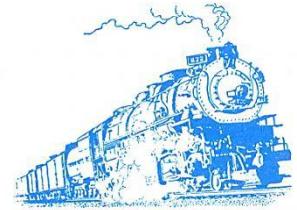


The Semaphore

South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938



MAY 22, 2023 ■■■■■■■■■■ **VOLUME 43** ■■■■■■■■■■ **NUMBER 5**



The Semaphore

David N. Clinton, Editor-in-Chief



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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

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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. ©2023
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VOLUME 43 ■■■■■ NUMBER 5 ■■■■■ MAY 2023

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)

ON THE COVER: The inaugural Amtrak *Montrealer* at Northfield, Vermont, October 1, 1972. Photo by Mike Schafer; Passenger Train Journal 21-3; White River Productions. Your Editor was aboard for the fun and festivities! A story for a future issue.

BILL OF LADING

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FORM 19 ORDERS

MAY B.O.D. MEETING

Thursday, June 1st 8 p.m.

JUNE BUSINESS MEETING

Monday, June 5th 8 p.m.

ANNUAL BUSINESS MEETING & ELECTIONS

After June Business Meeting

DCC & EQUIPMENT TUNE-UP CLINIC

Thursday, June 8th 8 p.m.

TRAINS 'N TANS

Saturday, June 10th (Open running all day)

TROLLEY COMMITTEE MEETING

Monday, June 12th 8 p.m.

OFFICIAL OPERATIONS

Monday & Thursday, June 19th & 22nd 7:30 p.m.

NEWSLETTER DEADLINE

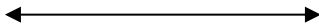
Sunday, June 25th

JUNE B.O.D. MEETING

Monday, June 26th 8 p.m.

CONTESTS

Congratulations to **Ron Clough** on winning this month's "50/50" drawing!



Puzzle for this month's business meeting and Amtrak's 52nd birthday celebration was completed by 14 members:

Bryan Miller
Ron Clough
Will Baker
Bob Farrenkropf
Fred Lockhart
Dan Peterson
Chris Barlow

Don Pierce
Al Munn
Savery Moore
Jim Ferris
David Galbraith
Roger St. Peter
Joe Dumas

They went home with a "Pop-Up Lantern" and all those who wanted got a piece of the Amtrak Birthday cake!

CHIEF'S CORNER

Fred Lockhart

In starting out to write this month's column, I realized the projects I have been involved in--wiring the trolley tracks and the new locker construction has kept me so focused on them that I haven't paid much attention to other work. But let's see what I can remember. Other electrical work includes John

Sheridan's effort to update power districts and wiring on our oldest peninsula. Latest efforts include dividing up a very large power district into two districts under Essex Junction and adjoining sections; adding track occupancy and detection where there was none; replacing some older equipment that did not work properly and any other items to bring it up to current standards and to prepare for signaling. Al Munn has been hand laying the lead to the trolley barn, that will leave only the turnouts in the barn area to be installed to finish the trackwork on the trolley. In the scenery area, work continues in the west Middleton temporary area and the Highland Oaks town area. Also saw some new building lights on a flat behind the coach yard in Cedar Hill, believe they were installed by Chip Mullen. Roger and his crew have worked with the scenery committee behind the steel mill on the re-modeling of that area. They have also been working with Doug and myself on the lockers, which is a great help. I'm sure some other things have been done on the railroad this past month that I'm not aware of, so thank you to everyone who has participated to make our railroad a better one. Well, I guess I remembered more than I thought I would! That's it for this month--questions or comments are always welcome.



Fred Lockhart
Chief Engineer

SAMPLE BALLOT

South Shore Model Railway Club
52 Bare Cove Park Drive
Hingham, MA 02043
781-740-2000 fax: 781-740-8900 ssmrc.org

BALLOT 2023

Vote for your choice by putting an "X" on the line next to the name or print your write in choice on the blank line and put an "X" next to their name. Only one (1) vote per office, noting the exception in the **Green BOD** section of the ballot

President	_____	
Jack Foley	_____	
Vice President	_____	
Ed Bulman	_____	
Secretary	_____	
Joe Dumas	_____	
Bryan Miller	_____	
Treasurer	_____	
Will Baker	_____	
Chief Engineer	_____	
Fred Lockhart	_____	

BOD SECTION BELOW
BOD section below - only area on ballot where you make up to two (2) selections or write in choice(s)
Both candidates listed are running for 2-year term

Board of Directors
Gary "Gunny" Mangelinkx _____
Roger St. Peter _____

END OF BALLOT

If you would like to vote, but won't be able to attend the Annual Business Meeting, you can request an "Absentee Ballot" by emailing Doug Buchanan: dougbu@verizon.net Please use "Ballot" as the Subject line. The ballot will be mailed to you and must be received by June 5th at 52 Bare Cove Park Dr., Hingham, MA 02043.

