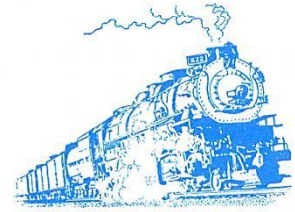


The Semaphore

South Shore Model Railway Club

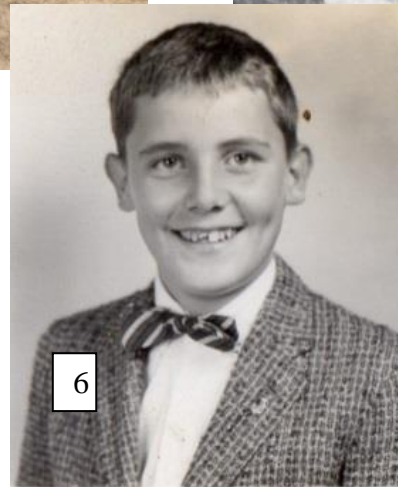
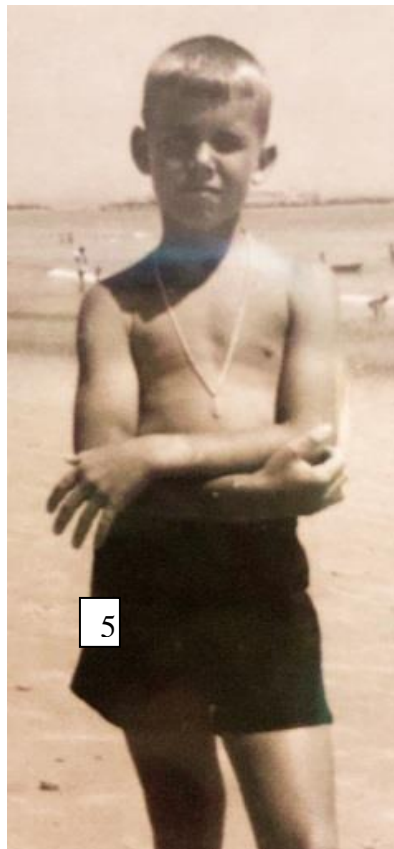
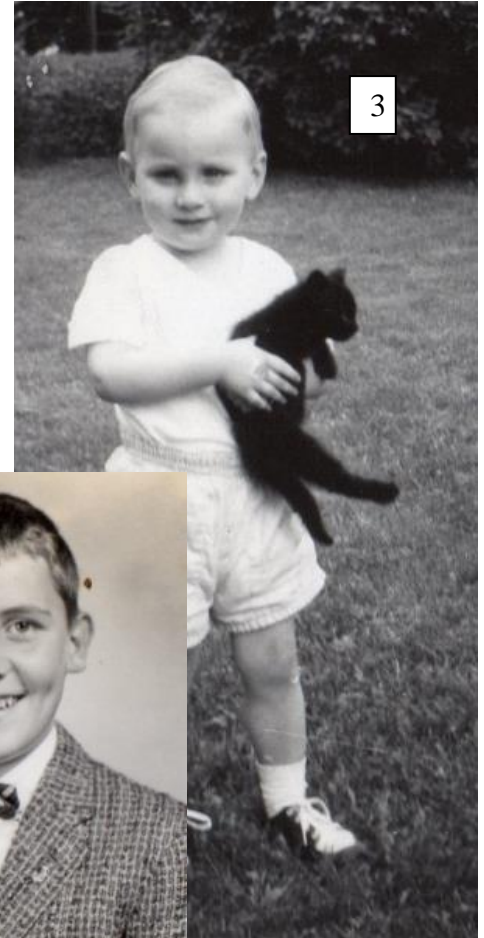
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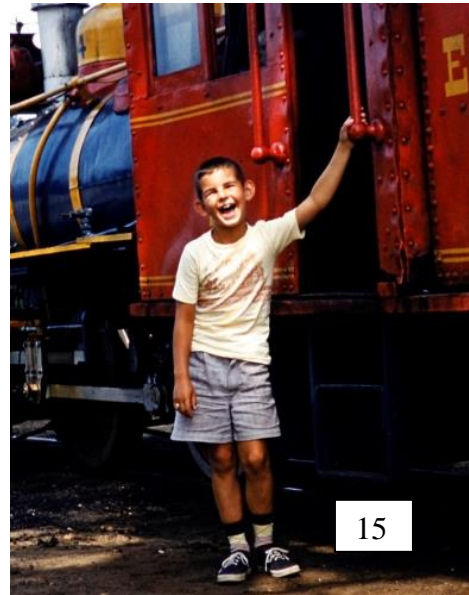
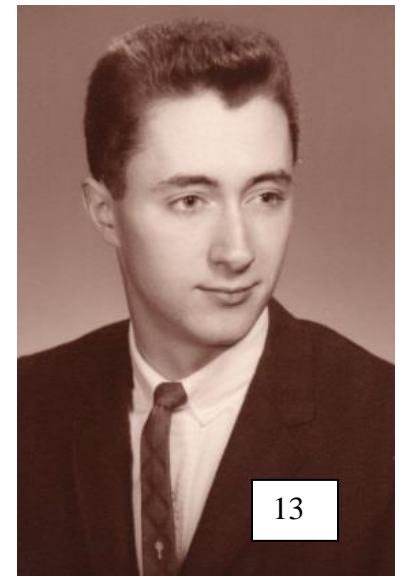
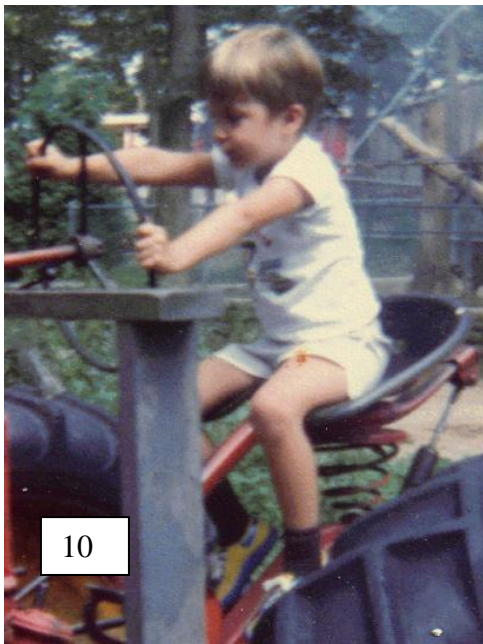
Home of the "East Coast Lines" since 1938



