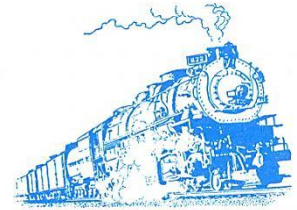


# The Semaphore

South Shore Model Railway Club

## NEWSLETTER

Home of the "East Coast Lines" since 1938



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OCTOBER 23, 2023 ■■■■■■■■■■ VOLUME 43 ■■■■■■■■■■ NUMBER 10

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# The Semaphore

David N. Clinton, Editor-in-Chief



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“The Operator” .....	Paul Cutler III
Boston <u>Globe</u> .....	Paul Bonanno
Western Massachusetts.....	Ron Clough
“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 10 ■■■■■ OCTOBER 2023

### CLUB OFFICERS

President.....	Jack Foley
Vice President.....	Ed Bulman
Treasurer.....	Will Baker
Secretary.....	Bryan Miller
Chief Engineer.....	Fred Lockhart
Directors.....	David Galbraith ('24)
	Bob England ('24)
	Roger St. Peter ('25)
	Gary Mangelinkx ('25)

**ON THE COVER:** A beautifully preserved, and operating, water tank on the narrow-gauge Silverton branch of the ex-Denver, Rio Grande & Western, now the Durango & Silverton tourist railroad. (Photo by Savery Moore)

### BILL OF LADING

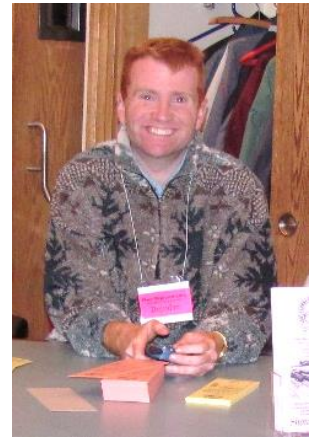
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## *In Memoriam*

**Brendan J. Sheehan**

May 9, 1979 – September 30, 2023



I was shocked and saddened to hear from Peter Palica that Brendan had passed away suddenly, after falling and suffering a severe brain injury. He had been in a rehab since July and I had just spoken to him the Wednesday before his death; he seemed so up-beat-- so Brendan.

During his short time on earth, Brendan made the best of his life, while accepting a debilitating disease. Brendan was born and lived his whole life in Walpole. He was an Eagle Scout, improving a local town pond--making it an enjoyable place to visit. After graduating high school, he became an assistant Scout Master and organized trips to New York City, among other places. He graduated from Westfield State College with a Bachelor of Science degree.

Brendan always liked trains and when the Sheehan's long-time friend Peter Palica found out, he suggested that Brendan come by the SSMRC, which he did, and Peter sponsored him for membership. Brendan became a member in April 2003. He never really ran trains at the Club but loved collecting them—especially at “The Big E”, where he would have two enjoyable days of collecting new models. He enjoyed attending many “Decoder Clinics”, fitting his “new finds” with decoders, so he could operate them on the railroad, which he never did.

He always participated in Club functions, helping-out at the Shows, Open Houses, “Pool Parties” and “Junk Food Jollies”. He also loved riding trains and never missed out on the “Semaphore” *Downeaster* trips to Maine.

We will always remember Brendan's fiery orange hair and big smile, and we will miss him. May he rest in peace and may we be better folks for knowing him.



David N. Clinton

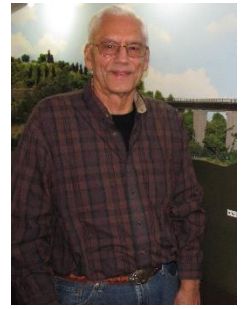




# In Memoriam

## Anthony U. Donatelli, Jr.

January 21, 1933 – September 18, 2023



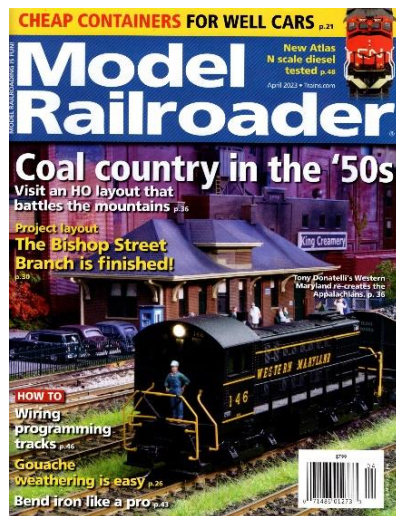
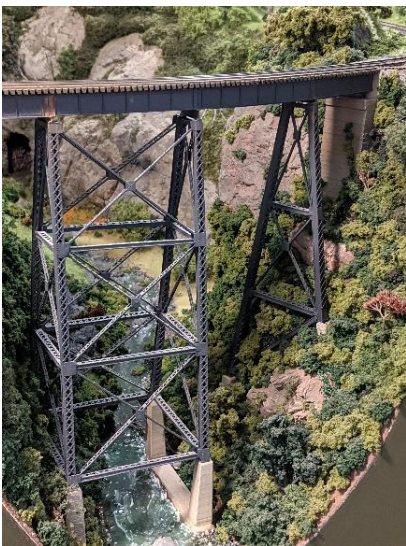
Though Tony was not a member of the SSMRC, he was a great friend and supporter of our Club and he has been my friend for 40 years. Because of this friendship, Tony always attended our two large Shows/Open Houses each year and would frequently contribute to the White Elephant Table income. When I was introduced to him in the early '80s by my friend Bill Ryan (D), a neighbor of my sister on the North Shore, Tony was raising sheep and taking them all over the country to show at Agricultural fairs and he won many ribbons during this period. He was born in Milford, Mass., but spent most of his life in Rhode Island. He served at Ft. Knox in the Army and graduated from Norwich University in Vermont. He was past president of the "100 Club of RI", served on the Board of Directors of "The Big E", the Board of Directors of the RI Farm Bureau, was Director of Administration for the Southern New England School of Law, and was active in Town and State politics.