Semaphore Memories

MAY 2018 (5 years ago)

- Benchmark Committee working in new staging area; Scenery Committee working in Cedar Hill Yard.
- Logan Airport officials investigating adding "People Mover" or Monorail connecting airport with Blue Line.
- Preservationist Bennett Levin announced push to restore former PRR K4s #1361 to operating condition.
- Amtrak making extensive "refresh" of the entire *Acela Express* fleet.
- Emery Rail Heritage provides grants for PTC installation in ex-Milwaukee Road 4-8-4 #261 and ex-NKP 2-8-4 #765
- MBTA offers \$10 unlimited-use weekend Commuter Rail tickets for the first time, as an experiment.
- WABTEC and GE Transportation combine.
- NS dedicates new steel arch railroad bridge, that spans the "Grand Canyon of the East" in scenic Letchworth State Park in up-state New York, replacing a bridge built in 1875 by the Erie Railroad.
- New Amtrak president Richard Anderson making many changes that seem counter-productive and discouraging to rail supporters.

MAY 2013 (10 years ago)

- Amtrak's new "Cities Sprinter" locomotive from Siemens begins replacing AEM-7 "Mighty Mouse".
- Rich Prone, retired MBTA engineer and Old Colony supporter, starts push for Commuter Rail weekend pass.
- Cedar Hill Engine Terminal wired. Toggle panels are being made for turnout controls.
- Cog Railway returns one steam trip a day to climb up Mt. Washington; 8:15 a.m. departure.
- One round-trip "Express Service" begins on Commuter Rail between Worcester and Boston.
- First three (of 75) By-level Commuter Rail cars from Hyundai-Rotem put into service.
- Amtrak putting finishing touches on Niantic River RR Bridge, after three years of construction.
- GE's Erie, PA, loco plant cutting 950 unionized jobs, and moving employment to newer facility in Fort Worth, TX, where they will add 160 non-unionized jobs.
- Federal Government to help fund repair of ex-B&M railroad bridge over Merrimack River in Haverhill, MA.
- MA D.O.T. Board unanimously approved plans to build new Commuter Rail station in Brighton, especially where New Balance will pay to build and operate it; to be called "Boston Landing".

MAY 2008 (15 years ago)

- Construction begins on World's longest tunnel—35 miles in Switzerland.
- Lionel emerges from bankruptcy, after 3 years.

- Vermont Rail System connects with Pan Am Railways at Hoosic Falls, NY, adding to business.
- EMD introduces first re-powered locomotives: GP9 fitted with 8-cylinder, 710ECO engine.
- Amtrak celebrates first "National Train Day" at many stations around country. Events in 28 states.
- John Mica (R-FL), a staunch opponent of Amtrak, proposes Northeast Corridor open to private competitors of Amtrak, to be more efficient.
- NS and Pan Am form "Patriot Corridor", a joint ownership of line from Mechanicville, NY to Ayer, MA. "Pan Am Southern" is official name.

• Hyundai-Rotem, World's 3rd largest urban train car maker, wins \$170 million contract to build 75 bi-levels for MBTA; to be delivered by 2012.

MAY 2003 (20 years ago)

- VT gives operating agreement to Vermont Rail Systems for ex-CP/B&M joint line between St. Johnsbury and White River Jct., VT.
- CT awards contract to begin planning for commuter rail service between New Haven and Springfield, MA.
- Construction begins on 4.1-mile Chatham portion of Cape Cod Rail Trail (ex-New Haven).
- UP opens Union Pacific Railroad Museum at historic Council Bluffs Carnegie Library.
- British Columbia puts BC Rail up for private operation.
- "Greenbush on Track" group formed by South Shore Chamber of Commerce to promote construction.

MAY 1998 (25 Years Ago)

- Bob Knapp finishes hanging wooden doors in members' section of Building 51.
- Ductwork installed in layout room by Walsh Sheet Metal.
- Layout room floor sealed.
- Conrail takes delivery of the first SD70MACs, after BN's initial order.
- White Pass & Yukon celebrates 100th anniversary.
- President Clinton appoints former Gov. Dukakis to serve on Amtrak Reform Board.
- Bankrupt Pan Am Corp. bought by Guilford Transportation Industries.
- P&W celebrates 25 years as independent RR.
- NS and Guilford start intermodal service between Waterville, ME, and Devons Commerce Center in Ayer

MAY 1993 (30 Years Ago)

- Phineas Sprague, Jr. completes deal to buy Edaville RR's historic trains for \$1.05 million and bring them to Portland, ME.
- "The Operator" column appears again, after sabbatical by John Governor... "The Gov".
- Swedish X-2000 "tilt" train authorized to operate up to 135 MPH in tests on the Northeast Corridor.
- Abington Historical Commission celebrates 100th anniversary of the "North Abington Railroad Riot".
- St. Lawrence & Atlantic considering establishing intermodal facility in Auburn, Maine.
- MBTA's experimental weekend Commuter Rail service on southside lines proving very popular.
- Club members scoff a lot of material for Bldg. 51 from the closed Ames Department Store in Braintree.

