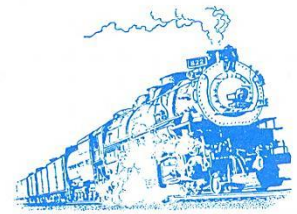


# The Semaphore

South Shore Model Railway Club

## NEWSLETTER

Home of the "East Coast Lines" since 1938



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**OCTOBER 24, 2022** ■■■■■■■■■■ **VOLUME 42** ■■■■■■■■■■ **NUMBER 10**

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Alco PA-1s #16 & #19 Pull Amtrak's "Adirondack" on it's inaugural run to Montreal near Ft. Ticonderoga, with it's namesake mountains in the background.



# The Semaphore

David N. Clinton, Editor-in-Chief



## CONTRIBUTING EDITORS

Southeastern Massachusetts.....	Paul Cutler, Jr.
“The Operator”.....	Paul Cutler III
Boston <u>Globe</u> .....	Paul Bonanno
Western Massachusetts.....	Ron Clough
Rhode Island News.....	Tony Donatelli
“The Chief’s Corner”.....	Fred Lockhart
“Behind the Scenes”.....	Savery Moore
Mid-Atlantic News.....	Doug Buchanan

## PRODUCTION STAFF

Publication.....	Al Munn
	Jim Ferris
	Bryan Miller
Web Page .....	Savery Moore
Club Photographer.....	Joe Dumas
Guest Contributors.....	Will Baker; Jack Foley

*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. ©2022  
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VOLUME 42 ■■■■■ NUMBER 10 ■■■■■ OCTOBER 2022

### CLUB OFFICERS

President.....	Jack Foley
Vice President.....	Rich Herlihy
Treasurer.....	Will Baker
Secretary.....	Eric Mercer
Chief Engineer.....	Fred Lockhart
Directors.....	David Galbraith (*24)
	Bob England (*24)
	Roger St. Peter (*23)
	Gary Mangelinkx (*23)

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**ON THE COVER:** Scenes of the State of New York-sponsored Amtrak train, the *Adirondack*, on its inaugural run on August 6, 1974. (Rapido Trains PA-1s, Walthers and Rapido passenger cars.) DNC photos.

## FORM 19 ORDERS

**Fall Show and Open House**  
**Saturday, October 29<sup>th</sup> 9 a.m. – 4 p.m.**  
**Sunday, October 30<sup>th</sup> 10 a.m. – 4 p.m.**

### OCTOBER B.O.D. MEETING

Thursday, November 3<sup>rd</sup> 8 p.m.

### NOVEMBER BUSINESS MEETING

Monday, November 7<sup>th</sup> 8 p.m.

### DCC & EQUIPMENT TUNE-UP CLINIC

Thursday, November 10<sup>th</sup> 8 p.m.

### PRR TECHNICAL & HISTORICAL SOCIETY VISIT

Saturday, November 19<sup>th</sup> 11:30- 3:30 p.m.

### TRAINS 'N TURKEYS

Wednesday, November 23<sup>rd</sup> 11 a.m. – 4 p.m.

### NEWSLETTER DEADLINE

Sunday, November 27<sup>th</sup>

### NOVEMBER B.O.D. MEETING

Monday, November 28<sup>th</sup> 8 p.m.

## CONTESTS

Congratulations to **Jim Ferris** on winning this month's "50/50" drawing!

↔  
For the December Business Meeting, here's another "Word Find" from Al Taylor, may he RIP knowing that he is still causing enjoyment at the SSMRC. Puzzle at the back of the newsletter. Extra copies in the train room. Good luck!

## CHIEF'S CORNER

Fred Lockhart

This is my October column for the newsletter, it's also our Fall Open House and Show time. By the time members read this, it may be Tuesday morning before the show and there will still be time to get out flyers, place signs and any other way we can promote our show. One other thing about the show that needs addressing is the stuff that sits in the middle of the train room between shows, it's the same stuff just going back and forth between the shop and the train room each show; a lot of it



does not get used, it needs to be thinned out. As we have expanded the railroad there is less space for dealers, do we need all the old wooden tables? Do we need all the old chairs? Are we going to an outside venue if we expand the railroad further? After the show as we empty out the shop we need to look at this, so the stuff doesn't just sit there until March. Just my opinion.

On to progress on the railroad--mostly in the area of scenery: the end of the Cedar Hill arrival/departure yard, near the steel mill, has seen a lot of work over the last month, with the addition of vehicle repair shops and the steel mill office buildings with roads to access them. There has been more ballasting of the leads to the freight and passenger yards. Near the diamond crossing of the Mountain Division by the narrow gauge line, I notice what looks to be a hobo encampment (near the backdrop); very appropriate for the era we are modeling.

A couple of notes about the show: everyone who has signed up to operate for the show has been assigned a track. However, there always a few members show up Saturday and need a track, too, which is not a problem. However, I won't be there Saturday morning so John Sheridan will be covering for me so see him for an open track. As a reminder, don't forget your radios. If we have someone dispatching, they will be necessary. Last item--late Friday we will clear the command station of addresses. If you have consisted locomotives, you will need to redo them Saturday morning--the next paragraph will clarify why we do that.