CLUB IN TRANSITION-5

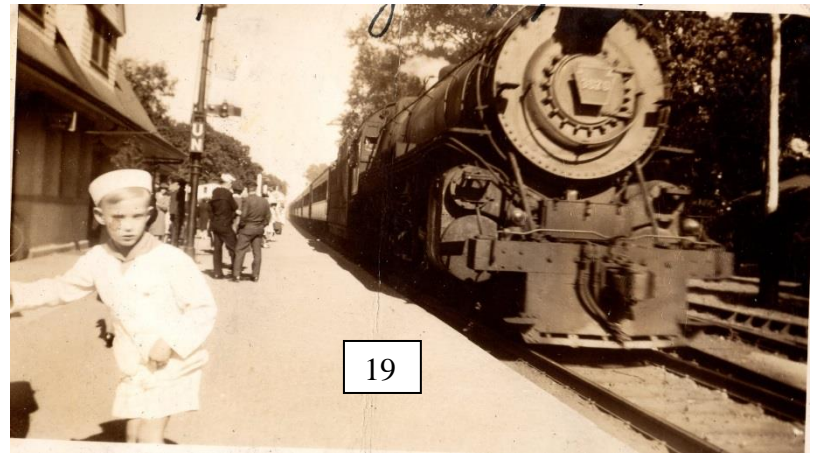
NOVEMBER 27, 2017 ■■■■■■■■■■ VOLUME 37 ■■■■■■■■■■ NUMBER 11