MAY 1988 (35 Years Ago)

- ✳️ 50th Anniversary Club Boxcars produced, along with coffee mugs.
 - ✳️ Bachmann brings out first “Spectrum” model, a 44-tonner, with dual motors. 7 burn out on Club layout!
 - ✳️ Gov. Dukakis pushes for high-speed NY-Boston train service, by riding experimental VIA Rail Canada “LRC” and Spanish “Talgo”, while they were demonstrating in Northeast Corridor.
 - ✳️ New Fenway station opens for Commuter Rail passengers attending Red Sox games.
 - ✳️ EMD begins closure of its LaGrange, IL plant, transferring production to London, Ontario plant.
 - ✳️ Conrail takes delivery of B40-8 locos (“Camels”); at 4,000-HP, the most powerful 4-axle units on the roster.
 - ✳️ City of Lowell purchases a closed trolley car to run along with their two open ones.
 - ✳️ Westbound *Sunset Limited* held up behind a freight derailment, so residents of Sanderson, TX turned out and prepared a Bar-B-Q dinner for the train’s 350 passengers and crew. Historical Society offered tours of the town, whose population was 1,200!
 - ✳️ Former member Ross Hall and Ye Ed invited guests aboard CONEG’S “LRC” test train from Boston to NY.
 - ✳️ Presidential candidate Michael Dukakis uses “whistle stop” campaigning aboard trains.
- MAY 1983** (40 Years Ago)
- ✳️ “Evening Magazine” spends seven hours at Club for 5-minute segment on NBC.
 - ✳️ “The Gov” (D) appointed Operations Chairman and builds the activity to be the popular one it is today.
 - ✳️ John Gore (D) wins contest for our Boxcar “slogan” with “Everywhere East”.
 - ✳️ *Semaphore* printed using stencils and hand-crank mimeograph machine purchased from a church.
 - ✳️ *Rio Grande Zephyr* discontinued when D&RGW finally joins Amtrak. *San Francisco Zephyr* becomes *California Zephyr* and takes to Rio Grande route through the Rockies, as in prior routing when D&RGW ran the train.
 - ✳️ MBTA tests Volkswagen engine in trackless trolley, so that if electric motor breaks down, car can get back to shop in Watertown on its own power.
 - ✳️ CV becomes 50% Alco, with swapped GP9s for RS11s.
 - ✳️ Conrail paints five business cars and its last E8 locomotives into a “Pullman Green” color.
 - ✳️ Western Maryland RR becomes a “fallen flag”, with purchase by C&O and operation by B&O, with total loss of separate entity.

POTPOURRI

STATE OFFICIALS are trying to reignite talks with the US Postal Service about moving its massive sorting operation along Fort Point Channel to make way for a long-planned expansion of South Station. It has been more than eight years since negotiations fell apart over a deal that would have moved the

Postal Service to a newly built facility about a mile away in South Boston, near the Reserved Channel. And things have been quiet ever since. But in the past several weeks, efforts at conversation have renewed. (BG)

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CSX promised during Pan Am/CSX purchase negotiations they would spend capital investment funds to rehab Rigby Yard. They have done what they said when they were talking about buying it. Since June 2022, CSX has removed significant amounts of debris, levelled the landscape for new yard track installation, refurbished crew headquarters building, and restored the east yard tower. There are plenty of track panels waiting for installation. A CSX employee has related that CSX has spent \$7 million since June 2022 in upgrading Rigby Yard. He mentioned CSX plans to construct a diesel locomotive refueling station and a wheel turning shop. (470)

●●●●●●

CPKC’s first new service — a pair of intermodal trains linking Chicago and Mexico — will launch on May 11th, carrying containers from new customers Schneider and Knight-Swift. Daily hotshots will link Chicago with Laredo, Texas; Monterrey, Mexico; and Mexico City. With third-day service to Laredo, fourth day to Monterrey, and fifth day to Mexico City, the trains will offer transit times that are competitive with over the road trucks and be the fastest cross-border intermodal service, CPKC Chief Marketing Officer John Brooks told investors and analysts. (TN)

●●●●●●

Amtrak has been named one of America’s Best Employers for Diversity in 2023 according to Forbes, which released its list ranking the top 500 companies on Tuesday. The rail passenger operator placed 341st, eighth among transportation and logistics firms. New York’s Metropolitan Transportation Authority was the only other rail-related organization to make the list, in 417th place. “Amtrak is building a new era of passenger rail that will change how America moves,” Amtrak Executive Vice President and Chief Human Resource Officer Quiana Spain said in a press release. “This includes a comprehensive diversity and inclusion strategy that supports recruiting, developing, and retaining our people. Being recognized as Forbes Best Employers for Diversity validates our efforts as we work to deliver more trains to more people.” (TN)