Another reminder, when members are operating on the railroad, when you are done for the day or change to another locomotive, please shut off all of your functions and "Dispatch" your locomotive. Why you ask? Well, if we don't, there are only so many places for addresses in the command station; they are known as "slots" and when they get full you will get the message on your throttle "SLOT MAX". When that happen, you can't enter another address and MU'd locos and most likely your throttle will act weird. So, if we all remember to do that it takes a lot longer for the slots to max out because people are going to forget to do it and it just happens. I think a good solution to this is to clear the command station on a regular basis, I will have this conversation with Bob and Paul, it shouldn't be too hard to figure out.

That's it for this month. I hope we have a good show and we all have some fun...till next month.

Fred Lockhart

**OCTOBER 2017** (5 years ago)

- Siemens and Alstom merge their rail operations to better compete with China's state-owned China Railroad Rolling Stock Corp.
- East Broad Top RR owner, Joe Kovalchick, puts all railroad property up for sale.
- Amtrak releases images of Avelia Liberty trainsets to be produced by Alstom in Hornell, NY.
- First 4-car set of MBTA Orange Line cars made by CRRC, to be outfitted in Springfield, MA plant, are shipped from China. First of 152 cars for Orange Line and 252 for the Red Line.
- Ex-NYC Bay Window Caboose, purchased by Joe Burgess from the closed Old Colony & Fall River Museum, used in track service by MassDOT.
- Hell Gate Bridge, between the Bronx and Queens on Amtrak's Boston to NY main, celebrates 100<sup>th</sup> anniversary.

**OCTOBER 2012** (10 years ago)

- Amtrak in process of replacing Niantic, CT bridge, as well as restoring boardwalk and grooming the beach.
- MBTA chooses Beverly Scott, from Atlanta's MARTA as head of the authority.
- Japan's Nippon-Sharyo chosen to build 130 bi-level cars for several Amtrak mid-west corridors and California. To be built in Rochelle, IL
- Genesee & Wyoming completes its acquisition of shortline giant RailAmerica.
- Massachusetts to acquire 90 miles of CSX track to expand commuter rail. Included are 45 miles from Worcester to Boston and 37 miles from Taunton to Fall River and New Bedford.
- Federal and State officials celebrate the completion of Vermont's federally-funded rail corridor upgrades between Vernon and St. Albans. First passenger rail stimulus project to be completed under the initiative.
- Amtrak offers free smartphone app for Android phones
- MBTA general manager travels to Korea, to find out why 2-year delay in delivering 75 double-decker cars.
- Iowa Pacific Holdings plans to acquire 80% interest in Cape Rail, Inc. and its subsidiaries.
- East Broad Top does not operate seasonal tourist trains for first time, since stopping service in 1950s.
- The era of the train order ends on standard-gauge North American railroads, with one written for a Long Island Rail Road train.
- Nice picture article about the SSMRC in the Globe South section a month before our Show.
- Chip Mullen joins the SSMRC.

**OCTOBER 2007** (15 years ago)

- Canadian National acquires Elgin, Joliet & Eastern Railway Co. for \$300 million.
- Interesting: when the Great Northern Rwy was ready to retire its last steam locomotives, its first diesels were ready to be retired as well!

- Marklin acquires assets of LGB "G"-scale trains.
- Mass Coastal RR awarded contract to operate the 60-miles of EOT rail lines in Southeastern MA.
- "Trash Trains" become "Energy Trains" on MassCoastal RR.

- Norfolk Southern operates nation's first revenue service train equipped exclusively with electronically-controlled pneumatic brakes.
- Saco, Maine breaks ground for new train station.
- NJ Transit plans to build new \$7.5 billion rail tunnel under the Hudson to Manhattan. (Never happened-Ed.)
- Canadian Pacific completes purchase of Dakota, Minnesota & Eastern RR.
- Start-up of Greenbush Line service set for Monday, October 31st –Halloween.

**OCTOBER 2002** (20 years ago)

- Kato introduces first HO passenger car: a "Business Car" with lighted tail sign.
- Amtrak ends "satisfaction guarantee" program, which gave out free Amtrak travel.
- Long Island Rail Road and Metro-North Commuter Rail merge operations.
- Finger Lakes Railway takes over operations of MassCentral in Palmer.
- Phase I of rebuilding Buzzards Bay RR Bridge completed.
- Genesee & Wyoming RR makes largest purchase to date, with acquisition of Utah Railway Co.
- BNSF is first RR to offer full money-back guarantee for carload traffic.
- Bangor & Aroostook System to be sold to Rail World, Inc., the only bidder.
- "Friends of Canaan Union Station" (CT) formed to get donated funds to restore station, torched by teenage vandals in 2001.
- NS introduces modified logo, which includes image of NS Thoroughbred's head, neck and mane; first change in logo since 1982.
- Amtrak eliminates staffing at Vermont stations served by Vermonter and Ethan Allen Trains.

**OCTOBER 1997** (25 Years Ago)

- New oil tanks installed and contract signed for furnace/heating for members' area at Bldg. 51.
- Super Steel Schenectady receives \$20 million order to rebuild two Amtrak "Turboliners".
- VIA Rail Canada introduces "North American Rail Pass", covering all Amtrak and VIA routes.
- Guilford raises roof of Hoosac Tunnel, to accommodate double-stack trains.
- Boston's Green Line, the oldest subway in America, celebrates 100th birthday.
- P2K brings out Alco PA locomotive.
- Eight members travel to NJ to ride "Erie Limited", pulled by ex-C&O Northern #614.