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The Semaphore

David N. Clinton, Editor-in-Chief



CONTRIBUTING EDITORS

Southeastern Massachusetts.....	Paul Cutler, Jr.
“The Operator”	Paul Cutler III
Cape Cod News.....	Skip Burton
Boston <u>Globe</u> Reporter.....	Brendan Sheehan
Boston <u>Herald</u> Reporter.....	Jim South
<u>Wall Street Journal</u> Reporter.....	Paul Bonanno, Jack Foley
Rhode Island News.....	Tony Donatelli
Empire State News.....	Dick Kozlowski
Amtrak News.....	Rick Sutton
“The Chief’s Corner”.....	Fred Lockhart

PRODUCTION STAFF

Publication.....	Al Taylor
	Al Munn
	Jim Ferris
	Bryan Miller
Web Page	Savery Moore
Club Photographer.....	Joe Dumas
Guest Contributors.....	Ken Buck

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. ©2017

E-mail: daveclinton@verizon.net Club phone: 781-740-2000. Web page: www.ssmrc.org

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CLUB OFFICERS

President.....	Jack Foley
Vice-President.....	Dan Peterson
Treasurer.....	Will Baker
Secretary.....	Dave Clinton
Chief Engineer.....	Fred Lockhart
Directors.....	Bill Garvey ('18)
	Bryan Miller ('18)
	Roger St. Peter ('19)
	Rick Sutton ('19)

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ON THE COVER: Name that member (and one former member, who is still close with us). See page 13 for clues and who is pictured.

FORM 19 ORDERS

NOVEMBER B.O.D. MEETING

Monday, November 27th 8 p.m.

DECEMBER BUSINESS MEETING

Monday, December 4th 8 p.m.

DECODER & LOCO TUNE-UP CLINIC

Thursday, December 7th 8 p.m.

JUNK FOOD JOLLIES

Tuesday, December 12th starting @ 6 p.m.

NEWSLETTER DEADLINE

Saturday, December 16th

DECEMBER B.O.D. MEETING

Thursday, January 4th 8 p.m.

CONTESTS

Congratulations to **Fred Lockhart** on winning this month's 50/50 Raffle!

This month's "Match the slogan to the railroad", a fun (and difficult) puzzle from Savery, was correctly completed by "lucky 13" members. And the lucky one to win the drawing for the Rapido RDC-1, in B&M as-delivered "Minuteman", was **Bob Farrenkopf!** Here's a list of the other participants:

Ron Clough	Dave Clinton
Al Taylor	Barry Doland
Jim Ferris	Dan Peterson
Paul Cutler III	Al Munn
Doug Buchanan	Paul Feeney
Fred Lockhart	Don Pierce

January is our traditional "Train Calendar Exchange", where participants in the contest supply a calendar and go home with a different calendar. Please remember to order an extra calendar from your favorite supplier and donate it to the contest. (Thanks...it's nice to have a "free" month for contest prizes!-Ed.)

This is an extremely difficult contest, but fun, so hints for figuring it out are under "Editor's Notes", near the back of the newsletter. Entry forms are on the old wooden showcase in the train room, and include the "hints"; or use a paper with numbers 1-24 and put the name next to the number. Good luck!

CHIEF'S CORNER

Fred Lockhart

I hope we all had a nice happy Thanksgiving with our families, for me it is one of the best holidays as we get together to enjoy each other's company and sharing a great meal together and watch some football.



Around the club, maintenance is about the same. Each time we operate, we seem to accumulate several issues to be repaired. Right now there are three turnouts on the newest part of the railroad to be looked at; all with different problems. Electrically, we are having problems with the Fast Clocks: several of them won't maintain their memory when the layout is shut down. On startup, several of them have reset to "masters" and as a result will not work together. We thought it might have something to do with the new Command Station that was installed a couple of month ago. Remember I had said that it was made to resolve issues with large layouts? Huh! More on that later. But we have reinstalled the older Command Station and found no improvement, so we are calling the manufacturer for help. The new Command Station did make a difference in the beginning, however, because of the expanded capabilities of this new unit there was an upgrade that needed to be done to older throttles, which many of you have had Bob England do for you. Now this Command Station is teaching us a new vocabulary with words like "steal zap" and "Toff". Steal zap, from what I understand, prevents another throttle from stealing a loco address that was in one of the expanded slots. The problem I had during the last Ops session, when I tried to acquire a locomotive to move it after it had arrived at Cedar Hill and got the steal zap message, was that I could not acquire the loco or any other loco on my throttle; it was like it was locked up? Not fun. The Toff message comes up in the right-hand loco address spot, it will flash back and forth with the address, and this message has to do with track power status. Ignore it for now, as you can still put in an address and acquire a loco over it. I will be spending some time on Digitrax's website to learn more about the new messages that we might see in the future. AHHH...always something. But, remember, "Model railroading is fun"!