●●●●●●

THE DEVELOPER BEHIND plans to construct a food hall inside downtown Providence’s historic Union Station says he’s looking to open in the spring

of 2024. Plans for the food hall are for 17,000-sq. ft. with seven local merchants, vendor carts, a central bar and seating for more than 300. An outdoor plaza will provide additional space for “al fresco” dining. (BG)

●●●●●●

Starting May 3rd, Amtrak’s *Lincoln Service* trains will begin operating at 110-mph maximum speeds over Union Pacific’s former Gulf, Mobile & Ohio speedway between Laraway Road, south of Joliet, Ill., and the Alton, Ill., Amtrak station. Shortened schedules will be established at a later time “to ensure everything on the system is running properly and to monitor the actual travel time between stations,” says John Oimoen, Illinois Department of Transportation deputy director, rails. The state and federal investment in Chicago-St. Louis corridor speed increases has totaled about \$2 billion over more than 20 years. Infrastructure upgrades include installation of four-quadrant crossing gates, fencing in populated areas, complete roadbed rehabilitation, and installation of more passing sidings with high-speed turnouts. (TN)

●●●●●●

FORMER AMTRAK full-length dome “Ocean View” (ex-GN), sold to the Western Maryland Scenic RR, has been purchased by the CN. It is being converted in the Ontario Northland Railway shops in North Bay, Ontario, and will become part of CN’s business car fleet, as car #119. (RP)

●●●●●●

West Virginia state dignitaries were among the passengers Friday, May 12th, on a special Durbin & Greenbrier Valley Railroad train to dedicate the opening of the Trout Run Bridge and with it, reopening of the northernmost 15 miles of the former Chesapeake & Ohio Durbin route. Shay No. 5, West Virginia’s official state locomotive, provided power for the train’s 6-mile trip from Cass to the bridge. The bridge, along with much of the track on either side, was washed away during a disastrous flood in 1985. Its replacement, completed earlier this year, was the last obstacle to reopening the line between Cass and



Durbin. Friday’s ceremony was followed on Saturday by the inaugural run of the Greenbrier Express, a sold-out excursion behind double-headed Shay locomotives, with No. 5 leading the way. It was the first revenue run between Cass and Durbin in more than 35 years. Regular Greenbrier Express operations begin May 20. (RailfanLegal)

●●●●●●

he Boston Herald reported that MBTA is facing a heavy repair load if it aims to remove the numerous speed restrictions throughout its system. The agency recently completed an inspection of its entire system and found 283 track exceptions, all of which must be repaired. Here are some statistics reported by MBTA last week:

- Total system defects – 283
- Green Line defects – 100
- Red Line defects – 74
- Blue Line defects – 69
- Orange Line defects – 24
- Mattapan Line – 16
- 23% (31.3 miles of track) of system has speed restrictions
- 220 slow zones in place

The T announced on Twitter that “From here, we’ll continue to plan out and schedule any



corrective actions needed to lift speed restrictions, with priority given to the most impacted areas. Much of these repair efforts are already underway on the Red and Blue Lines and will go on until we address all subway lines.” A concern, too, is that investigation by a consulting (and independent) engineer Charles O’Reilly of Carlson Transport Consulting revealed that the T could not provide papers or other documentation of the agency’s own inspections, which the Herald reported causes people to wonder what the safety level is on the whole system. MBTA officials said that repair work over the next month would include 10,750 feet of rail, 3,440 ties, and 17,350 feet of tamping. (RA)

●●●●●●



Alco PA Nickel Plate 190 has arrived at its new home. Completing its cross-country journey from Portland, Ore., the locomotive is now in Scranton, handed over to new owner Genesee Valley Transportation by Norfolk Southern on May 19th. GVT and the Delaware-Lackawanna Railroad will restore the locomotive, which has an operable prime mover but needs electrical-system work, to running condition for use on office car and other special-event trains. First, it will go on temporary display at the Steamtown National Historic Site. The Alco was built for Santa Fe in 1948 and was one of four sold to Delaware & Hudson in 1967. All four eventually went to Mexico in 1978; two were repatriated from there as little more wreck-damaged shells in 2000. This unit was restored by preservationist Doyle McCormack and displayed in Portland until it was acquired by GVT earlier this year. The other PA is at the Museum of the American Railroad in Texas. (TN)