**OCTOBER 1992** (30 Years Ago)

- Phil Wood conducts first work session at Building 51 – on Halloween.
- Mark Hall and crew complete long over-due repairs to "loop track" under Cedar Hill at the Weymouth club.
- Kevin Linagen reports on cab ride aboard the Merchants Limited to New Haven.

- SSMRC group tours Amtrak's CETC at South Station.
- Former Woburn toxic waste site to be turned into "Anderson Transportation Center".
- Boston-Portland passenger train project receives \$25 million to upgrade tracks. (It's a start!-Ed)
- Amtrak begins testing Swedish-built X2000 high-speed train on Northeast Corridor.

**OCTOBER 1987** (35 Years Ago)

- USPS brings out set of five steam locomotive stamps.
- Ridership on Cape Cod & Hyannis RR between Braintree and Hyannis increases 93% over 1986.
- MBTA takes delivery of first F40PH-2C locomotive.
- MBTA's Needham Branch reopens after 9 years, due to construction of the "Southwest Corridor."
- John Governor ("The Gov") writes the first "Operator" column—a description, in humorous terms and drawings, of the previous month's operating sessions and the "oops" played by members.

**OCTOBER 1982** (40 Years Ago)

- Mark Hall describes his "railbike" trip on 2-ft gauge track at Phillips, ME, home of the Sandy River & Rangeley Lakes RR.
- Stoughton RR Station Restoration, Inc. holds first model railroad show, in order to raise funds.
- Amtrak introduces "Metroliner Service" trains between Boston and New York.
- Vermont Railway buys ex-D&H branch from Whitehall, NY to Rutland, VT.

**POTPOURRI**

**FRIENDS OF THE EAST BROAD TOP** volunteers wrapped up a week's worth of labor on Friday, Sept. 23, the group's second week of concentrated effort this year. The crew ranged between 10 and 20 people, working in close coordination with the railroad's own full-time employees, according to Andy Van Scyoc, Friends president. The group usually holds one or more work weekends per month and one or two work weeks per year. The Friends contribute cash from an annual fundraising drive, and provide thousands of hours per year of volunteer labor, working mostly on buildings (both interior and exterior), track, rolling stock, and archives. Last year's campaign goal was an unprecedented \$100,000, which members more than doubled with donations, raising more than \$242,829 as of the end of August. A new round of fundraising will begin with the Friends Fall Reunion on Oct. 7-9. Two of the most visible Friends projects showing progress last week were the construction of a framework to recreate a shed above a coal tipple at the south end of Rockhill Furnace yard, and the restoration of track in

multiple locations that have not seen trains since the EBT's 1956 closure. (TN)



**A RAILROAD BRIDGE** near Kyiv, Ukraine, undergoes rebuilding in April following the withdrawal of Russian forces. The Canadian government and railway industry will assist Ukraine's railway system in rebuilding and managing its increased need to handle export goods.



**AMTRAK IS AUCTIONING** off its Talgo Series VI trainsets, retired in the wake of the fatal derailment of an *Amtrak Cascades* train in December 2017. A "Material and Pricing Schedule" for the auction lists 28 cars for sale: two baggage cars, two bistro cars, two dining cars, 11 coaches, two cars listed as "first class" coaches, two "first class" ADA coaches, two ADA coaches, three ADA coaches with lavatory, and two HEP power cars. All but two are at Amtrak's Beech Grove's shops; the other two — one coach and one ADA coach with lavatory, listed as with no trucks, are in Seattle. (TN)



**DESIGN REVIEWS STARTED** last summer, almost immediately after Amtrak announced the \$7.3 billion deal for at least 83 and as many as 213 dual-power (diesel and AC catenary) trainsets from Siemens, which will resemble the Brightline trainsets operating today in Florida. In addition to Amtrak's Northeast Regional routes, these new trainsets are expected to run on the long-distance Palmetto, plus the state-supported Adirondack, Carolinian, Cascades, Downeaster, Empire Service, Ethan Allen Express, Keystone Service, Maple Leaf, New Haven/Springfield Service (Amtrak Hartford Line and Valley Flyer),

Pennsylvanian, Vermonter, and Virginia services. (RPA)

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**CSX IS RENOVATING** and expanding ex-MEC's Rigby Yard in South Portland. The long-vacant PT Tower has been demolished and much ground material has been removed from the site of the roundhouse and turntable. (470)

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**Barstow, Calif.**, a major hub on the BNSF Southern Transcon in San Bernardino County where the Needles, Mojave and Cajon subdivisions come together, and the location of Barstow Yard, will be the site of Barstow International Gateway, a \$1.5 billion investment described as a "state-of-the-art master-planned integrated rail facility, and the first being developed by a Class I railroad." Barstow International Gateway (BIG) will indeed be *big*—huge, actually—4,100 acres, roughly seven times the size of 600-acre Barstow Yard. Located on the west side of Barstow along the Cajon Subdivision, it will consist of a rail yard, intermodal facility and warehouses for transloading freight from international containers to domestic containers. (RA)