And, of course, he was into model railroading and trains. He was quite the modeler, with his beautiful "Western Maryland Tygart Valley Division" layout, which made the April 2023 issue of Model Railroader, complete with cover photo. It never ceased to amaze me that he built such a gorgeous 2-level layout by himself, complete with a double-track helix. The scenery, in particular, was beautiful. He had a great sense of humor and lots of stories from his 90-years of life. I loved his story of how he and the other cadets in his unit greased the rails of the nearby Central Vermont Railway line, which was on a grade to Randolph, Vermont, so that the 2-10-4 Texas-type locos would lose traction...and they did. The railroad found out and complained to Norwich University and the sergeant made the whole group go out and wipe down the rails with rags in the wee hours of the morning!

In recent years, Tony gave up showing the sheep and raised a few a year for the wool and the meat. Several of us got together with him a few times a year for lunch (being a good Italian Rhode Islander, he never sat with his back towards a door) and a visit to AA Hobbies and then a visit to his railroad. On one of the last times we visited, Dan asked where the sheep were, as they were missing from the usual place by the barn, and without blinking, Tony said "In the freezer"...that was Tony.

I and all those who came to know Tony will miss him very much. His smile and his ways will be with us until we meet again. In his memory, I dedicate Volume 43 of "The Semaphore" to Tony.

Rest in peace my friend.



David N. Clinton

## FORM 19 ORDERS

### FALL SHOW & OPEN HOUSE

Saturday, October 28<sup>th</sup> 9-4

Sunday, October 29<sup>th</sup> 10-4

#### OCTOBER B.O.D. MEETING

Monday, October 30<sup>th</sup> 8 p.m.

#### NOVEMBER BUSINESS MEETING

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

#### DCC & EQUIPMENT TUNE-UP CLINIC

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

#### OFFICIAL OPERATIONS

Monday & Thursday, November 13<sup>th</sup> & 16<sup>th</sup> 7:30 p.m.

#### TRAINS 'n TURKEYS

Wednesday, November 22<sup>nd</sup> All day.

#### NEWSLETTER DEADLINE

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

#### NOVEMBER B.O.D. MEETING

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

## CONTESTS

Congratulations to **Bob England** on winning this month's "50/50" drawing!

←————→  
The latest contest (in last month's issue) is a throw-back 20-years but there are so many new members I think it's worth doing for fun again. **Matching:** the **type name** of Steam Locomotive to the **wheel arrangement**. Also known as the "Whyte Notation". Drawing of all correct contest entries will be at the **November Business Meeting**. Maybe some of you newer members will learn something? Extra copies of the contest are available on the counter in the train room. Good luck!

## CHIEF'S CORNER

Fred Lockhart

As I write this, the Fall show is right around the corner. First off, I want to thank everyone who helped Monday night, there were so many I can't remember everyone's name, but we had applicants, new members and members with a lot of



seniority sweeping floors, cleaning tracks in the yards, setting up tables, putting stuff away in the shop and whatever else we needed done. When I left, all the dealer tables were set up and we looked ready for the show...well almost--there are still flyers and signs to go out but it was nice to be ahead of schedule for a change. The old saying "many hands make light of work" applied Monday. Again, thank you to all who helped; much appreciated. A couple of tid-bits about the show: the command station will be cleared of locomotive addresses Thursday night or Friday before the show, so if you have consisted locomotives you will have to consist them again, as it looks now. Monday night, the 23<sup>rd</sup>, I encourage members to test-run their trains that are set up for the show, to make sure there are no problems with them, especially if it is a train that has not been run in a while. I will post a list of track assignments before the show; one will be by the clipboards next to the alarm panels, the other will be in the Model Shop.

The new lockers are moving along. We have



twenty-four of the first phase of twenty-seven that are assembled and just need the door supports added and door latches adjusted to finish them up and assemble them into units of nine lockers per base.

That's it for this month, hoping for a great show! Questions or comments are always welcome.

Fred Lockhart  
Chief Engineer

## Semaphore Memories

### SEPTEMBER 2018 (5 years ago)

- Ford Motor Co. buys derelict Michigan Central RR station in Detroit for campus development of new technologies.
- 2<sup>nd</sup> track between Hartford and Windsor, CT completed.
- Pan Am's "heritage" GP9 locos headed for new home on Heber Valley Historic RR in Heber City, Utah.
- Six ConnDOT ex-New Haven FL9s, unused since 2009, found new homes; most in New England, one to Texas.

●New “Charger” locomotives from Siemens introduced first on Amtrak California *Surfliner* services.

●C&O 2-6-6-2 #1306 was stationary test-fired on the Western Maryland Scenic RR.

●Ex-NYC bay window Caboose, purchased from the closing Old Colony & Newport Museum, moved to the FRR in Quincy shipyard, where it will be rehabbed, with the help of our friend Kevin Linagen.

●Schenectady’s new \$23-million Amtrak station opens two weeks ahead of time.

●MBTA calls for design and construction of a new lift bridge to replace the two double-track bridges outside of North Station. New bridge to have 6 tracks!

#### **OCTOBER 2013** (10 years ago)

●Two main passenger leads through Cedar Hill passenger terminal wired and operating in time for show.

●All trackwork completed in passenger yard.

●Background “flats” installed in Larson Industrial area.

●Conway Scenic RR unsure of future of ex-CN 0-6-0.

●Amtrak introduces interactive train locator map on Google Maps interface.

●Cummins ready to release demonstrator prime mover Qsk95 and power module; fuel-efficient and EPA-compliant.

●NJ Transit returns to pre-Superstorm Sandy levels of train service—a year after storm hit coastal NJ & NY.

●Owner and restorer, Doyle McCormack, starts up the engine in his PA-1, painted as NKP #190, for first time after 10 years of work.

●Expressions of interest in buying the bankrupt Montreal, Maine & Atlantic RR received from 7 parties.

●Amtrak celebrates its 10<sup>th</sup> ridership record in 11 years, carrying 31.6-million passengers in FY2013.

●Outdoor shed purchased and installed.

#### **OCTOBER 2008** (15 years ago)

●Chatsworth, CA, commuter train crash prompts FRA to require Positive Train Control on railroads. Accident also prompts FRA to restrict use of cell phones while on duty.

●Canadian Pacific acquires Dakota, Minnesota & Eastern and subsidiary Iowa, Chicago & Eastern.

●Massachusetts reaches deal with CSX to buy 30 miles of tracks in southeastern MA for commuter rail restoration to Fall River and New Bedford.

