEO Bill Flynn said. "As the son of a frontline railroad employee, I know first-hand the hard work, dedication and value union employees bring to their job." NATBU president Sean McGarvey said, "Today's agreement opens more career pathways of opportunities for our members and enables our gold-standard training model to deliver the highest quality work for Amtrak. ... With this agreement, we will continue to expand our diverse workforce and strengthen the economies of more communities all across the land." (TN)

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**AN AMTRAK TEST EXTRA** — with Siemens Charger ALC42 locomotives Nos. 301 and 300 bracketing a Horizon car and a Viewliner baggage car — heads west from Chelsea, Mich., during the wee hours of Oct. 28, 2021. Nighttime PTC testing for the new locomotives is based at nearby Jackson, Mich. (TN) Wow...that "Day One" paint scheme stands out nicely in the dark!-Ed.

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**UNION PACIFIC**, the Port of Long Beach, and the Utah Inland Port Authority have announced the launch of direct rail service between the Long Beach and Utah facilities to help address ongoing port congestion. The executive directors of the two facilities, Mario Cordero of Long Beach and Jack Hedge of the Utah authority, said in a joint statement that the direct, regularly scheduled service "will allow cargo destined for all of the Intermountain West to be rapidly evacuated from terminals in Long Beach to Salt Lake City for further distribution throughout the region. Much of this cargo traditionally moves to Utah, Colorado, Nevada, and Idaho by truck, and thus must be removed from the port terminals one container at a time. Reengaging this direct rail service will allow removal of blocks of containers at a time." (TN)

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**CANADIAN NATIONAL** will be the first North American buyer of Wabtec's FLXdrive battery-electric locomotive, for its Bessemer & Lake Erie Railroad. The railroad calls the locomotive's technology key to transitioning to a lower-carbon future, and says Pennsylvania's Department of

Environmental Protection is providing financial support under the Marine and Rail Freight Movers Grant Program. “As part of our sustainability strategy to reduce freight transportation emissions through innovation, we plan to continue to lead the sector by deploying low- and no-carbon technologies,” CN CEO JJ Ruest said. “At CN, we believe rail has a tremendous potential to reduce the environmental impact of transportation. As a mover of the economy, CN is committed to playing a key role in the transition to low-carbon economy.” (TN)

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**THE LAST SURVIVING**, intact diesel from the Lehigh & New England Railroad has been acquired by the non-profit Railroad & Industrial Preservation Society Inc., and will be restored to operating condition. L&NE No. 611, an S2 built by Alco in 1948, helped make the Lehigh & New England one

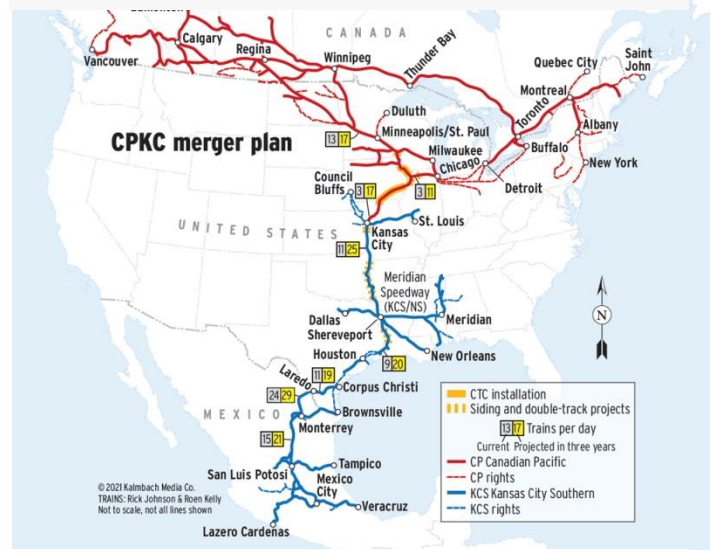


of the nation’s first fully dieselized railroad. It later worked for Ford Motor Co. at its River Rouge steel mill and for a grain mill in Emporia, Ind., before being returned to Pennsylvania in 2016 by the Lehigh & New England Preservation Society and the Lehigh Valley Chapter of the National Railway Historical Society. It is currently at the Allentown & Auburn, a 4.4-mile line between Kutztown and Topton, Pa., on the former Reading Allentown Branch. Railroad & Industrial Preservation completed acquisition of the locomotive on Oct. 31, the 60th anniversary of the abandonment of most of the L&NE. The organization is seeking to raise \$150,000 to return to the locomotive to service and provide for proper stewardship once it is operable. The organization projects restoration will be completed within 36 months. (TN)

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**THE PROPOSED MERGER** of Canadian Pacific and Kansas City Southern – the first combination of Class I systems in two decades, and likely the last – should win favor in Washington. More rail competition? To be named “Canadian Pacific Kansas City” has that in spades, since much of the forecast growth will come at the expense of other railroads.