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**MBTA OFFICIALS HAVE ANNOUNCED** that another \$1 billion will be needed to complete repairs on the agency's Orange and Red lines. Angel Pena, chief of capital transformation at MBTA, said it is working on two separate and different plans to obtain the additional money, which will be released next spring. The Herald quotes Pena, "It is our hope that lessons learned during [the initial 30-day shutdown for Orange Line repairs] can serve as a roadmap for future ventures where the aim is to increase the longevity of our system and improve the safety, accessibility, reliability, and service." Pena, talking about the Orange Line shutdown, said, "While we were able to complete our scheduled work during the surge, there's still much work to be done to improve reliability and build back trust with our riders." According to MBTA officials, the Red Line needs new track and significant expansion at Codman Yard, while the Orange Line needs more track work in the Southwest Corridor, a new signal system, and more maintenance. The T is planning to close parts of lines for work over the next six to 18 months, according to MBTA General Manager Steve Poftak. (RA)

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**THE CITY OF BEVERLY** created an unsafe situation by instituting a no-train-horn "quiet zone" within city limits, according to a lawsuit filed by the family a man killed by a MBTA commuter train in

October 2019. The lawsuit by the family of Moses Shumow, a professor at Boston's Emerson College, also contends the MBTA and its contract operator, Keolis Commuter Services, were negligent for not sounding the train horn as they entered the station in Beverly. Shumow was killed as he crossed the tracks near the Beverly station. The suit, filed in federal court in Boston, also alleges the train was traveling over the speed limit, and that the City of Beverly "withheld important data" in its application for the quiet zone, which exempts municipalities from laws requiring trains to sound their horns.

The institution of quiet zones generally requires crossing gates, lights, and other warning devices to mitigate what the FRA calls the "additional risk" of allowing trains to operate without sounding their horns. But the lawsuit says the crossing at the Beverly station was not equipped with any warning devices "in violation of the standard of care in the railroad industry," and claims the city "purportedly exempted" itself from the law requiring train horns "by claiming to apply for 'Quiet Zone' status." It says the city was "grossly negligent" in omitting information that would have disqualified it from quiet-zone status. The suit also and that the train's operator did not sound its horn 15 or 20 seconds before entering the station, as required by federal law, or within 1,320 feet of the crossing, as required by state law. (TN)

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**DAVID "DAVE" A. FINK**, who shaped New England railroading as president of Guilford Transportation Industries, died on Oct. 11 after a period of declining health. Fink, 86, began his railroad career as a clerk for the Pennsylvania Railroad and later worked for Penn Central. The fourth-generation railroader teamed up with Timothy Mellon to buy the Maine Central in 1981 and the Boston & Maine in 1983 under the Guilford Transportation banner. Guilford acquired the Delaware & Hudson in 1984, but cast it off into bankruptcy in 1988. Guilford Rail System was rebranded as Pan Am in 2006. Despite the long-term decline of Maine's paper and forest product industries, as well as manufacturing across New England, Guilford and Pan Am managed to turn a profit every year. Pan Am was acquired by CSX Transportation this year. (TN)

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**THE SURFACE TRANSPORTATION BOARD** has created a passenger rail office that will be responsible for investigating and analyzing Amtrak on-time performance on host railroads. The Passenger Rail Investment and Improvement Act of 2008 authorizes the STB to investigate the causes

of substandard passenger rail on-time performance, to identify mitigating measures, and, under specified conditions, to prescribe relief. In late 2020, the Federal Railroad Administration, in conjunction with Amtrak, promulgated a “Customer OTP” metric to measure passenger rail on-time performance, with a minimum standard of 80% of passenger arrivals at stations to occur within 15 minutes of the scheduled time for any two consecutive calendar quarters. Complaints may be brought by Amtrak, by an entity for which Amtrak operates intercity passenger rail service, by an intercity passenger rail operator, or by a host freight railroad over which Amtrak operates. (TN)

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**NJ TRANSIT HAS UNVEILED** its newest heritage locomotive, GP40PH-2 No. 4101, repainted into the “Bluebird” paint scheme used by New Jersey Department of Transportation’s Commuter Operating Agency, a predecessor of the current transit agency. The locomotive is one of 13 3,000-hp EMD GP40P units specifically designed for the Central Railroad of New Jersey but funded by NJDOT in 1968 by NJDOT. It was intended to be able to be integrated into the GP40 fleet of CNJ parent Baltimore & Ohio if CNJ ended commuter rail operations. Originally equipped with steam generators, these units were converted to head-end power in the late 1980s and received a full rebuild under a contract with Conrail in 1991 and 1992, leading to their current designation as a GP40PH-2. Three remain in use in revenue passenger service, with the others seeing drill and work-train duties. (TN)

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**METRA (CHICAGO) HAS PROVIDED** a sneak peek at the first of its new SD70MACH locomotives, locomotive No. 500 being unwrapped by shop personnel. The locomotive will also wear the newest Metra heritage paint scheme, honoring the



50th anniversary of the formation of the Regional Transportation Authority, Metra’s parent and the original operator of some of its services. Metra will

receive 15 of the SD70MACH, and has the option to purchase 27 more under an agreement approved by Metra’s board in February 2019. The commuter operator says they will be delivered at the rate of approximately one per month starting in November. (TN)

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**WABTEC** earlier this month debuted the first of 50 modernized locomotives for CN at its Fort Worth, Tex., plant. CN’s Dash 9—built by Wabtec in 2000—was converted from DC to AC propulsion and received control system updates and an engine upgrade through Wabtec’s FDL Advantage program, the manufacturer reported. It has hauled approximately 20 million tons of freight over some 2 million miles across North America in the past 22 years and has many more years of service ahead. The modernization work will not only extend the locomotive’s life, but also enhance fuel efficiency by more than 17%; improve reliability by approximately 30%; and increase haulage ability more than 55%, according to Wabtec, which recently landed upgrade orders for 525 AC4400 and AC6000s, as well as 75 Dash 9s from Union Pacific; 330 Dash 9-44CWs from Norfolk Southern; and various units from CSX. (RA)