●NY State announces plans to replace “Tappan Zee Bridge” over the Hudson, including tracks for commuter rail between Suffern and Tarrytown.

●Three former D&H RS3s, overhauled by Delaware-Lackawanna’s shops, and painted in their original livery, make their first revenue trip.

●Cog Railway unveils home-built “biodiesel” locomotive.

●Cape Rail, Inc. submits plans to restore rail service from Cape Cod to Boston.

#### **OCTOBER 2003** (20 years ago)

●Gov. Romney decides to give the Greenbush Line restoration the “high green” and the courts toss out yet another challenge by “anti-train” groups.

●RR Museum of New England (Torrington, CT) acquires last passenger loco purchased by the New Haven RR—FL9 #2059—also the last EMD “Cab” unit produced.

●Wiscasset, Waterville & Farmington Railway Museum begins restoration of steam loco #9.

●Appalachian Mountain Club opens doors of new “Highland Center at Crawford Notch”, located in ex-MEC Crawford Notch railroad station.

●NYS&W returns “Yellow Jacket” B40-8s to lessor.

●NJ Transit unveils “Aqua Track”, a \$420,000 high-pressure washing system to keep the tracks clear of fallen leaves and their oily residue.

●New Amtrak National Timetable includes pages of fares, a first, and includes all trains, eliminating need for separate Northeast and National timetables.

●Bombardier receives order to design and manufacture Montreal’s first bi-level commuter cars.

●Kadee produces its first non-boxcar model—a 2-bay, PS Covered Hopper.

●Soundtraxx introduces “Tsunami”—16-bit digital sound decoders for steam locomotives.

●China’s first passenger-only railroad opens; between Shenyang and Qinhuangdao, a distance of 250 miles.

●Amtrak records highest annual ridership of more than 24 million passengers.

#### **OCTOBER 1998** (25 Years Ago)

●Amtrak reaches agreement with unions for one engineer on train with run of less than six hours.

●Work on increasing clearances in Hoosac Tunnel nears completion.

●Rigby Yard in S. Portland celebrates 75<sup>th</sup> anniversary.

●Work starts on new Framingham station.

●Fred Lockhart joins SSMRC.

●Real estate values were up 19% in towns which received Old Colony service previous year. (Middleboro Line and Kingston/Plymouth Line)

●“Auto-max” articulated auto carrier introduced by Gunderson.

#### **OCTOBER 1993** (30 Years Ago)

●Ron Clough, Al Taylor, Doug Buchanan, Jeremy Cahill and Ye Ed get tour of Conrail’s Selkirk Yard in NY.

●NH D.O.T. approves formation of “Mountain Division Railway” to operate trains over state-owned railroad from Conway to Whitefield through Crawford Notch (ex-MEC).

●MBTA and Conrail working on agreement for extension of commuter rail from Framingham to Worcester.

●Delaware Lackawanna RR formed to operate several lines in the Scranton, PA area, including Steamtown excursion trains.

●Cape Cod RR acquires two ex-Amtrak dome cars.

●Bi-directional signaling completed Boston-New Haven. All towers closed, with dispatchers located in S. Station.

#### **OCTOBER 1988** (35 Years Ago)

●Emmons Industries becomes new owner of Grand Trunk lines in New England and names railroad “St. Lawrence & Atlantic”.

●Canadian Atlantic Railway formed by Canadian Pacific to manage all CP’s lines and facilities in the provinces of New Brunswick and Nova Scotia, as well as main line across northern Maine.

●Claremont & Concord RR sold by Pinsley family to Lavalee Lumber & Hardware in Claremont, NH.



- MassCentral opens international terminal in Palmer for containers trucked from Massport's Conley Terminal in Boston.
  - VIA Rail Canada signs C\$90 million contract with CNR to modernize passenger car fleet.
  - Amtrak purchases eight GP40 locos from GO Transit of Toronto, Ontario.
  - FRA issues scathing report on safety of Guilford Transportation Industries.
  - MBTA's Southwest Corridor project named national winner for outstanding achievement in American Civil Engineering Achievement Awards.
  - Amtrak's Union Station in Washington, D.C. re-opened after 2-year, \$160-million restoration.
- OCTOBER 1983 (40 Years Ago)**
- Dues increased from \$7.50 to \$9/month.
  - John Governor (D) introduces "Ronco Headsets—not available in any store" to Operation nights.
  - Santa Fe and Southern Pacific announce agreement for merger
  - Santa Fe indicates interest in purchasing Conrail.
  - Bay Colony buys ex-MA & PA boxcars.
  - Amtrak starts Auto Train service from VA to Florida.
  - Clarendon & Pittsford RR (part of Vermont Rail) purchases 22 miles of track from D&H, connecting Whitehall, NY with Rutland, VT.

## POTPOURRI

**THE FEDERAL RAILROAD ADMINISTRATION** (FRA) of the U.S. Department of Transportation (USDOT) announced Sept. 25 that it has invested more than \$1.4 billion from President Biden's Infrastructure Law into 70 rail improvement projects in 25 states and Washington, D.C. Of this amount, the Commonwealth of Massachusetts is eligible for up to \$108-million for the "Inland Route" expansion of passenger train service between Boston and Springfield. The proposed project involves project development, final design, and construction activities for various track, signal, grade crossing and bridge improvements on the Inland Route corridor, which is CSX Transportation-owned and MassDOT-owned infrastructure. The project aligns with the selection criteria by improving system and service performance and ability to meet existing and anticipated demand as it will increase capacity to safely accommodate the addition of two round trip Amtrak Lake Shore Limited intercity passenger trains per day at higher speeds, while maintaining current freight operations. The improvements will raise the track class in many locations from FRA Class tracks 2 and 3 currently, to Class 4 standard and address multiple areas of track alignment within curves that were not designed for the 80-mph

maximum speed allowed under Class 4 on railroads equipped with Positive Train Control. MassDOT and Amtrak will contribute funds totaling a 20 percent non-Federal match. This project qualifies for the statutory set-aside for new Intercity Passenger Rail projects. (RA)