More trucks off the highway? You bet! Environmental benefits, like reduced greenhouse gas emissions? Yup, by the ton! Support from shippers? Nearly universal! More jobs for labor? Yes, since you need more people to move and maintain more trains. And, finally, a focus on growth, backed by capital spending? CPKC is putting its money where its mouth is, judging from the dozens of capacity projects dotting its system map. While regulators may smile on the merger, you can be sure there are frowns in Omaha and Fort Worth, where Union Pacific and BNSF Railway brass are contemplating what traffic could be lost to CPKC’s new single-line service linking Texas and Mexico with the Midwest and Canada. CSX Transportation, Canadian National, and Norfolk Southern might have a thing or two to say about more robust competition from CPKC, too. Also on the radar for UP and BNSF: Concerns about unfavorable terms at KCS interchanges, particularly at the Laredo gateway that’s the busiest rail border crossing in North America. CP and KCS say they’ll keep all gateways open on reasonable terms, and that they welcome interchange traffic because it means more volume polishing CPKC rails.



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**THE PASSENGER TRAIN SERVICE** is expected to receive \$66 billion in federal funding from the \$1.2 trillion infrastructure bill that was passed two weeks ago. Amtrak CEO Bill Flynn said \$44 billion would go directly to the Federal Railroad Administration for state grants and other rail

projects. A portion of the remaining \$22 billion would be used for improvement projects across the Amtrak system. The projects receiving the biggest amount of money are expected to be the Gateway Project, which calls for replacing the Hudson Tunnel that connects New York with New Jersey, and the Connecticut River Bridge Replacement Project. Rail officials said the \$66 billion is a down payment for decades of underinvestment by prior president administrations. Flynn added Amtrak is excited about receiving the money, but noted future funding needs to happen to continue service upgrades. It cannot all stop with the \$1.2 trillion infrastructure bill. (RA)

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**THE CONWAY SCENIC** Railroad has purchased another ex-Maine Central GP38. This time, number 203 from the Vermont Rail System's Clarendon & Pittsford RR. Built by EMD in 1966 as MEC #255. It will join operating #252, already painted in the Maine Central's famous green & Harvest Gold. (B. Solomon)



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**VIA RAIL CANADA** will add a second weekly round trip of its Montreal-Halifax train, the Ocean, beginning Dec. 8. "The return of this second frequency of the Ocean is good news for our passengers who now have more travel options in time for the holiday season," Cynthia Garneau, VIA president and CEO, said. "We are excited to be welcoming our passengers and employees back on board, and we could not be happier to be able to finally proceed with this next phase of our gradual return to service in this region." VIA says it has confirmed all details of the service with infrastructure owner Canadian National. Eastbound trains will depart Montreal on Wednesdays and Sundays, with the westbound return trip departing Halifax on Sundays and Wednesdays. VIA's website says a third weekly round trip will be added in June 2022. Service on the route resumed Aug. 11, after having been suspended since March 2020. (TN)

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**WABTEC HAS SIGNED** contracts to build 100 ES30ACi Evolution Series locomotives for Egyptian National Railways, as well as a multi-year agreement to maintain the fleet. The dual-cab

locomotive is designed for high performance in high-temperature environments. It will be equipped with a 12-cylinder, 3,300-hp engine, A.C. traction, individual axle control, and dynamic brakes. With the new order, Egyptian National Railways will have more than 300 locomotives from Wabtec and predecessor GE. The locomotives are scheduled for delivery in 2023. (TN)

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**METRO-NORTH RAILROAD** has eliminated the last "dark territory" Manual Block System segment on its 271-mile commuter rail system, activating Centralized Traffic Control on its 27-mile branch between Devon and Waterbury. Previously, all Waterbury Branch trains operated under "Form M" manual block authority issued by the Rail Traffic Controller (Metro-North's term for train dispatcher) in New York. Metro-North operates all commuter routes north and east of New York's Grand Central Terminal, covering former New York Central and New Haven Railroad lines in New York and Connecticut. Each state owns its track, which is operated by Metropolitan Transportation Authority's Metro-North runs all of it as an interstate system. Over the past two decades, Metro-North replaced earlier automatic block signal systems on its Hudson, Harlem, and New Haven main lines with a bidirectional Centralized Traffic Control system, using ground-mounted signals only at interlockings. Locomotive engineers rely on cab signals between interlockings. This system also has been installed on the railroad's previously un-sigaled single-track Upper Harlem Line, and the New Canaan and Danbury branches in Connecticut. (TN)