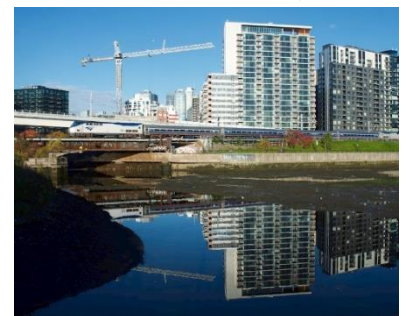
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**CANADIAN PACIFIC’S HOLIDAY TRAIN** will return this year after a two year, pandemic-related hiatus. The train will again raise money, food, and awareness for local food banks in communities along the CP network – including, for the first time, stops in Maine and Quebec along the former Central Maine & Quebec. (TN)

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**OPERATING AS AMTRAK 694** (the train number Canadian National has always assigned to the southbound *Adirondack* while on CN rails), an Amtrak requalification run heads to Montreal’s Central Station as it passes the mostly drained Peel Basin. While



Amtrak service to Vancouver and Toronto was restored earlier this year, there is still no concrete date for the resumption of service to Montreal. This train will run to the border and then back to Montreal. The qualification runs have been operating each of the last two weeks.

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**VIA RAIL CANADA** says in a statement to *Trains News Wire* that the addition of unoccupied cars at the rear of trains with its heritage stainless steel equipment was recommended by the third-party engineering firm it hired to conduct inspections. The Safety Order issued by Transport Canada appears to require VIA Rail Canada to continue to use unoccupied end-of-train buffer cars through 2023, and recommends “operational measures and additional analysis” until VIA undertakes “a structural reinforcement and repair program” of its entire heritage fleet of stainless steel, head-end-power rolling stock. The move — to provide protection in case trains collide — was made abruptly as a precaution. It will continue while the international consulting firm, Hatch, and VIA carry out a thorough inspection plan of the



cars, known as HEP-1 and HEP-2 equipment to denote their rebuilding for head-end power operation. A preliminary report “confirmed that our stainless steel (HEP) cars are safe to run under normal operating conditions,” the statement says, adding that the company “implemented a plan to proactively address structural issues with its aging stainless steel fleet [to] ensure continued safe railway operations.” Hatch recommended the addition of the cars, VIA says, “at the front and back end of all trains with stainless steel equipment to reduce the consequences in the unlikely event of a train-to-train collision.” (TN) Ugh!-Ed.

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

### **TRAINS**

The Engine They Call Four and a Quarter Into the Sunset Preservation

First New Coach Arrives at East Broad Top

### **MODEL RAILROADER**

Anthracite Railroad in N Scale

Paper People for Any Pay Grade

Step By Step

Model a Rural Grade Crossing Scene

### **RAILROAD MODEL CRAFTSMAN**

ACF Hitch Hiker Flatcar: Part 1

Central Vermont Mail & Express Car

Diverging Points

Nothingness

### **CLASSIC TRAINS** (Fall 2022)

Remembering CN's "Super Continental"

Embracing the Everyday

Third Trick at Athens, Pennsylvania

The Way it Was

The Runaway Train that Didn't

News sources: Boston [Globe](#), Boston [Herald](#), [Trains](#) "Newswire", [Railway Age](#), [Railpace](#) Newsmagazine, RRE "Callboy", "The 470", [Patriot Ledger](#), Rail Passenger Assoc., Attleboro [Sun Chronicle](#).

## **LIBRARY CORNER**

**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.**

New this month:

**Caboose** by Brian Solomon and John Gruber; MBI Publishing Co.; 2001. This 160-page, hard-cover book is full of mostly color pics of the famous tail-end car of a freight train, which lasted until the late 1980s. From a comprehensive history to "caboose anatomy" and "caboose stories", this very interesting book is a great source for researchers and modelers alike.

**Amtrak America's Railroad** by Geoffrey H. Doughty, Jeffrey T. Darbee, and Eugene E. Harmon; Indiana University Press; 2021. A 235-page, hard-cover book published for Amtrak's 50<sup>th</sup> anniversary last year. Subtitle: "Transportation's Orphan and its Struggle for Survival" is a comprehensive history from Amtrak's formation during the Nixon years and during each of Amtrak's presidents from Roger Lewis up to the present administration of Stephen Gardner. Politics included. All of the state-sponsored trains are included, too. The authors also examine the current problems and issues facing Amtrak and their proposed solutions. For an Amtrak aficionado, like myself, a great source of information and rekindled memories.

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

Dave Clinton, Librarian

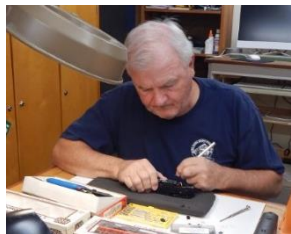


## DCC & EQUIPMENT TUNE-UP CLINIC

**Al Munn** sat first for the clinic, bringing his MEC E7 locomotive from P2K. He wanted to make it DCC-compatible and, luckily, this was a 2<sup>nd</sup>-run and had the 8-pin socket. So, the DZ123P plugged right in away he went—but not before changing the awful, stock couplers to Kadees. He found this job much more difficult, than decoder installation!