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**THE CONNECTICUT** Department of Transportation is ordering six dual-mode locomotives from Siemens Mobility for use on the MTA Metro-North Railroad, adding to an earlier Metro-North order for 27 such units placed in 2020. The newly ordered locomotives will be delivered through 2027. Overall, the contract includes options for up to 171 locomotives for Metro-North, Connecticut, the Long Island Rail Road, and the New York Department of Transportation. The new locomotives will meet EPA Tier IV standards, feature 4,200 hp and a top speed of 110 mph in diesel mode, and a top speed of 80 mph in electric mode. They will replace current GE P32AC-DM locomotives, which have reached or exceeded their projected 25-year lifespan. Siemens says the new units will result in shorter travel times and quicker recovery from service disruptions, and will reduce CO2, particulate matter, and nitrogen oxide emissions. (TN)



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**THE LONG-AWAITED**, \$2.3-billion Green Line extension, which opened last year to celebration from Somerville and Medford, has always had narrow tracks, the MBTA has said. But they have somehow dangerously narrowed more in recent months, forcing safety slowdowns, and the T isn't saying why. The T declined to explain why the project was built with narrow tracks or why such serious problems are happening so soon after it opened—at some points now, trains can only safely go 3 miles per hour—or who was responsible. The oddness of the significant slowdown on the T's newest stretch left just about everyone scratching their heads, including the mayors of Boston, Somerville, and Medford; engineers; riders; and Governor Maura Healey. (BG) Sounds like they should have used the NMRA Track Gauge for 1:1 scale! -Ed.

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**A YEAR-LONG PILOT PROGRAM** offering weekday service at the Massachusetts Bay Transportation Authority's Foxboro station will lead to permanent service beginning Oct. 2, the MBTA announced last month. The year-long pilot program began Sept. 12, 2022, and exceeded targets goals for ridership, with the MBTA saying third-quarter ridership was 112 to 133 boardings per day, compared to a goal of 83 to 118 daily boardings. On-time performance improved on the entire Franklin/Foxboro line, and the agency said the pilot created new opportunities for reverse and non-traditional commuters traveling to Foxboro. "It's great to see that the pilot was well received and such a success," MBTA CEO Phillip Eng said. "We look forward to seeing the permanent service benefit all involved for years to come, and I thank the Kraft Group for their partnership and commitment to a fully accessible station in the future." The Kraft Group will develop plans for a fully accessible station at the Foxboro site and will partner with the MBTA to seek funding for a full station renovation including full-length, high-level platforms, since the MBTA Capital Investment Plan does not include funding for the Foxboro project. (TN)

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**THE SOUTH BALTIMORE GATEWAY** Partnership will provide \$1 million in funding for the Baltimore & Ohio Railroad Museum's plan to restore its South Car Works Building and create open community space as part of the museum's new master plan. Restoration of the Car Works building, the oldest continuously operating railroad repair facility in the U.S. between 1869 and 1990, will make the structure the new entrance to the museum and reconfigure its campus flow to face Southwest Baltimore. (TN)



A rendering of the planned redesigned museum entrance at the South Car Works building, B&O Railroad Museum

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**CASS SCENIC RAILROAD** operator Durbin & Greenbrier Valley Railroad has acquired a two-truck Heisler locomotive, Builder's No. 1589, from Stuart Thayer of Thomas, W.Va., bringing to three the number of Heisler locomotives on Cass and DGVR

property. Built in September 1929 for Fisher Lumber Co. of Holly Grove, Ark., as its No. 6, the 42-ton Heisler later worked for Forest Products Chemical Co. of Memphis, Tenn., as its No. 2 before the late Robert Johnson, industrial historian and banjo virtuoso, purchased it for tourist railroad Dry Gulch & Tombstone Railroad of Wytheville, Va., in the



1960s. It operated there as No. 2 until that railroad closed in the 1980s, and then John Tisdale purchased it for display at the L&N Depot in Andalusia, Ala. In 2002, Tisdale moved it to his shop building in Thomas, W.Va., where it remained indoors until earlier this week. In the interim, it had been purchased by Thayer, who conveyed it to DGVR. (TN/Doug Buchanan)

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**DEMOLITION** of the South Attleboro railroad station has begun and is scheduled to be completed by the end of this month. The projected cost of the new station is around \$62-million and will include many improvements and a 575-space parking lot. (sc)

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**THERE IS NOW A PORTLAND, Maine** edition Monopoly and the Amtrak *Downeaster* is represented on the official game board! (Amtrak)

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**NJ TRANSIT HAS UNVEILED** its latest heritage unit, painted for the Erie Railroad, one of its commuter-rail predecessors. The commuter operator

released the photo of GP40PH-2B No. 4210 this month in Erie's black-and-gold paint scheme, noting the railroad "held a large presence in the North Jersey commuter rail scene" and operated on what are now the NJ Transit Bergen

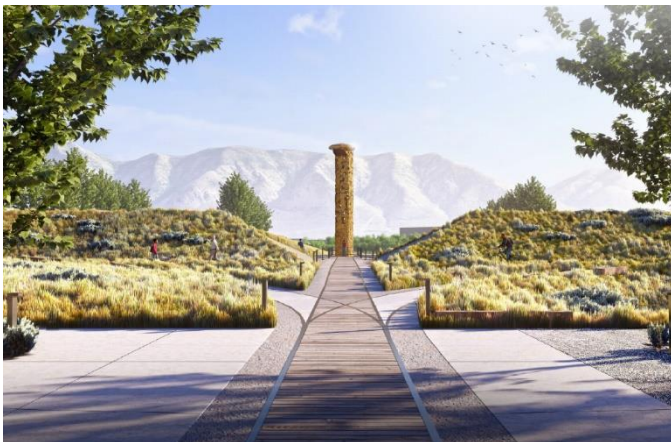




County, Southern Tier, and Pascack Valley lines, including portions of the Main and Montclair-Boonton lines. The locomotive is a former Penn Central GP40 built in 1968 and rebuilt by Conrail. It joins diesels units painted for Central of New Jersey and the New Jersey Department of Transportation scheme that preceded NJ Transit, as well as an ALP-46A electric wrapped in a Pennsylvania Railroad scheme and dual-mode ALP-45DP wrapped for Erie-Lackawanna. (TN)

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**EARLIER THIS MONTH**, at the Kentucky studio of sculptor Douwe Blumberg, a crane gently lifted a gold spike measuring 43.3 feet long and weighing just under 7,000 pounds, onto a decorated semitrailer. The spike, commissioned by Utah's Golden Spike Foundation, is a new memorial commemorating the workers who built the Transcontinental Railroad. Starting Oct. 5, the spike will travel to Utah making nine event stops en route. Ultimately, this new piece of public art will be installed in Golden Spike Park at Reeder Ranch, in Box Elder County, Utah, outside of Brigham City along Interstate 15. (TN)



The new Golden Spike Monument, remembering the people who built the Transcontinental Railroad, will be placed at Reeder Ranch, outside Brigham City, Utah. This is how designers envision the final park design.