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**A REPAINTING OF THE PENNSYLVANIA** Railroad GP9 diesel locomotive on display at Horseshoe Curve National Historic Landmark near Altoona, Pa., headlines several developments at the historic site where Norfolk Southern's former-PRR Pittsburgh Line climbs the Allegheny Mountains. The carbody now wears a correct shade of PRR's DGLE, or Dark Green Locomotive Enamel – often referred to both officially and unofficially as "Brunswick Green". The project was accomplished for less than \$5,000 and with about 120 hours of volunteer labor, according to





Joe DeFrancesco, executive director of the Railroaders Memorial Museum of Altoona, which administers the landmark. Opened in 1992, the site as it now stands consists of a small museum, gift shop, and trackside viewing park. Earlier, more casual versions of the park have existed since the 19th century. Horseshoe Curve was opened to rail traffic on Feb. 15, 1854, and has attracted tourists and railfans ever since for its innovative engineering solution to conquering a rise in elevation from 800 feet above sea level at Altoona to 2,100 feet at the summit, 12 miles distant. The Curve lies in the middle of that climb. (TN)

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**HORNBLASTERS**, which sells train horns for automotive use, has announced it is entering the locomotive market after acquiring assets of the Air Whistles product line of Leslie Circor Leslie Controls. Leslie, founded in 1905, is the oldest locomotive horn manufacturer in the U.S. and one of only two in the country



producing horns for locomotive use. It also manufactures valves, control instruments, steam conditioning systems and water heaters. "There is important heritage with the Leslie Controls brand, and we are proud to acquire the assets of their prestigious air whistles division," HornBlasters founder and CEO Matthew Heller said in a press release. (TN)

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**A COLLISION BETWEEN A BNSF** Railway train and a barge in Montrose, Iowa, sent coal hoppers and diesel fuel into the Mississippi River recently. The barge was parked along the shore of the river in a position that left the nose of the barge extending over the adjacent railroad tracks. A southbound train hit the barge at about 11:50 p.m., derailing two locomotives and six cars, BNSF officials told the newspaper. Two cars landed in the river, while three others ended up partially in the water. No injuries were reported, but several hundred gallons of fuel from the locomotive was spilled, with some seeping into the river, according to the Iowa Department of Natural Resources. The department and railroad are working with the Environmental Protection Agency and Coast Guard on cleanup efforts. (TN)

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## DISASTROUS

**FLOODING** has cut Vancouver Off From Rail, Road Service. Food and toilet paper have been stripped from grocery store shelves across British Columbia as panic buying follows the realization Wednesday, Nov. 17 that the previous day's Biblical flooding means road and rail connections with Vancouver and southwestern British Columbia could be disrupted for months.



There are now worries of imminent hunger and empty fuel stations in communities cut off from resupply by road or rail, with hundreds of people still marooned and waiting for evacuation by Canadian Forces helicopters. Some communities are without water, sewage power and natural gas as winter temperatures threaten to freeze homes. Both the CN and Canadian Pacific main lines along the Fraser River are out of service and will require heavy reconstruction of bridges and railbeds. Vancouver, the country's biggest port, is closed. Coal mined from the Rocky Mountains is piling up at loading terminals along the Continental Divide. Potash unit trains are backed up at mines in Saskatchewan. The Prairie grain harvest, which should be flowing West at peak seasonal volumes, is constrained to CN's northerly route from Edmonton to Canada's secondary Pacific port, Prince Rupert. A trickle of train movements over CP's Crowsnest Subdivision indicates some traffic may be moving from an interchange with Union Pacific at Eastport, Idaho, but flooding on the U.S. side of the 49th parallel has choked off access to alternative ports at Portland and Seattle.