**Dan Peterson** brought two Milwaukee “C-Liner” locomotives from P1K. (The Consolidated line, or C-line, was a series of diesel-electric railway locomotive designs produced by Fairbanks-Morse and its Canadian licensee, the Canadian Locomotive Company. They were cab models meant to compete, albeit unsuccessfully, against EMD’s popular designs. Individual locomotives in this series were commonly referred to as “C-liners”....thanks to “Wikipedia”.) These identical locos had a light board only, which required that the DH126 decoder had to be hardwired to the board, with the trace cut in 3 different places (marked by an ‘X’ on the board). The first one he did worked great, the second one would not run. Turns out that the light board was defective, so he ripped it out and hardwired the decoder to the appropriate wires from the wheel pickups, motor and headlight. That was a “go”, so he left with back-to-back locos to pull his train.



**Eric Mercer** continued his work on his NP F-units from Athearn. He had replaced the motor, with a modern can, new universals and new updated trucks. This time, he devoted it to installing a LED headlight. He found that the 5mm LED fit perfectly inside the headlight casting. Painting the back of the LED black



and soldering a 470-ohm resistor to the anode lead, adding heat shrink and he was ready to wire up the DH126 decoder to the new motor board. (next time)

**Peter Palica**, a “newbie” to the clinic, brought an elderly Mantua Atlantic (4-4-2), which matched a set of passenger equipment he had. This loco had a Pittman DC70X open-frame motor, which presents a challenge, to begin with. The main issue, though, was that the wheels did not conform to the “RP25” specifications of today’s modeling and had “pizza-cutter” flanges. These would not work on our code-83 hand-laid track, as the flanges would hit the heads of the miniature spikes! A good loco to keep for the home DC layout or “stuff and mount” in the city park! Peter was thankful for the assistance and information he learned. He promised to come back in the future with something not 45 years old!



Former member **Ross Hall** also brought a 4-4-2; this one was a Balboa brass model of a Santa Fe prototype. He had previously hardwired the DH123 decoder but every time he put the boiler back on the chassis, the loco would not run. He disassembled several times and solicited the help of **Bob England**, who replaced and re-soldered several wires, in an attempt to overcome the “Barlow Syndrome”. To be continued at another session.



Thanks to Paul Cutler and Bob England for their assistance this session. The next clinic will be Thursday, November 10<sup>th</sup>. Please feel free to email or speak to me with any questions about the clinic.

## BEHIND THE SCENES

Savery Moore

Not much to report this month.

A few of the smaller projects mentioned last month have been completed in time for our Open House,

and this week will be relegated to general cleaning and sprucing up.

The small town near Fine Furniture is almost finished, and work progresses on the rural scene within the Mountain Division return loop. The access road adjacent to Essex Junction has been "repaved," and the roads and ground cover between the receiving/departure yard and steel mill are close to completion, with only some final details to be added.

As usual, the scenery table has been dismantled to allow for vendors and visiting layouts. We hope to be back up and running by the second Monday in November. Once we have the table back, we can start our design plans for the remaining projects, including leg 3.

There are also plans to consolidate the scenery department's building kits in one area, in the room off the library upstairs. The WET department and the scenery department are going to reconfigure the layout up there, allowing room for both groups to store their respective belongings. I will let the Scenery Department members know when we expect to move the materials from the room next to the dispatcher's tower, and we can use all the help we can get.

Once we get past the Open House, I am hoping to get the scenery moving at a good clip during the five-month window before our spring show, so we can show even more progress in March.

Enjoy the show, everybody. The layout's looking good!

Savery

## LETTER TO THE EDITOR

I've never written an article for the Semaphore before, but as I look around and observe our behavior here at the SSMRC I'm moved to do so. I'd like to talk about civility. Civility is defined as "formal politeness in behavior or speech." Over the past few years, we've seen a decline in civility in our society. We see more divisiveness, more anger, more confrontation, and a change in the way we treat others around us. And as I look around, and observe how we treat each other here at the club, it seems to me that our civility to each other has declined also

In any organization, such as ours, there are bound to be differing opinions. How things should be run, like what is best for the club; which projects should be taken on; which should be discarded; how should those projects best be completed. And it's good to have multiple opinions--ideas on all of these. Taking input from all those interested is a good thing. The result is a plan, or action, that has thoroughly been vetted and agreed upon. Committees help us to get things done. If someone has an idea or thought about a given issue, then they can go to that committee express their ideas and if the committee likes it then the idea might move forward, or not, but there will be reasons either way. The people on the committees are on those boards for a reason: they have an interest or expertise in a given area and are donating their time to the club to assist the club in their particular areas of knowledge.

Although it may not be apparent or observable to you, there are many people in this club who work very hard for us. Much work goes on behind the scenes. They donate many hours to make sure we have a safe, fun experience here at the club. Then there are others who may not do as much. There are many reasons for that, time, physical limitations, or whatever. This is true in any organization like ours. Regardless, we should each be respectful of each other and treat others how we wish to be treated.