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**Amtrak's Pacific Surfliner** trains will now operate on renewable diesel fuel, the LOSSAN rail agency, which manages the service, announced Oct. 3. Renewable diesel is chemically similar to fossil diesel but made from renewable raw materials such as used cooking oil, instead of crude oil. The *Pacific Surfliner* operates between San Diego, Los Angeles and San Luis Obispo, Calif. It is the busiest state-supported intercity passenger rail route in the U.S. Compared to fossil diesel, renewable diesel significantly reduces greenhouse gas emissions by an estimated 63% throughout its lifecycle, the agency says. The adoption of renewable diesel is

the result of a collaborative effort that includes the California Department of Transportation (Caltrans),



Amtrak, the Capitol Corridor Joint Powers Authority, San Joaquin Joint Powers Authority, and other partners. The *Pacific Surfliner* currently operates with Amtrak's Siemens Charger locomotives, the first passenger locomotive to receive the stringent Tier IV emissions certification from the Environmental Protection Agency. (TN)

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**THIS TRAIN RIDE NEEDED** some claw and order.

A Harlem woman had a less than purr-fect Amtrak trip home to New York City — when a curious cat turned her ride into a dog day afternoon, she told *The Post*. “I was concerned as I have allergies, and someone could have been hurt,” said Kenya Reynolds, 43, who was traveling home from Baltimore and was sitting across the aisle from a woman taking a cat nap — as her plucky moggie explored the crowded train. “Hey! Can we... can we ... can we pick that up?,” a bewildered conductor can be heard saying in a video Reynolds took after the cat escaped its owner's lap. “Miss, you gotta get your cat!” he ordered. But the task was about as easy as herding cats, as it would slip away every time anyone got within a whisker. The frisky feline's railway adventure lasted for a sneezy two hours, recalled Reynolds 43, who said a passenger finally managed to scoop up the cat and bring it to the OWNER. (NY Post/Doug Buchanan)



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**RIDERSHIP IS ONE OF THE CRITICAL** metrics in measuring the success of Amtrak's *Downeaster*. The Pandemic was no friend to passenger rail in general and the *Downeaster* was no exception. However, FY 2023 bounced back with 516,723 riders and in August of this year 'America's Favorite Train' carried an all-time record of 61,769 riders! (Train Riders Northeast)

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**The Federal Railroad Administration** announced a final rule requiring the installation of inward- and outward-facing video recorders on all train lead

locomotives providing scheduled intercity passenger-rail or commuter service. The final rule mandates that locomotive video recording devices must remain operational while the controlling locomotive of a passenger train is in motion. The rule also stipulates that data captured must retain at least the last 12 hours of recorded footage and be stored in a crashworthy memory module. Since locomotive-mounted recording devices on passenger trains are categorized as "safety devices," tampering with or disabling of these vital recording systems is prohibited, FRA officials said in a press release.

(Progressive Railroading)

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**THE MBTA HAS UNVEILED** the paint scheme for its next generation of Green Line light rail equipment, selected through an online survey of riders as well as employee feedback. The winning design was the third of three options in a poll conducted Oct. 2-13. It features a dark green and gray body with green doors and a white and turquoise lower stripe. It will be applied to the Type 10 "Supercars," 102 of which are to be built by CAF USA under a contract for more than \$810 million awarded last year. (TN)



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**SIEMENS MOBILITY** and Amtrak have unveiled a prototype of the first car for the new Amtrak Airo equipment at the builder's Sacramento, Calif. The event provided the first look at the equipment to be provided in 83 fixed trainsets, the first of which is scheduled to enter service in 2026. The equipment



will eventually be assigned to *Northeast Regional, Empire, Keystone, New Haven-Springfield-Greenfield, Virginia services, the Downeaster, Vermonter, Maple Leaf, Adirondack, Ethan Allen Express, Palmetto, Carolinian, and Pennsylvanian.*

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**CANADIAN PACIFIC KANSAS CITY** has announced the schedule and lineup for the 25th

annual Holiday Train begun by Canadian Pacific, which this year will expand its route to visit a number of communities on the former Kansas City Southern. Meanwhile, the Holiday Express train formerly operated by KCS will also visit 20 locations in Louisiana, Missouri, and Texas. (TN)

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**THE FEDERAL TRANSIT** Administration announced Wednesday announced the availability of \$197 million to replace aging railcars on subway, light rail, commuter rail, and other systems under the Rail Vehicle Replacement Program, funded under the \$1.5 billion Bipartisan Infrastructure Law. The agency says older cars contribute to service delays and increase costs, and many are not accessible to people with disabilities and lack features such as digital signage and audio tools that improve the riding experience. "One-third of subway and commuter rail vehicles are more than 25 years old," FTA Administrator Nuria Fernandez said. "Americans who ride transit deserve the opportunity to travel on newer, safer, and more efficient railcars, and we are proud to provide support for transit agencies to make the significant investments needed to replace their aging railcars and make their systems more accessible." (TN)

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**VIRGINIA GOV.** Glenn Youngkin was among the dignitaries taking part in the recent ribbon-cutting ceremonies marking completion of Plasser American's new 82,000-square-foot manufacturing facility. Also on hand for opening of the facility, allowing Plasser to more efficiently manufacture its maintenance and other railway machinery at the site that has been its home since 1970, were Johannes Max-Theurer, CEO of Austrian parent company Plasser & Theurer, and Austrian Ambassador to the U.S. Petra Schneebeauer. The expanded facility adds 75 new jobs, bringing Plasser to more than 375 employees. The company averages construction of 40 machines per year, and has built more than 1,800 while delivering more than 2,500. (TN)

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**DON'T FORGET** that the MBTA is offering Unlimited Rides passes for \$10 on Commuter Rail, which are good for weekends—they include both Saturday and Sunday!