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**THE FEDERAL RAILROAD ADMINISTRATION** last week approved Western Maryland Scenic Railroad 2-6-6-2 No. 1309 for service. The last Baldwin built for domestic service in 1949 immediately becomes the world's largest operating Mallet on a 17-mile mountain railroad that was once the Western Maryland main line, including iconic Helmstetter's Curve. The locomotive will immediately begin its testing and break in period, leading up to its operation on Polar Express trains

next month and regular service and special events next winter and spring. The former Chesapeake & Ohio engine only operated in regular service for six years before retirement and was displayed at the B&O Railroad Museum in Baltimore for years, before Western Maryland Scenic bought and moved it in 2014. The \$3.5 million restoration of the large articulated was a monumental task for a tourist railroad of modest means and working in a former Western Maryland car shop. (TN)

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**CANADIAN PACIFIC** has set the details for a concert to be live-streamed as part of its virtual version of the CP Holiday Train. The Dec. 18 event, dubbed the “CP Holiday Train at Home” concert, will originate from the train’s cars in Calgary. It is part of CP’s continuing charity efforts with the train sidelined for the second year in a row because of the COVID-19 pandemic. “With the ‘Holiday Train at Home’ concert, CP hopes to inspire support for food banks across North America,” CP President and CEO Keith Creel said in a news release. “Though we are disappointed we again cannot bring an in-person show to communities along our rail lines, it fills us with joy to bring together such outstanding musicians for a performance that will help feed Canadians and Americans in need. The CP family looks forward to bringing the Holiday Train back on tour as soon as it’s safe.” CP will donate \$1.24 million this year to 198 food banks in communities that ordinarily host Holiday Train events. In a normal year, CP calls on attendees at local shows to make a cash or nonperishable food donation. Viewers seeking to donate will be directed to Food Banks Canada and Feeding America, the national organizations that support community food banks in their respective countries. Viewers are also encouraged to give to their local food bank. (TN)

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**THE MBTA HAS OPENED** two new stations on the B Branch of its Green Light Rail Line, marking completion of its \$29 million B Branch Station Consolidation Project. Riders on the agency’s Green Line can now board trains via new accessible platforms compatible with low-floor vehicles and improved stations. The project was completed ahead of schedule by several weeks, with crews working 24/7 for seven weeks. In addition to the station, work crews were able to upgrade two intersections and renew 5,000 feet of track. The newly opened stations combined the old St. Paul Street and BU West Stations into one station — Amory Street Station — and the old Babcock Street and Pleasant Street Stations into

one station — also called Babcock Street Station. With the completion of the project, four inaccessible stops have been consolidated into two accessible stations for riders of all abilities. (TN)

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

### TRAINS

Coming Back

Amtrak’s handling of pandemic

Intermodal’s Pandemic Pandemonium

Going Long

In My Own Words

Helping Each Other Out

### RAILROAD MODEL CRAFTSMAN

Canadian Pacific Enclosed Water Tank

Perspective

The Story of Interchange

Diverging Points

Three Rules to Live By

### MODEL RAILROADER

Using LEDs to Model Fusees

Going Out East

On Operation

Going to Rules School

### PASSENGER TRAIN JOURNAL (2021-4)

From the Rockies to the Red Rocks

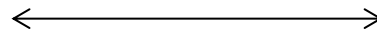
Rocky Mountaineer

NO National Priority

National Limited

Jonesy’s Big Adventure

PTJ’s 50<sup>th</sup> Anniversary Amtrak Crossword Puzzle



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



As we have done for over 30 years at the SSMRC, started by Bill Garvey (USMC), we are participating in this holiday tradition, with a box set up in the meeting room to collect Toys for Tots. This is an extremely worthwhile cause, which was started many years ago by a Marine wanting to help make Christmas special for less fortunate children. The drive has blossomed into a huge, country-wide collection, which helps thousands of children experience the joys of Christmas. Donated toys are to be new and unwrapped. Please place in the yellow box marked “Toys for Tots”. The collection

will continue until the weekend before Christmas. Thanks to all who participate in this great cause and in honor of our recently-passed member Bill Garvey!

## LIBRARY CORNER

This month's donation to our Library is:

Conrail Business & Research Trains—The Special Equipment Fleet, by Brock Kerchner and Wes Reminder; Garbely Publishing 2021.

Wow...everything you want to know about all of Conrail's Business and Research trains and equipment is included in this 400+ page, hardcover book. 95% color photos and specs on every piece of equipment. Conrail's short life from April 1, 1976 to June 1999 produced quite a history of special equipment. I never knew that of their four E8s, one was from the Erie and one from the Lackawanna, with the other two from the Pennsy. One of their sleepers was the former "Spirit of Youngstown", a PS-built 10 & 4 for the Erie and ran on the EL's "Phoebe Snow" from Hoboken to Buffalo in the '60s. Just two things that I learned that were of special interest to me, since I have modeled those railroads for years.