Bringing ideas to the proper committee is vital. Exploring ideas with those who know specific areas of the organization is the right way to do things. But it's all in how we present ourselves. We can present ourselves as an angry, confrontational person, or, we can present ourselves in a civil, respectful manner. Bringing up conflicting issues or sensitive issues in a public forum is not showing respect for our committees. And it only creates conflict and hurt feelings. If we have an issue as to how things are being done, we need to talk to the committee chair first. If a satisfactory answer is not forthcoming, then at that point we need to address the issue with an officer or a board member, and they may or may not bring it before the Board, and the membership as a whole. But in all cases, we need to treat each other with civility, respect, and courtesy. This is our sanctuary, this is where we come to relax, unwind, and have fun.

And if any of us are unhappy with how things are being handled, rather than whine and moan and

complain, or talk about others behind their backs, we can do one simple thing – run for office. Let's remember, while you and I may not agree on everything, you and I both deserve to be treated with dignity, courtesy, and respect.

Will Baker, Treasurer

## EDITOR'S NOTES

1. **Next weekend** is one of our very important money-raising times of the year...and is a fun time, too. Hope that you can come and help out...there are lots of ways to help, including running trains!
2. **About the cover:** The Alco PA is the most beautiful diesel locomotive ever built, IMHO. In the late '60s, D&H president Bruce Sterzing wanted to spruce up the *Laurentian*, a day train between NYC and Montreal, so he purchased the five remaining PAs that hadn't been scrapped; four from the Santa Fe and one from the New Haven, that was to be a "parts donor". The AT&SF units had been painted in the famous red and silver "Warbonnet" scheme. He changed the red to "Champlain Blue" and kept the yellow striping. At the same time, he purchased coaches from the Rio Grande and painted them to match. A leased dome car ("Skyline café") from CP Rail brought up the markers. Service ended in 1971, with the advent of Amtrak and no Montreal service being included in the original route plans.

In 1974, New York State sponsored the return of service between NYC and Montreal, using the Albany-Rouses Point mainline of the D&H. Named the *Adirondack*, for the up-state mountains it traversed. Amtrak did not have enough equipment for the route, so the PAs and ex-Rio Grande cars were used, still dressed in their handsome D&H colors. This was the one, and only, time Amtrak ran equipment not owned by them and not having any Amtrak markings! The D&H looked after this equipment, until replaced by Amtrak's Rohr "Turboliners" a couple of years later.

The New Haven PA-1 was scrapped in '72 and the four D&H units ended up in Mexico.

In recent years, two were "repatriated" to the US, one purchased by Dale McCormick in Oregon, where he is restoring it to NKP #190 ...a childhood favorite of his. The other, in much worse shape is being restored at the Museum of the American Railroad in Frisco, Texas. And now you know...if you care!

.....*David N. Clinton*

"And you will know the truth, and the truth will make you free." (John 8:32)

## MEMBER NEWS

Congratulations to **Matt Sisk**, who was appointed by Gov. Baker as one of four new members to the Fisheries and Wildlife Board, the citizen-board that oversees the management and operation of the Division of Fisheries and Wildlife (MassWildlife).

(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 Wylie ..... November 5<sup>th</sup>  
Fred Foley ..... November 17<sup>th</sup>  
Gary Mangelinkx ..... November 23<sup>rd</sup>  
Ed Bulman ..... November 29<sup>th</sup>



## HOW WE GOT HERE—Part 2 Ron Clough

To pick up where we left off in Part 1 of this story, we (the SSMRC) decided to start negotiations with the Town of Hingham to get permission for us to occupy what was then known as Bldg. 51 for our future home.

Well, the whole process became more involved than we thought. Initially we thought just a simple okay from the Town would suffice, but not so. A brief history here might help. The area that we now know as Bare Cove Park (BCP) was part of the much larger Hingham Naval Ammunition Depot that

dates back to 1901. After the Depot closed, BCP was given to Town from the U.S. Government (USG) through the National Park Service (NPS), for open space, recreation and educational purposes but with a 5 year, renewable limit, in case the USG needed the property back for Defense purposes. We knew that, but we were comfortable with that restriction, because the available property (BCP) was so small and in a much more developed area than when the Depot originally opened, plus other portions of the Depot already had been sold for residential and commercial development.

So, on we trudged through the negotiation process. Steps needed for us to get a “license to use” from the Hingham Board of Selectmen (BOS) to enter an agreement for up to 5 years with us, which required Town Meeting approval. If that was approved, the NPS had to sign off. We submitted a request to the Town of Hingham to submit an article for the April 1992 Town Meeting just in time to make it on to the Warrant for that year. At the same time, our neighbor, Bare Cove Fire Museum, had their eyes on our sister building, #52 next door. They also submitted a request to be included on the Warrant. Oddly or confusingly enough, their request for permission to use Bldg. #52 was article 51 and our request to use Bldg. #51 was article 52! Well, if that confusion was intentional or not, it didn’t matter because both passed in the 3<sup>rd</sup> session of Town Meeting by a unanimous vote!

Hooray, first step accomplished! Now on to getting approval from the USG/NPS, which we were told should pretty much be a “rubber stamp approval”. In the meantime, the club started to hold planning meetings about what steps to take to work on the building and how we wanted to make the best use of the interior space. All those planning meetings were well attended because the members were looking forward to a new home for the club that had much more room for the layout, other amenities and even a restroom with running water!