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**FOLLOWING A SUCCESSFUL** pilot program last year, the train is set to clear all of the Metro-North Railroad's track at least once a day. "The laser train is back, and it will be easier for our customers to spot this year," Metro-North Railroad President and LIRR Interim President Catherine Rinaldi said in a written announcement. "The new wrap around the Metro-



North laser train shows the talent and creativity of the Metro-North workforce, and our customers can keep an eye out as the laser train travels around throughout the region this fall.”

The train used to look like a regular maintenance train. Now, you can spot it by looking for the retro, 1970's design, which was inspired by an old NASA logo. It also includes illustrations of



leaves that can be found locally. While the changing season is ideal for leaf peepers, it can be dangerous for trains. Leaves contain pectin, a chemical that create a hazard. Crushed, wet leaves become sludge on rails, which make wheels slip and form flat spots. Those “untrue” wheels have to be made round again in order to be considered safe. The railroad is already touting the laser train as a success. Last year, the lasers cleaned 12,000 miles of track, which led to a 40% decrease in slip/slide events. 2022 also reached a record low for how much was spent on making wheels true again. The laser train is seeing acclaim, as well. The Metro-North Railroad won a Rail Safety Gold Award this year from the American Public Transportation Association for making a laser train that can reach 60 mph.(News8)

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**AMTRAK HAS STARTED** a long-delayed spiffing-up spree at its venerable stations, many of which have gone decades without major renovations. Baltimore’s 112-year-old station is the first and Philadelphia’s 30<sup>th</sup> Street station will undergo a \$400-million renovation. Then Chicago’s Union Station will be on the list. (BG)

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**IN THE LATEST EMBARRASSMENT** for the MBTA and its Green Line extension transit line, the agency shut down the extension this afternoon (Friday, Oct. 20) because of problems with the overhead power system, forcing some passengers to walk along the right-of-way on foot to evacuate from at least one stalled train. The latest issue occurred when the pantograph on one train failed at about 3:30 p.m. Shuttle buses began serving the stations on the extension about 4 p.m.; shortly before 7:30 p.m. EDT rail service had been restored “after repairs were made to the overhead wire.” During the outage, passengers on a train stalled between the Lechmere and East Somerville stations were stuck onboard for more than an hour before MBTA employees walked

those on board along the tracks to the nearest station, according to a Globe reporter who was among the passengers. The MBTA said about 80 passengers were onboard. The power issues came a day after MBTA CEO Phillip Eng announced at a press conference that a majority of track on the 4.7-mile extension had been built out of gauge and will have to be repaired, a process that could take weeks. Eng said he has placed new people into extension leadership roles, and MBTA spokesman Joe Pesaturo said two people who had held senior roles on the extension project were no longer employed as of Thursday. (BG) Humm...and the cost of this extension was how much? \$2.3-billion ...Humm.-Ed

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**SIXTEEN LOCOMOTIVES** bound for Ohio locomotive leasing and resale company LTEX Rail (Larry’s Truck Electric) swelled the power on CSX train M576-20 to 19 locomotives on Saturday, Oct. 21, as it traveled from Nashville, Tenn., to Cincinnati.



(TN)

“A prototype for everything!”

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

### **TRAINS**

The Strasburg Rail Road You Don’t Know  
Look Both Ways, and Look Again  
In My Own Words

My Time Working in “Railfan Heaven”

### **MODEL RAILROADER**

Ask MR

How do I add DCC Passenger Car Lighting?

Trains of Thought

Depot Grounds Landscaping

### **MODEL RAILROAD CRAFTSMAN**

Rio Grande Moffat Line’

Foreign Power on Your Railroad

Mini-Scenes for Your Layout

Power on Board (dead rail)

**Classic Trains** (Fall 2023)

Vermont Time Machine

It's a Fine Pickle You've Got Us Into!  
Greetings From Beautiful Murphy Dome  
Passenger Perspectives: Santa Fe El Capitan of 1956

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 folks participated in this month's fun.

First off, **Jeff Griesemer** was working on fixing freight cars for his "boss", Ed Carter and the Mechanical Committee. He completed a "Bad-Order" tank car and started assembling a "Jack Frost" covered hopper kit.

Ron Clough brought a couple of Bochmann PCC trolleys, with 8-pin plugs. He installed a DZ123 decoder into each and re-did the "mirror" background, so that the motor is hidden and it looks like there are double seats, when there are only single...and the lights work, so Ron was happy!

Photographer Joe Dumas worked on a really nice, brass K-27 narrow gauge D&RGW loco and figured how to get it apart. He found an open frame motor and we figured out how and where the decoder would go.

Ed Carter brought his PRR "Combine". The Bochmann "Spectrum" car had wheel pickups and a crummy interior bulb lighting. An extra Rapido Diner light board fixed up that problem and it comes with a "keep-alive" capacitor for "flicker-free" operation.

Chris Wheeler brought his "Metroliner Café" car from Walthers and exchanged underframes with another model, as this one was used and broken by the previous owner. What we both learned is that there are two DCC pugs—an 8-pin and a 9-pin. We didn't notice and plugged a DZ123PS into the 8-pin, without removing the "dummy" plug from the 9-pin socket. This blew out the lighting side of the decoder. This mistake should make everyone check their future models for double plugs! Especially when they say "DCC Ready".

The next clinic will be Thursday, November 9<sup>th</sup>. Please contact me with any questions about the clinic.

## LIBRARY CORNER

I have donated several new railroad books to our Library collection this month:

**New England Alcos in Twilight** by Scott Hartley. 72-page, soft-cover color and b&w photos, 1983 PTJ Publishing.

GE Evolution Locomotives by Sean Graham-White, 144-page, hard-cover all color photos, 2007 Voyageur Press.

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

Dave Clinton, Librarian

## EDITOR'S NOTES

1. Don't forget about our **Annual Auction**, which takes place after the December Business Meeting. It's never too early to go through your stuff and find goodies to sell on the auction block. Baked goods are always welcome, too!
2. **Important Notice** from "Gunny":  
To the Members of the SSMRC, ever since I took over the model & wood shops I have asked members to clean up after they are done. Most of the members do this, however, we have some members that do not. I've been asking every month for help in keeping the shops clean and last month the wood shop was a total mess. Because of this, the BOD has decided to lock the power in the wood shop once again because of a few members who do not clean up after using the shop. It is really a shame that we have members like this but once again everyone will suffer because of a few...shop power will be locked out until further notice. Thank you to all who help keep the shops clean.
3. **Savery's trip report** to the narrow gauge railroads concludes with this issue. What a fantastic trip and we hope that he can share all of his fantastic photos with us at some future date...maybe JFJ? I look forward to hearing about his future trip on the famous *Canadian* from Toronto to Vancouver!