**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

Only one attendee at this month's clinic:

**Eric Mercer** brought his four Kato SD40-2 locos, two in Soo Line, one in UP and one in CP Rail paint. He wanted to "speed-match" them, so that they weren't fighting each other when mu-ed. Despite them being from the same manufacturer, they were obviously from different "runs" and didn't "play well together"! I'm not well-informed of the procedure and called fellow member **Paul Cutler III**

to the rescue (mine). He graciously gave up 30-minutes of his time, preparing the Official Operations set-up, and got all of them running nicely together. When they are hooked up to a decent freight train, they will work even better, as the "drag" of a train tends to even out all the locos. Thanks, Paul!

The next clinic will be Thursday, December 9<sup>th</sup>. 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. Reservations--email me at: [daveclinton@verizon.net](mailto:daveclinton@verizon.net). Please feel free to email me with any questions about the clinic, also.

## EDITOR'S NOTES

1. For the second year in-a-row, I will not be hosting "**Junk Food Jollies**" in December. I'm sorry about this, as it's always been a fun time together away from the Club. But, with the continued ups and downs of the Covid-19 pandemic, I don't think it would be smart to have a group of us, all from different households, getting together just before the holidays. I would feel very bad, if someone got sick and then took it home to their loved ones and friends. Keeping my fingers crossed that we get to "herd immunity" and can be safer next year.
2. If you're looking to cut out the artificial sweeteners used these days in everything, particularly "high-fructose corn syrup", Jack has added "**Honest Ice Tea**" to our vending machine, as an alternative to carbonated selections. It is "Just a tad sweet" with all-natural flavors, including Blueberry and Concord grape. A very nice alternative!
3. I hope that all member and their families have a very **Happy Thanksgiving** and safe travels!



.....*David N. Clinton*

"Surely goodness and mercy shall follow me all the days of my life, and I shall dwell in the house of the Lord my whole life long." (Psalm 23:6)

# MEMBER NEWS

**Fred Foley** broke his leg recently and is at home recovering. A speedy recovery to you, Fred!

**Will Baker**, unfortunately, had a set-back with his knee and had to have a second operation a week ago. We wish you all the best with a complete recovery this time, Will!

Welcome to our newest Applicant, **Jeff Griessmer** of Quincy. We look forward to getting to know you, Jeff, during the next few months!

(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:

- Jay Pease (H).....December 2<sup>nd</sup>
- Stan Rydell.....December 6<sup>th</sup>
- Chris Barlow.....December 12<sup>th</sup>
- Paul Feeney.....December 13<sup>th</sup>
- Will Baker.....December 14<sup>th</sup>
- Ron Clough.....December 15<sup>th</sup>
- Bill Sims.....December 21<sup>st</sup>



Meanwhile, I've heard from these folks on

## WHAT ARE YOU DOING?

**Matt Sisk:** "I know sometimes you ask what folks have been up to... well here ya go:" Here's a picture of Matt, during a recent Grouse hunting session in New Hampshire. Done under the direction of Frost Fire Guide Service, Matt and his dogs Brutus and Nero were successful!



**Ross Hall:** "I have all the track laid for my garage layout on Cape Cod. Now it's a matter of creating car cards and waybills for the rolling stock. I also must be naming all the industries, so the local switchers have appropriate spots for the freight cars. There is a Moxie bottling plant (Yes, Barry and I shared that in spades!) Next to it is the Malarknert Furniture Co's big Walthers backdrop plant, so lots of cars will be in and out of there!"

**Roger St. Peter:** "Been busy with my grandson, working on the layout and working at my daughter's house--moving a wall to enlarge their driveway. Golf (is) kinda done and



now winter work coming together...gotta keep busy!"



**Ron Clough:** "I'm still working on getting my mom's house in Waltham sorted out. Have been very busy with the Boston Street Railway Association store and have shipped over 60 orders so far this month! I would like to mow the SSMRC grounds one more time, if the weather cooperates."