You will see a couple of sections of backdrop have been removed near the steel mill. This is

necessary to relocate the Larson Branch to come off the passenger lead. This work will cause the passenger lead to be Blue-Flagged for a short while when the new turnouts are being installed. I will make sure we have the passenger lead in service for the next "Ops" session

That's it for this month,
Fred Lockhart
Chief Engineer

SEMAPHORE MEMORIES

NOVEMBER 2012 (5 years ago)

- Iowa Pacific acquires controlling interest in Cape Rail, Inc. and its subsidiaries.
- D.O.T. designates Cumbres & Toltec Scenic RR as a National Historic Landmark.
- EMD's Caterpillar-painted SD70Ace locomotive debuts
- Vermont plans to up-grade Vermont Rail System trackage between Rutland and Burlington for future passenger service.
- Amtrak's *Downeaster* arrives at Brunswick, ME, station, marking beginning of passenger train service to communities north of Portland for first time in over 50 yrs
- Town of Stoughton purchases its train station from MBTA; it is on National Register of Historic Places.
- CSX begins moving out of its ex-NYC Beacon Park Yard in Allston. Flexi-Flo cars are moved to Westboro and intermodal moves to Worcester's expanded yard.
- Association of Railway Museums and Tourist Railway Association, Inc. merge.
- CPR puts all 56 of its SD90/43MACs up for sale; not successful on the RR and frequently in storage.
- NS unveils latest commemorative locomotive: an SD60E, "The Veteran's Commemorative Locomotive".
- The New Pullman Sleeping Car Co. inaugurates run of historic cars on back of Amtrak's *City of New Orleans* out of Chicago.
- Amtrak inaugurates service from Norfolk, VA to NYC.
- Six parties submit bids to the City of Waterville, ME, to restore former MEC 4-6-2 #470, which was donated to the City in 1962, and rusting to pieces ever since.
- Springfield (MA) officially begins transformation into a hub of regional transportation, with the renovation of the terminal building and demolition of the baggage bldg.

NOVEMBER 2007 (10 years ago)

- Amtrak operates its last dome car (ex-GN "Great Dome" 10031 for the first time on The Adirondack between Albany and Montreal for "leaf-peepers".
- Genesee & Wyoming buys Maryland Midland Rwy in Maryland.
- Restoration begins on Canaan, CT, RR station, after arson fire almost completely destroys historic structure.

- MTH and Lionel reach agreement in 7-yr-old lawsuit over Lionel's theft of designs.
- Connecticut D.O.T. expands "Shore Line East" service by adding weekend trips.
- Rail Runner Express service extends to Santa Fe, NM.
- Work underway by Amtrak to replace Thames River Bridge in New London, CT.
- R.J. Corman RR Group purchases Chinese Class QJ 2-10-2 #7040 for special events use on its Kentucky line.
- MBTA purchases two Genset locos.
- MBTA adds A/C to 10 PCC trolleys used on Ashmont-Mattapan Line.
- Mass Coastal RR awarded State's rail contract for southeastern Massachusetts rail lines.