4. This weekend is our big **Fall Show and Open House**. Please support this function, which supports building our railroad!

.....*David N. Clinton*

"By your words you will be justified, and by your words you will be condemned." (Matthew 12:37)

## MEMBER NEWS

**Bryan Miller** is feeling much better and his last operation went better than expected. He is hoping to visit during the Show and Open House, so we hope he feels like it. We miss you, Bryan!

Our thoughts and prayers are with **Tom Ross's** dad, who had a heart attack two weeks ago. He's recovering at home now.

(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 next month:

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



## A Trip to Durango The Trip of a Lifetime-3

By Savery Moore

### Part 3 – Durango, Chama, Santa Fe

All good things must come to an end. On Wednesday, May 24<sup>th</sup>, we had to head back to Albuquerque, and then back east the next day. Not wanting to retrace our steps, I plotted a drive that would take us east through Chama, and Santa Fe, New Mexico.

We left in the morning, but not until after I had one more opportunity to see the Durango & Silverton steam train head toward the Animas River. Then, after breakfast, we headed east toward Chama,

passing through some unforgettable vistas of snow-capped peaks, dense pine forests, and homes that were truly in the middle of nowhere.

Chama is, of course, the home of the Cumbres & Toltec Scenic Railroad – the longest steam railroad in North America, at 64 miles. (The Durango & Silverton is 42 miles long.) While the D&S is more widely known and certainly caters to the tourist



industry, the C&T is much closer to a railroad as it was during its heyday. The C&T was easy to spot as we entered Chama, as the wye for turning the trains crosses the main north-south highway. Off to the east there are rows of old freight equipment, most of them being stock cars.

The railroad wasn't open for the season yet when we were there but was opening in two days and was a beehive of activity. We nosed around the station area for a little while, honoring the sign that said "Do not cross tracks. Railroad employees only." After a brief visit to the gift shop, which was open, we walked into the station/ticket office. I noticed a group of men sitting in the old stationmaster's office and went in to say hello. I mentioned the "No Trespassing" sign, and they said we were free to go anywhere we wanted, except inside the engine house. We were cautioned to "not step on the rails." When I mentioned I was a part-time conductor/fireman at Edaville in Massachusetts, they said, "Oh. You know what you're doing. Go have fun."



The first locomotive we came across was K-36 #488, which was sitting cold, outside the south end of the engine house. A few photos were taken and, as I was walking around the locomotive, I noticed another locomotive--under steam, on the north side, through the engine house doors. I trudged around a line of C&T boxcars to get to the north side of the engine house while my travel buddy went back to the car. I told her I'd only be "a few minutes."

That might have been a lie.

Coming around the corner of the line of cars, I was greeted by not one, but two steam locomotives. K-27 #463, which was building pressure for a test run, and K-36 #489, which was undergoing an inspection in the adjoining bay. Another locomotive, K-36 #487, had left earlier in the morning heading to Antonito at the other end of the line to pick up a group of passenger cars and deadhead them back to Chama.



All the C&T passenger rolling stock spends the winter in Antonito, where the weather is a bit more forgiving and there is a restoration and repair facility. (You can see the line of passenger cars by going to Google Maps and looking at the “street view” of the Antonito station.)

I introduced myself to the crew of #463 starting with the engineer. He was very young and from Wallingford, Connecticut. When I mentioned I was from Massachusetts, the fireman came over from the other side and asked me if I “brought lobster!” He



was an older veteran railroader and hailed from New Haven. So here we were, three New Englanders talking about lobster next to a steam locomotive in Chama, New Mexico. Funny how life works sometimes. We had a great conversation that could have gone on a lot longer, but I had a schedule to adhere to. I thanked them for their hospitality, told them I would bring lobster next time, and headed out, with Santa Fe as our next stop.

After lunch and some shopping in Santa Fe, we stopped by the north end of New Mexico’s Rail Runner commuter service. A new station is under construction, being built in the style of the old Santa Fe adobe depots that were a hallmark of rail travel back in the day. A train was preparing for its southbound departure on one of the many tracks near the station.

The Colorado/New Mexico adventure was coming to an end. On our way to the airport in Albuquerque the following morning, my friend said, “Oh. I have

something for you,” and she pulled a rusted rail spike out of her bag. “I saw this on the ground in Chama yesterday and thought you’d like it!” My first reaction was how cool it was to have a spike from the C&T, and my second thought was, “How am I going to get this through TSA?”

I went up to the security Pre-Check with the spike in my hand. Showing it to the two agents on duty, I said, “This is a spike from the Cumbres & Toltec Railroad in Chama, and I’d like to take it home as a souvenir. But if it’s not allowed, you can throw it out.” One agent turned to the other and said, “We let a carpenter through last week with some nails, right?” And the other said, “Yes. And this is just a big nail! Go right on through, sir!” So, I now have an authentic railroad spike paperweight at home, and great memories of the “Trip of a Lifetime!”

I highly recommend taking the Durango & Silverton Railroad. It’s well-organized, extremely interesting, and the scenery is spectacular. May was a great time to visit, as the crowds were minimal, and the mountains were still snow-capped. The Cumbres & Toltec looked like a great ride, too, and was certainly more authentic. Maybe I’ll get back there some day when they’re fully open.

Look for future travel stories next summer after I return from my cross-Canada trip on VIA’s “Canadian!”