**Chip Mullen:** "What to call this month? The direction it took started during the summer, when Al Munn showed me a couple Bowser SD40-2Fs that he had acquired. He told me a little of their history, starting with their original development by the Canadian Pacific where they were called "Red Barns". As a former CP employee (CP Ships), I felt compelled to acquire a CP version of the 40F for my own fleet. That led me to look for an engine to pair with it and since the 40F is by Bowser and is a very impressive model, I



looked for other Bowser engines of that era. After a long search for a good engine and the money to pay for it, I obtained a Bowser MLW M630. After removing the light tubing in both engines and replacing the head, tail and ditch lights with SMD LEDs, I ended up with a beautiful lash-up. I was so impressed with Bowser's quality that I later found one of their Baldwin DRS 6-6-1500 in Chesapeake & Ohio colors on eBay that I couldn't pass up! Then, Al McCarty showed up one morning with a new Atlas Fairbanks Morris H16-44. That engine impressed me as well, so last week I found one at Yankee Dabbler in Southern RR colors on sale at a great price, so it, too, got added to my fleet. So, a Red Barn EMD, an MLW Alco, a Baldwin, and a Fairbanks Morris. Maybe this has been "off the beaten

path engine" month. More likely though it should be called 'jealous of my fellow club members' month!"



**Peter Palica:** "As an avid New York Central fan, in past years I would occasionally have the good fortune to acquire pieces of memorabilia from my favorite railroad. Below from my collection is the engraved ship bell from New York Central tug #18."



**Bob Knapp:** "Not too much this month, except had a wonderful party for my youngest granddaughter who turned one. My son and Michelle really did a great job with all the plans, decorating, cakes my son made and venue at Braintree Moose. Big family and lots of children!"

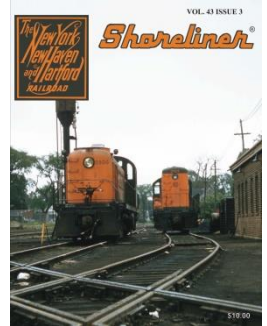


**Savery Moore:** "I've spent most of the past month clearing the eleven 90' trees that fell during the October 26<sup>th</sup> storm." (Ugh-Ed.)



**Kurt Kramke:** I have been checking out the trackwork for glitches, trying different locations for non-rail buildings, finishing the wiring of DCC, and making sure equipment is up to standards. The club here has a display layout at the light show. We have to do this for free for our rent in the parks and recreation building. Planning on coming to the spring show and maybe to 'The Big E'".

**Paul Cutler III:** "Since the last *Semaphore*, I've pretty much finished the latest issue of the NHRHTA's *Shoreliner* magazine Volume 43 Issue 3, which is the second part about Taunton from the last issue. Seen here on the cover are an RS-2 and an HH660 in the engine service area just south of the old station in the center of Taunton.



"At the club, the big news was the Official Operation Session we had on the 15th and 18th. It's the first one we've had since February 2020. We could only run the local freights, as the large chunk missing out of the layout prevented mainline scheduled trains, but that's okay. I wanted



to do a "soft opening" anyways, just to get back into the swing of things. During the first session, we ran 7 of the 9 local freights, which included the all-new Steel Mill switcher. Across the layout, we found many problems with dead spots and bad switches. These have been noted and will be given to Chief Engineer Fred Lockhart once I get them written down.

"As for registration at the club, a new updated printout of the loco roster is now hanging up in the Model Shop. A digital Excel file has been uploaded to the lunch room computer on the desktop. Feel free to copy it if you wish. A new car roster has not been printed because no one has registered any new cars since 2019.

"We are also going to have our 'Annual Auction' this year, after the December business meeting. Please bring your excess train items (or homemade desserts) to be auctioned off to raise

money for the club. A reminder that we will take credit cards if you forget to bring cash.

“For my own modeling, I really haven’t done a thing this month. I’ve been busy doing outside work around the house or getting ready for Operations. All in all, it’s been a busy month!”

**Ye Ed:** I finally finished painting “The Gloucester Draw”, which will go in the recently-installed section on Leg 3. The prototype double-track bridge over the Annisquam River in Gloucester was built for the B&M by the Strauss Basculer & Concrete Bridge Co. of Chicago in 1910. During the past two years, the bridge has been replaced with two single-track lift bridges. This Overland Models version was built by Cheyenne Industries in China in 1999. Overland was experimenting with shifting brass construction to China, as the Korean prices were rising fast. It turned out to be quite unsuccessful, with only one steam locomotive produced, an 0-6-0 in B&M and



NH. This loco ended up having to be sent back to the factory at least twice for corrections. Quite a few bridges were done at the same time, this being one of them. It is extremely delicate and parts broke off every time I handled it! Very poor “cold solder” work, I found. It may be too “fussy” to install and Ebay could be an alternative. “Time will develop matters”, as my mom used to say. It’s been on my “project shelf” for pushing four years, so I’m happy to see it leave! Savery’s crew will have to build three piers for installation; I have prototype pictures and plans.