●●●●●●

Union Pacific Big Boy No. 4014 will travel to Omaha, Neb., for 11 days of display during the NCAA College World Series baseball championship tournament. The locomotive and its train of heritage passenger cars will depart Cheyenne, Wyo., on the “Home Run Express Tour,” bringing it to Omaha for public display June 15-21 and 24-25, then return to Cheyenne, arriving July 3. The Omaha display will be at Union Pacific’s Home Plate, next to Charles Schwab Field, home of the College World Series. On display days there, the public will have a chance to view the locomotive from noon to 6 p.m. (TN)

●●●●●●

VIA Rail Canada no longer needs to run unoccupied “buffer” cars on trains with stainless steel Budd “HEP-1” and “HEP-2” passenger cars and rail diesel equipment, Transport Canada has announced. The order, effective at 11:59:59 p.m. EDT on Wednesday, May 17, repeals a previous order issued last October after questions surfaced about the structural integrity of the 1950s-vintage rolling stock, refurbished to accommodate head-end power. That equipment is used on the Quebec City-Windsor corridor and all VIA regional and long-distance service. “VIA has since conducted a series of simulations, testing, and inspections, which

concluded the cars showed no additional deficiencies, and the cars are still compliant with structural design standards for crashworthiness,” says the new order. At least four pieces of equipment — a coach, diner, Rail Diesel Car, and non-Prestige class *Chateau* sleeping car — were destroyed in the testing process. Transport Canada and VIA have never explained exactly what triggered the original decision and have yet to elaborate on results of testing that was supposed to have concluded on March 31, 2023. (TN)

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The Metropolitan Transportation Authority’s Metro-North Railroad has introduced the first of what it says will be up to five heritage locomotives to mark the commuter operation’s 40th anniversary. GE P32ACDM No. 208 has been vinyl-wrapped in a silver, blue, and red design honoring the original paint scheme created in 1983 for Metro-North’s FL9 locomotives and worn by those units until the last was retired in April 2007.

Metro-North began operation on Jan. 1, 1983.



●●●●●●

A group evaluating Amtrak food and beverage service says improving service will hinge on first fixing “systems ... behind the scenes” that impact that service nationwide. The Food and Beverage Working Group was created by Congress as part of 2021’s Bipartisan Infrastructure Law to evaluate the onboard food and beverage operation, a key component of Amtrak amenities. Its statement that “delivering consistently good service is not achievable without first fixing the systems that are in play behind the scenes” is part of a two-page

summary issued Friday by the Rail Passengers Association, which helped organize the effort. The group delivered its full 96-page report to Congress last week, but Amtrak had not authorized its public release on May 12th. The working group's 15 members are comprised of Amtrak front-line employees and management, international travel and hospitality experts, and partners from state-supported services. Madison Ned Butler, RPA's communications manager, says group members came up with more than 30 recommendations to improve onboard service. After examining examined studies, research, and suggestions from travelers, they made recommendations for each Amtrak operating unit that won't surprise regular passengers:

Long-distance: Open dining cars on all trains for all passengers regardless of ticketed class. Coach passengers have only recently been permitted to buy traditional meals on the five western trains with table service. The *Silver Star* and *Auto Train* offer traditional meals that aren't available to coach passengers; elsewhere, so-called "flexible" dining meals-in-a-bowl are furnished only to sleeping car patrons. Management began reducing dining car staff in 2018.

State-supported routes: Localize stocking of product and expand quality control efforts. Some routes, such as on the *Downeaster* and *Cascades*, enhance offerings with local favorites.

Northeast Corridor: Revitalize the standard of excellence for *Acela* and *Acela First Class*. Recent *Acela* menus have been considerably less imaginative and of lower quality than when celebrity chefs helped create selections. "We found that service delivery and supervision models have to be established," Butler tells *Trains News Wire*. Three smaller teams focused on the current situation, best practices, and future initiatives. On the Rail Passengers Association website, Butler writes, "Now that the report is filed, Amtrak has 180 days to respond." The report, Butler says, "isn't about bringing back linens and dining trends from the 1900s. It's a map for how to move forward [and] a guidebook for changing the culture and creating sustainable buildable practices that reflect the desires of passengers of all ages." (TN)

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Canadian National has turned a flatcar, two tank cars, and a track maintenance vehicle into a firefighting train, dubbed "Poseidon," fighting Alberta wildfires. A 10-mile stretch of Canadian National's transcontinental main line about 65 miles west of Edmonton, Alta., continues to be surrounded by what has become the Yellowhead County wildfire, but trains are getting through the area in part because of CN firefighting equipment known as "Poseidon." The compact fire train was fashioned out of a lumber-hauling flatcar with high-powered water cannons flanked by two tank cars, pushed by a motorized track maintenance vehicle. (TN)