## Running Extra

### Why doesn’t the Green Line have an ‘A’ branch?

(Article from “Wikipedia” courtesy Doug Buchanan)

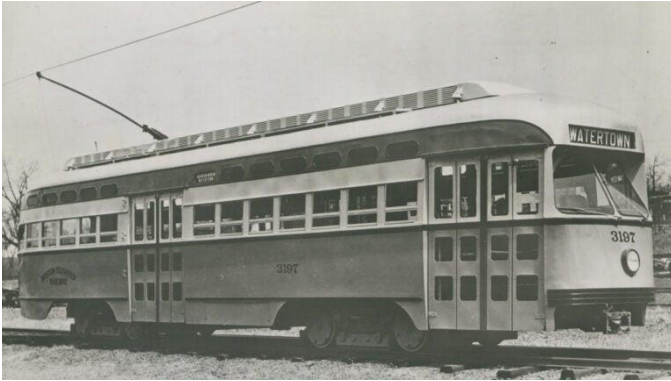
A shortage of electric trolley cars in the 1960s is largely to blame.

Anyone who has ever boarded a [Green Line](#) trolley has likely taken note of the letters representing the different branches: B, C, D, and E. But what ever happened to the “A” branch? To better understand this history, Boston.com, at the recommendation of the MBTA, spoke with local transit historian Bradley Clarke, who is president of the Boston Street



Railway Association and an author of 10 books on transit in Boston and Massachusetts.

### **'A convoluted route'**



In 1896, the West End Street Railway — which was transitioning from horsecars to electric trolleys at the time — opened a line extending from Newton Corner to North Station, then known as North Union Station, Clarke explained by phone. “It followed a convoluted route from Newton Corner, down Washington Street, Park Street, Tremont Street, Washington Street, Cambridge Street, Brighton Avenue, Commonwealth Avenue, and into downtown Boston,” he said, noting that this was in part the beginning of what would become the A branch. The A branch’s official start though, per se, was in August 1900 (still decades before the “Green Line” and lettered branches) when track was opened on Commonwealth Avenue, leading all the way to Lake Street in Brighton for today’s B branch, Clarke explained. “The vestigial A line now began running down Commonwealth Avenue to the Tremont Street subway, which had opened three years earlier in 1897,” he added. The Tremont Street subway was the first subway built in the U.S. The tunnel, which continues to connect the Green Line’s Boylston and Park Street stations today, was 125 years old as of this past September, the MBTA tweeted in the fall. Trolleys also continued from Newton Corner via Galen Street to Watertown Carhouse — which still exists today, otherwise known as Watertown Yard.

### **An attempt to end the A line**

Flash forward several decades to 1962. Largely in response to a shortage of electric trolley cars at the time, the Metropolitan Transit Authority — the predecessor to the Massachusetts Bay Transportation Authority, or MBTA — decided to try converting a couple of lines from trolley cars to diesel buses, Clarke said. They conducted a short trial, but it was unsuccessful. The A line commuters did not enjoy riding the bus to Kenmore, getting off the bus, taking the escalator downstairs, and boarding trolley

cars from Commonwealth Avenue, Beacon Street, and Riverside — especially if it meant losing their seat, he explained. Public pressure from this trial ensured that the A branch remained active for several more years.

### **From trolley to bus**

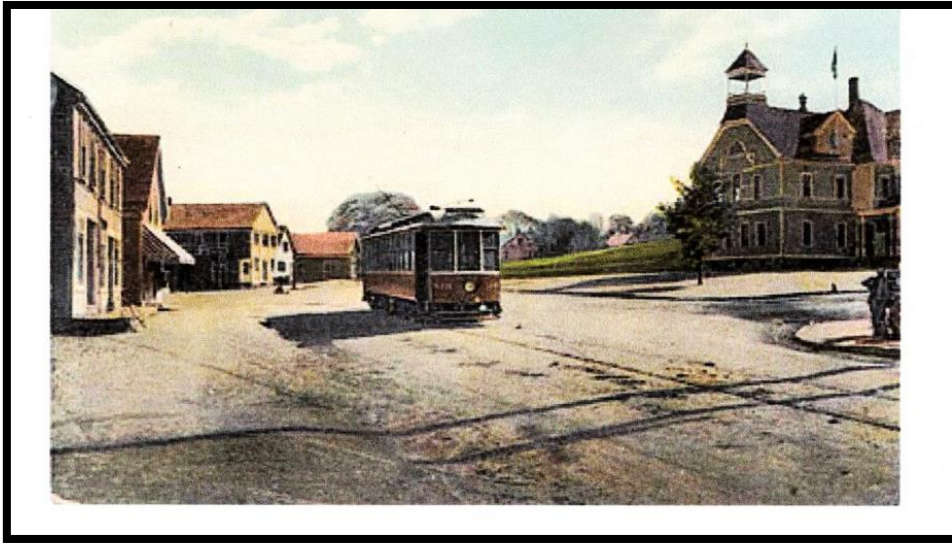
By 1969, the lack of operating trolley cars to run the A branch had become critical, Clarke said. Politicians at the time reportedly made it clear that the Commonwealth Avenue line, the Beacon Street line, and the Riverside line — now known as the B, C, and D lines, respectively — were more important than the A line. Once again, officials moved to convert the line from streetcars to diesel buses, he said. “There was a lot of public opposition — the Committee for Better Transit, for example, out in in Brighton, Newton, and Watertown, fought them tooth and nail at public meetings, putting up posters, doing a newspaper campaign, everything, but they did not prevail,” Clarke said. “And so the line was converted.”

### **Watertown Yard**

Though the A branch was converted from trolley car to bus operation in 1969, the tracks remained in place from the central subway to Watertown until 1992, as a satellite access way to Watertown Carhouse, Clarke said. Watertown Carhouse served as a “sort of second shop — the main shop being in Everett, Massachusetts” — where trolley cars were painted, repaired, maintained, etc., the local transit expert said. Transit officials were able to access Watertown Carhouse more easily than the shop in Everett due to the tracks, whereas to access the shop in Everett, streetcars had to be put on a truck and hauled there. The tracks were eventually removed beginning in 1992, following public pressure, mainly within the city administration, Clarke said. The last of the tracks were removed in 1994, he said.

Today, the 57 bus follows a similar route that the A branch did, Clarke said. The only major change is that the trolley cars ran straight over the Massachusetts Turnpike via a special right of way built for them in 1964, rather than the loop the buses take, he said.





Postcard of Lower Jackson Square. Washington School Building is on the right-hand side of the card. Today, that building is still standing and restored and used as office space. The awning on the left-hand side was the entrance to Burrell's, which was a long-time business in Lower Jackson Square. Burrell's is currently "Nico's Restaurant". (Image provided by the William and Elaine Pepe postcard collection.)