**RUNNING EXTRA**

**Infrastructure bill addresses Amtrak priorities, congressional requirements**

By Bob Johnston, *Trains* magazine | November 8, 2021

The \$66 billion set aside for passenger rail in the \$1.2 trillion Infrastructure Investment and Jobs Act holds the

promise of jumpstarting projects across the country, but the Federal Railroad Administration still must develop criteria to prioritize which investments receive funding. Those criteria are will have to be determined in the next 180 days, but Deputy Federal Railroad Administrator Amit Bose told *Trains* News Wire last month, “There’s no other way to dice it: state support and involvement is essential. So is host railroad agreement and support of those projects.”

His remarks were made following a presentation in Chicago. More than half of the money prescribed in the five-year funding plan, \$36 billion, is in this “Federal-State Partnership for Passenger Rail” category. Direct grants to Amtrak in the infrastructure bill and companion five-year Surface Transportation Investment Act reauthorization include \$12.5 billion for Northeast Corridor and \$28.6 billion for National Network projects that don’t carry the state-match provisions, typically 20% of the cost. But the company expects to be a willing participant in efforts to help states begin investing in new routes touted in its “ConnectsUS” expansion plans.

**Amtrak’s spending priorities**

Long-postponed Northeast Corridor infrastructure projects would be the major beneficiary of the infrastructure investment, but because there has never been dependable annual funding from which to form a cohesive prioritization plan, these are at various stages of development. Amtrak must decide whether to allocate money for necessary environmental work, preliminary engineering, or actual construction. In a statement to News Wire, Amtrak says these projects include:



Replacement of New Jersey’s Portal Bridge, as seen from an Amtrak geometry car in 2013, is also part of Amtrak’s infrastructure priorities. (Bob Johnston)

- The Hudson Tunnel Project and other elements of Gateway such as the Portal Bridge over the Hackensack River;
- East River Tunnel renewal between Manhattan and Queens in New York;
- Replacement of Baltimore’s B&P Tunnel, opened in 1873;

— Susquehanna and Connecticut River Bridge renewal or replacement;  
— Station projects, including clearing a backlog of Americans with Disabilities Act compliance issues at a number of Northeast Corridor locations, including routes to Harrisburg, Pa., and Springfield, Mass.  
National network funding would also help rectify ADA deficiencies outside of the Northeast Corridor and “infrastructure improvements on certain national network routes.”

Amtrak says both pots of money “would support new passenger equipment for state-supported and long-distance trains” and “new passenger trainsets to replace the 45-year-old Northeast Regional Amfleet trains.” The company has already placed a \$7.3 billion order with Siemens for 73 trainsets, including a parts and servicing agreement. The Washington Department of Transportation and Virginia are participating in that procurement, but plans to replace long-distance equipment have not advanced passed the theoretical stage.

#### **Required Amtrak reforms**

The Amtrak funding does have strings attached. Among the required reforms in the reauthorization:

- Updating cost accounting methodology and transparency, to be developed in conjunction with the State-Amtrak Intercity Passenger Rail Committee. States have complained Amtrak costs are only revealed after a service change.
- Revising the company’s mission statement to maximize the benefits of federal investment, providing service to rural communities, and recognizing the importance of long-distance routes, whose frequency or operations cannot be discontinued or reduced as long as Congress provides sufficient funding.
- Reconstituting the Amtrak Board of Directors along geographical lines, with at least two members each from Northeast Corridor, state-supported, and long-distance routes. The terms of all current board members have expired, but new members still must be nominated by the President and confirmed by the Senate.
- Stations averaging at least 40 passengers per day must be staffed with a ticket agent.
- Provide greater financial information transparency in reporting to Congress.
- Remove “break-even” food service provisions of the previous reauthorization and establish a working group to improve onboard food and beverage delivery.

## **All Aboard For Our ANNUAL HOLIDAY AUCTION!**

*Building 51, Hingham, Mass. 02043*

### **Monday, December 6th After the Business Meeting!**



*All profits go into the club’s general fund.*

*A preview will be available the week before the Business Meeting in the foyer.*

*Items will include some of our older club cars from years gone by.*

*Sale terms: cash, personal check or charge card presented at end of the auction.*