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Genesee & Wyoming held a grand opening ceremony on May 11th for its American Rail Dispatching Center in St. Albans, VT, from which the company dispatches movements on 100 railroads in 42 states. G&W announced plans for the 10,000-square-foot facility early in 2022. It replaces an older facility in the same city and is part of a redevelopment of a long-vacant 5.5-acre property that once was home to a paper processing plant. A lengthy effort by several government agencies, at a cost of \$3 million, was required to clean up toxic chemicals at the site. "The investment unveiled today by G&W, the state of Vermont, and the City of St. Albans, in this new state of the art energy efficient building, will ensure a modern and efficient dispatching operation for decades ahead," G&W CEO Jack Hellmann said. The building houses a total of 62 people — 39 dispatchers, 18 crew callers, and five managers. The facility had opened in January but this event officially marked the occasion. (TN)

●●●●●

Amtrak is preparing plans for new maintenance facilities in Seattle, Boston, New York City, and Washington, D.C., and is providing advance notice of its procurement plans to allow companies time to prepare bids for those projects. The facilities will handle maintenance, repairs, inspections, and cleaning for new Acela, Airo, and long-distance equipment. Each location will house multiple facilities, such as those for heavy maintenance; routine maintenance and inspections; and service and cleaning. (TN)



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The East Broad Top Railroad opened its first steam-powered season in 12 years with the return of regularly scheduled excursion trains for weekend operations, May 5th through May 7th. EBT 2-8-2 engine No. 16 (Baldwin Locomotive Works, 1916) easily handled its six-car train. Freshly overhauled, the 81-ton engine broke in with runs during February's Winter Spectacular railfan event and on a recent photo charter. But this was the first regularly scheduled steam excursion service since the narrow-gauge line shut down in 2011 prior to its purchase eight years later by the non-profit EBT Foundation, Inc., and its subsequent restoration. (TN)

●●●●●●

The Connecticut Department of Transportation (CTDOT) is starting construction on the Norwalk River Railroad (Walk) Bridge Replacement Project in Norwalk. Originally built in 1896, the Walk Bridge is a four-track swing span across the Norwalk River on the Northeast Corridor. One of the oldest movable bridges in the region, in recent years it has shown its age, "failing to close on several occasions and significantly disrupting travel on Metro-North's New Haven Line and Amtrak services," CDOT noted. "Having outlived its useful life, federal and state officials determined the necessity to replace the bridge and designed a new one that is focused on enhancing the safety, reliability, and ease of travel throughout Norwalk and beyond with vital improvements and upgrades to the railroad infrastructure. This bridge replacement project promotes economic development through

infrastructure investment, the protection of potential up-river development, and reduced roadway congestion." The new bridge will be a redundant structure with two independent, movable lift spans that are designed and constructed "to be resilient and sustainable for extreme weather events," CDOT said. When completed, a speed restriction over the bridge will be eliminated, allowing trains to travel at speeds 15 mph faster than currently. The \$925 million construction project is approximately 80% federally funded and 20% state funded. It is expected to be completed in 2029. In 2020, the Federal Railroad Administration (FRA) awarded a \$144 million grant to CTDOT and Amtrak under the FY 2020 Federal-State Partnership for State of



Good Repair program for this project. (RA)

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I ENJOYED THESE ARTICLES in this month's RR magazines and can suggest them for your reading:

TRAINS

I Like Trains

One Fine Morning Then and Now

Ukraine's Railways Mark One Year of War Preservation

Narrow Gauge Steam Returns to the Historic East Broad Top

MODEL RAILROADER

Seeing the Forest for the Trees

Install an Active Grade Crossing

Upgrade a Ready-to-run Flatcar

DCC Currents

SNAIL, the DCC-controlled Tortoise

Trains of Thought

Something Completely Different

MODEL RAILROAD CRAFTSMAN

Scratchbuild a Loading Platform

Perspective

The "Bad Old Days"

Diverging Points

Where Did it Start?

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

DCC & EQUIPMENT TUNE-UP CLINIC

Dave Clinton

Five members showed up with various projects this month. First of all, **Chris Barlow** returned with his “Classic” Atlas RS-1, decorated for the NYC in the “lightning stripe” scheme. He had already installed the decoder and installing LED lighting was tonight’s project. Definitely a project with the older Atlas models; involving cutting the light tubes and installing the LEDs heat-shrunked to the tubes. A 1K resistor placed in series with the blue (common) wire is also necessary to protect the LEDs.

Ed Bulman brought an older Athearn SW1500 that had gear problems—it would not run. After cleaning the old lubricants out of the trucks and still having no luck with operation, except a “humming” motor, it was discovered that every axle gear was cracked and needed replacement. A very common problem with Athearn and P2K models, which used the older Athearn drive-train. New gears are available from Athearn and Northwest Short Line (better).