Final approval from the USG for our request to use Bldg.#51 was received by the Town in May 1992 and a final agreement between us (SSMRC) and the Town was started. It was signed in a rather informal way between our President Dennis Hart, and the BOS on June 25, 1992. The agreement was a “license to use” for a period not to exceed 5 years, but renewable. What great news after all

those years of thinking about where to move to or what to do!

Now the “fun” begins. Discussions continued at the club about how to make the best use of the interior, what steps to take to make the exterior of the building secure, how to get utilities to the building, what permits did we need, what type of layout design did we want and most importantly, in what order to do all of these? We were lucky that the club had many members who either worked in the trades, or had connections to others to help us answer those questions

And it wasn’t too many days after the official signing that gave us permission to use Bldg., 51 that many of us started gathering at our “new home” to do some simple interior cleanup and gaze back in awe about what a huge building we just got the right to use. But there was a lot of work ahead us before we could move out of Weymouth and “turn the lights on and flush a toilet”, never mind run a train!

Today the original “license to use” is now called a “concession agreement” at the suggestion of the NPS, but still with the 5 year renewable option. Recently both the NPS and BOS also suggested that it would be better for us to be a “museum”, thus the additional word to our original SSMRC name. In my opinion, all club members and especially our Directors and Officers should be aware of this “concession agreement” and keep the agreement up to date, at least on our end

Part 3 and conclusion will discuss some of the steps that involved many of the members as we traded in our “engineer’s” hat for a “construction” hat to create what we have today, because it was not a simple “turn on the lights” and move in.

## WHAT ARE YOU DOING?

**Savery Moore:** “At the club, I’ve been finishing up the scenery on the steel mill end of the receiving/departure tracks. While there is some minor detailing yet to be done, the basics are in place for the Open House at the end of the month.



I also spent the week of October 17<sup>th</sup> painting some passenger cars. It took a lot longer than I thought it would because these cars were BIG! I've been volunteering at Edaville to help them get ready for their Christmas season. As an FYI, they'll be open every Thursday through Sunday from November 10<sup>th</sup> through January 1<sup>st</sup>, except Thanksgiving Day and Christmas Day.



[www.edaville.com](http://www.edaville.com)

**Kurt Kramke:** "I built a 16 car work train, it will be pulled by a PFM 2-6-6-2 locomotive. "



**Kevin Linagen (1:1 scale):** "Not much new since the caboose trip to the cape. Next will be loco #101 and both cabooses running to Amtrak Boston to have wheels on Joe's caboose and #101 machined, hopefully in November. In the meantime, today I decided to remove Joe's Kadee #5s for inspection and to replace the worn out carrier iron wear plates that support the drawbars."



**Dan Peterson:** "On a recent trip to Baltimore, I took some time off to visit the B&O RR Museum. A



terrific museum built in the old 360° roundhouse, complete with indoor Turntable. Worth the visit!"



**Palica:** "Here are some of the 3D-printed buildings that are expanding the dimensions of our hobby."



## MORE NEW HAVEN PARLOR CARS

Find the words in the grid. Words can go horizontally, vertically and diagonally in all eight directions.

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ACUSHNET	NAVESINK LIGHT
ANSONIA	PLYMOUTH
AUBURN	PROVINCETOWN
DONALD MCKAY	READVILLE
GREAT REPUBLIC	SANKATY LIGHT
JAMES BAINES	SOVEREIGN OF THE SEAS
NANTUCKET LIGHT	WAMSUTTA
NARROWS LIGHT	WARWICK LIGHT

Name: \_\_\_\_\_

# South Shore Model Railway Club

## Fall Show & Open House

**Saturday, 29 October 9:00 – 4:00    Sunday, 30 October 10:00 – 4:00**

Here is the schedule for our upcoming show next weekend. Stop by the club anytime next week, get your trains ready, check with Fred for track assignment to tie down your stuff, on Saturday John Sheridan will be administering this area as Fred will be out for a short time in the morning. Remember there is no lunch service on any day, bring your own. Tonic machine if fully stocked & Dave has a host of chips, candy bars and other fun stuff @ the company store. Let's try & revived the passion for stopping by the club the week before the show run some trains, hang out with members, read the paper, take a nap, whatever works.

Thanks to those who are helping move in Lenny, Likely Wed or Thursday will let you know.

Have a great day!

Jack

**Monday, 24 October 2022**

**FALL SHOW Finish cleanup @ club**

Start to put out "SHOW NEXT WEEKEND SIGNS"

All members please take one or two and put in front of their house or end of street THANKS!

**Tuesday, 25 October 2022**

Weather permitting, time for flyers at train station parking lots

Next Weekend signs go up

**Wednesday, 26 October 2022**

Weather permitting, time for flyers at train station parking lots

Next Weekend signs go up

**Thursday, 27 October 2022**

Weather permitting, time for flyers at train station parking lots

Next Weekend signs go up

**Friday, 28 October 2022**

**FALL SHOW**

Direction signs go up, left, right, straight, extra weekend signs as well! If it is going to be windy please wire tie signs to a post

11:00 – 20:00 or whatever makes you happy , come by get your trains ready to go!

14:00- 14:45 – Parking lot setup

15:00 – 20:00 Dealer early setup

No lunch service

**Saturday, 29 October 2022**

**FALL SHOW 09:00-16:00**

Members show up from 07:00, help move in Fay Chin's N scale layout

No lunch service

**Sunday, 30 October 2022**

**FALL SHOW 10:00 – 16:00**

Members show up from 09:00

No lunch service