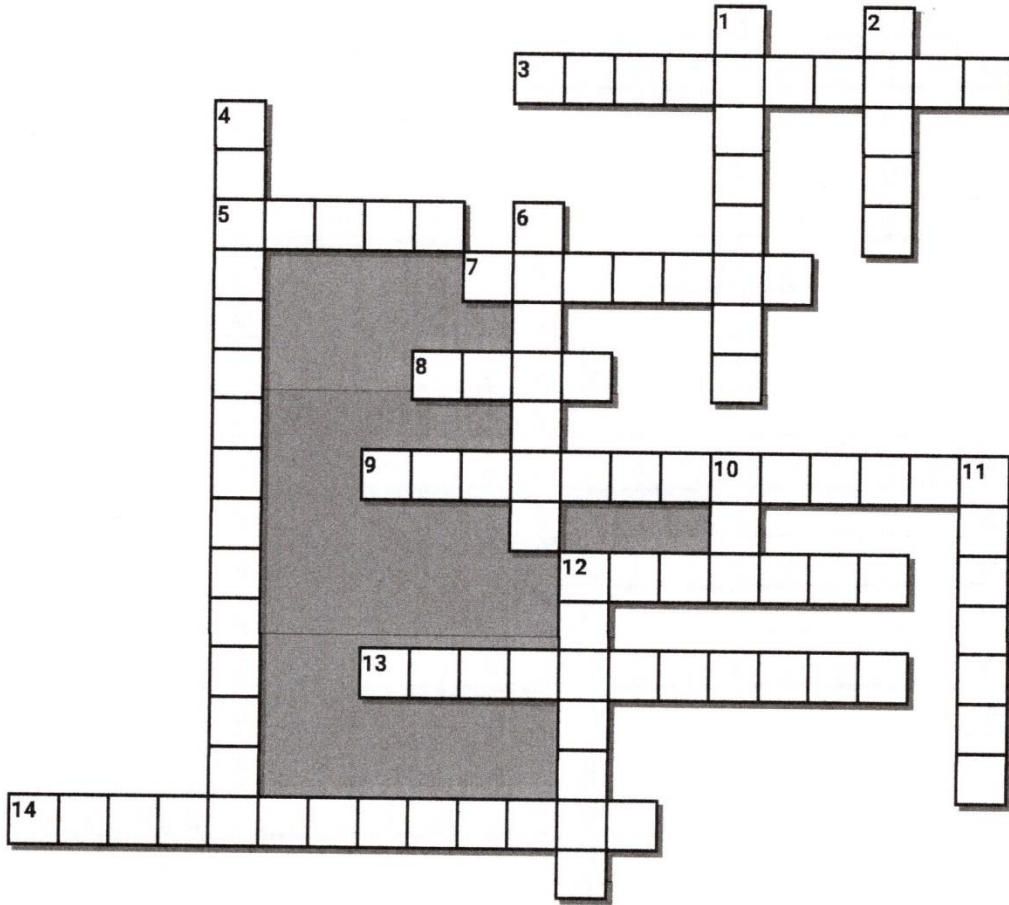
## **COME JOIN THE FUN!**



**Lt. Col. (Hon.) Paul A. Cutler III, O.W.E. Auctioneer**

Name \_\_\_\_\_

### Amtrak 50<sup>th</sup> Anniversary Finale



#### Across

3. IN 1989 AMTRAK PURCHASED HORIZON CARS FROM WHAT BUILDER
5. WHO WAS AMTRAKS FIRST PRESIDENT
7. AMTRAKS ORIGINAL NAME
8. IN 1975 WHAT COMPANY TURNED OUT AMFLEET CARS
9. WHO BUILT FIRST LOCO EXPRESSLEY FOR AMTRAK
12. WHO WAS AMTRAKS FOURTH PRESIDENT
13. AMTRAK PLACES ORDER FOR ELEVEN POWERED CARS OF FRENCH DESIGN KNOWN AS \_\_\_\_\_
14. AFTER HURRICANE KATRINA WHAT AMTRAK TRAIN WAS SUSPENDED INDEFINITELY EAST OF NEW ORLEANS

#### Down

1. FIRST STATE SUPPORTED TRAIN FROM BOS TO NYC ON INLAND ROUTE
2. WHICH PRESIDENT SIGNED THE ACT CREATING AMTRAK
4. IN 1975 AMTRAK ORDERED 235 BI-LEVEL SUPERLINERS FROM WHAT BUILDER
6. WHO IS AMTRAKS PRESIDENT NOW
10. AMTRAK BEGINS OPERATION ON -- 01, 1971
11. IN 1975 AUTOTRAIN SERVICE WENT FROM LORTON VA TO \_\_\_\_\_FLA
12. FIRST TRAIN OPERATED WAS A \_\_\_\_\_ FROM NYC TO PHILA