Photographer **Joe Dumas** brought his recent W.E.T. purchase for decoder installation. His Amtrak F59 PHI was decorated with the “Operation Life Saver” wrap and easily took the DZ123PS plugged into the 8-pin receptacle.

Ed Carter also brought an older model, suffering the same as Ed Bulman’s...would not run. This was a Pennsy GP7 by P2K. The same thing happened, as with our other “Ed”...still wouldn’t work after cleaning the gearboxes and was found that all axle gears were cracked. He was going to order new gears and the DZ123PS can be plugged into the 8-pin receptacle.

Paul Cutler III brought his recent BrassTrains.Com purchase, a New Haven “Silver Sides” MU set of three cars to install a decoder in the powered unit. He hard-wired the DH166, because of lighting needs and was surprised that the 4-wheel drive truck was able to pull all three of the cars...even up and around our “horseshoe curve”. He was amazed that he could get it up over 100-MPH by our speedometer, saying that the New Haven’s speed limit was 70!

The next clinic will be Thursday, June 15th. Please contact me with any questions about the clinic.

LIBRARY CORNER

New this month, contributed by Kathy Taylor from AI’s collection:

[The Rutland Road](#) by Jim Shaughnessy; Howell-North Books 1984. 368-page hard-cover complete history “The Bible” of the Rutland Railroad, later Railway. Hundreds of B&W photos and a must read for anyone interested in this railroad that went out of business in 1961 but the majority of trackage is now being operated by the successful Vermont Rail System.

From my collection:

[North American Railroads, The Illustrated Encyclopedia](#) by Brian Solomon; Voyageur Press 2012. 320-page hard-cover book with short history of 100 of North America’s railroads, alphabetically-sorted chapters. 99% color photos. An excellent “primer” for a new modeler wondering what railroad to model!

New Library books are introduced on the Breakroom table for 30-days and then placed in the library. They may be checked-out and in anytime by using the form on the return tray in the breakroom. Happy reading!

Dave Clinton, Librarian

EDITOR’S NOTES

1. Unfortunately, **the trip on the *Downeaster*** had to be cancelled, due to lack of interest. This would have been our 6th trip but it has been 6 years since our last one. Maybe folks are sick of this train/destination or have become “homebodies”, since the pandemic or maybe it’s more fun for folks to be glued to their phones and not interested in experiencing such mundane things as a train ride. Who knows, certainly I don’t. I will try another time and do some preliminary work looking into interest, before committing to Amtrak.
2. **Next month’s *Semaphore*** will be our “Summer” issue, as the editors take the month of July off! Please note for anything you might want to have published for the next couple of months.
3. While reading **Tony Koester’s “Trains of Thought”** in this month’s MR, I thought of Paul Cutler III, who has recently built a couple of O-scale rolling stock kits. Now I understand why.

4. The **cover photo** brings back memories of 50 years ago, riding a train that I would take every summer to visit family in Montreal.

.....*David N. Clinton*

“You are far more precious than jewels.” (Proverbs 31:10)

MEMBER NEWS

Congratulations to **Tom Wylie** and wife Dee on the birth of their first grandchild. Raymond Joseph was born on February 28th. Raymond is the son of Tom’s older son Greg and his wife. Brings back happy memories for me, as Tom’s dad, Ray Wylie, was my first boss, after I was transferred to Boston working for Kemper Insurance in 1972. He was the nicest boss I had in my 44-year career.

Welcome aboard to our newest applicant **Derek Bennett** from Bridgewater. We look forward to getting to know you during the next several months, Derek!

(Note: For 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:

- Al Munn..... June 7th
- Ken Berlo June 8th
- Matt Sisk June 10th
- Dave Clinton June 13th
- Rich Herlihy..... June 14th
- Savery Moore..... June 20th



What are You Doing?

Jim O’Brien (H): “My daughter and I are on the *Rocky Mountaineer* for two weeks. Great trip. My daughter mentioned that Canadians are like Americans but so t:

much better.” (Ha, Ha...I’ll agree, being a Canadian I’m quite biased, however!-Ed.)

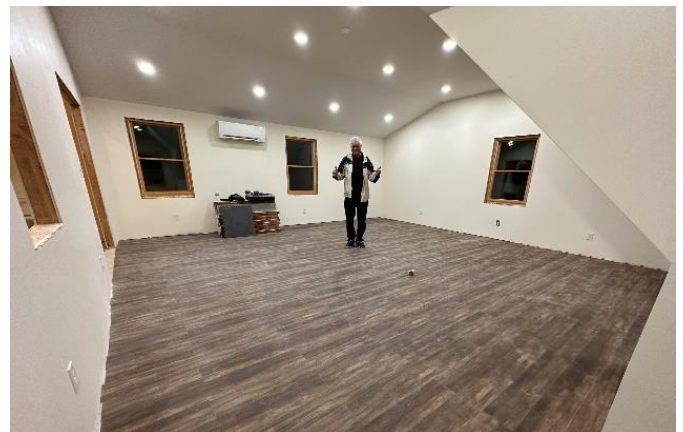
“Say hi to the guys and hope that all is well with you.”



Jesse Collins found this in his shop one night!



Peter Palica is very pleased with the new room and flooring he has prepared for his future N-scale layout.



Savery Moore: “Guess where I am?
Full report next month!”



Running Extra

EDITED FROM *BOSTONGLOBE.COM*, APRIL 19, 2023

East Providence ‘bridge to nowhere’ is now gone

By **Brian Amaral, Globe Staff**

EAST PROVIDENCE – It has survived hurricanes and hardships, wayward vessels and all manner of vandals. But on Tuesday afternoon, one of the last remaining chunks of the India Point Railroad Bridge was lifted from its pilings and floated downriver.

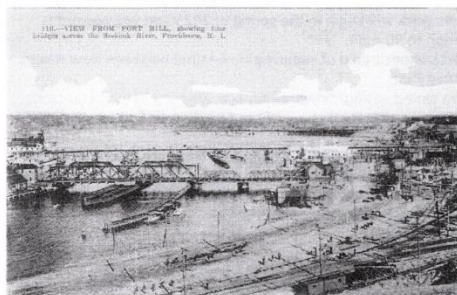
After decades of doing little but collecting rust, the last remaining section of the bridge was removed even more quickly and easily than expected: Workers maneuvered a barge under the bridge. Workers had unfastened the bridge from the pilings so that when the tide rose, the bridge would rise with it on the barge. The barge, now with a bridge chained to it, pulled out and down the Seekonk River.

The Army Corps of Engineers-led operation was supposed to happen at 5 p.m., but by 4:45 p.m., people riding their bikes on the George Redman Linear Path toward East Providence could have glanced to the right and seen the bewildering sight of an old railroad bridge floating away like a twig down a babbling stream.

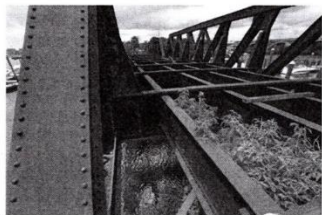
From there, it was brought to a scrap yard on Allens Avenue in Providence.

Its history goes back to an earlier era of the state’s transportation system, when trains rumbled from India Point to East Providence along a bridge that’s existed in some form or another since the 1800s.

The most current version was built in the early 1900s. It was a swing bridge, meaning one part of it could open to let boats pass, or close to let trains pass. It sat unused for decades, though, until the early 2000s, when the swing portion of the bridge, the one that connected to Providence, was removed. The rest of the bridge was left there for another day.



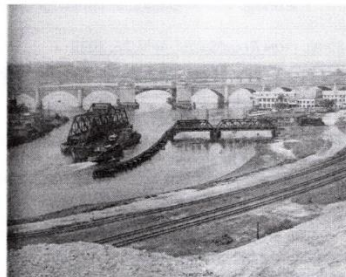
Looking north up the Seekonk River from East Providence, the 1903 bridge with its curved channel approach is in the foreground.



Weeds grow through the long-disused India Point Railroad Bridge in Rhode Island. (David L. Ryan/Globe Staff)



The India Point Railroad Bridge spanning the Seekonk River in 2022. (David L. Ryan/Globe Staff)



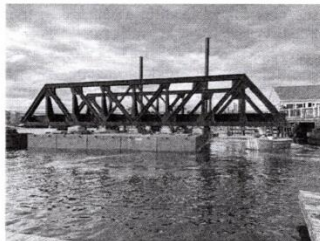
A barge is pushed by a tug through the opened India Point Railway bridge in Providence in 1945. (Providence Journal via Pinterest)

“They forgot about East Providence,” remarked Mayor Bob DaSilva.

That was until late last month. Council President Bob Rodericks has advocated for years to remove the bridge, saying it could open up an underused area of the waterfront in East Providence. The Army Corps of Engineers project began in late March, under a more than \$1 million contract with J.F. Brennan Company, Inc. Another chunk of the bridge had already been floated down the river earlier in the project. On Tuesday, they got the rest of anything that resembled a span. Pilings are still there, but they should be gone in the coming weeks.

The India Point Railroad Bridge is on the other side of the Washington Bridge from the Crook Point Bascule Bridge, which is also disused but charismatically sticking up out of the water. The status of the preservation of that bridge is, so to speak, up in the air.

Rodericks said removing the Indian Point Railroad Bridge could be one part of a broader revitalization of the waterfront area. “I’m thinking about the vision for our new waterfront – it’s going to be amazing,” Rodericks said as he was watching the bridge float away.



The last truss section is floated away on a barge. (Brian Felsenthal/WPRI-TV)

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