NOVEMBER 2002 (15 years ago)

- Line clearing for Greenbush Line begins.
- Atlas brings out FM's H15-44 locomotive.
- Quincy Wholesale Grocery reefer Club car sells out.
- Last EMD F-unit built, New Haven FL9 #2059, acquired by the RR Museum of New England.
- "Green Goat" from RailPower Technologies of Vancouver, BC, tested on Union Pacific.
- MBTA increases parking lot fees to \$2/day.
- BC Rail runs last passenger train—Budd car-equipped Cariboo Prospector.
- Auburn, ME, intermodal freight terminal on SLA RR becomes "official port of entry".
- CSX begins using air-powered end-of-train devices, where electricity is generated by a turbine spun by brake pipe pressure.
- Chicago's Museum of Science & Industry opens new \$3 million HO-scale RR. 3,500-sq-ft with 1,450 ft. of track and 34 trains running at the same time.
- Chris Barlow joins SSMRC.
- Club Operations dispatched from location, which is now "Hudson Falls"; Tower 51 yet to be built.

NOVEMBER 1997 (20 Years Ago)

- First Talgo Train car shells arrive from Spain, to be completed for Amtrak's *Cascades* Service.
- *Flying Yankee* transported from Glenn, NH to Claremont, NH, for restoration on C&C RR.
- Lima Locomotive Works in Ohio demolished.
- Pioneer Valley RR/Conrail "diamond" in Westfield, MA, removed.
- Electrical Committee begins testing various DCC systems, in order to report to membership.
- Kato (finally) produces SD45 in HO-scale.
- Business meeting held in Bldg. 51 meeting room—first time with heat!
- Debate over rail passenger service to Portland continues, with Guilford trying to dictate terms of contract

NOVEMBER 1992 (25 Years Ago)

- Building 51 windows bricked and brush cleared away from building.
- Dorchester groundbreaking for restoration of Old Colony Commuter Rail.
- Amtrak service from Boston to Portland expected to start in 1993 (actual 2001-Ed.)

• Los Angeles inaugurates commuter rail service on three lines, called “Metro Link”.

• Morrison-Knudsen reopens factory building in Chicago, once operated by the Pullman Company to build passenger cars.

• RailTex, Inc. purchases CN line from Truro, Nova Scotia to Sydney, naming it “Cape Breton & Central Nova Scotia Railway”.

• Delaware & Hudson RR and the Soo Line RR become totally integrated into the CP Rail System.

NOVEMBER 1987 (30 Years Ago)

• Editor tours, and reports on, Beech Grove Shops and 19th Street Chicago Coach Yard.

• Computerized car-tracking system installed by MBTA.

• Conrail purchases 30 GE B40-8s, nicknamed “Camels”.

• 1,000 employees of Springfield Terminal RR, part of Guilford Transportation, walk off the job.

• Marklin introduces “Digital Starter Set”—a first for the model RR industry.

• D&H’s large “Colonie Yard” in Watervliet, NY, torn up.

• Bombardier, of Montreal, purchases all rail passenger car designs of former Budd Company, of Philadelphia.

• Conrail bans steam locomotive excursions.

• C&O ceases as separate company; merged into CSX.

NOVEMBER 1982 (35 Years Ago)

• Ron Clough, Barry Doland and Honorary member Tom Ryder voted into SSMRC.

• P&W takes delivery of first GP38s.

• Amtrak institutes “Metroliner Express” service, using F40s on short Amfleet trains, between Boston and New York—3 hr, 55 min.

• “Superliner” sleepers begin running on Western long-haul trains.

• Amtrak begins Chicago-Toronto *International* service.

• Steamtown considers moving from Bellows Falls, VT to Scranton, PA, due to advertising restrictions in VT.

• White Pass & Yukon RR suspends operations.

• Graham Claytor becomes Amtrak’s president; a former president of the Southern RR and Secretary of the Navy.

• Batten Kill RR opens for business.

• ICC approves merger of Missouri Pacific and Western Pacific into Union Pacific RR.

• Amtrak and the BLE agree to change from mileage-based pay to hourly wage plan.

• 17-mile ex-B&M Ashuelot Branch from Keene, NH to Hinsdale, NH abandoned. Used by Steamtown in the early 1970s.

ENGINE TUNE-UP CLINIC

All most “full house” this month, starting with **Joe Dumas**, who had the easiest job—swapping an

Amtrak F40 DC chassis with one that had DCC and Sound. Removal of the couplers and shaking out the chassis from the body (like Athearn) was a piece of cake. Now the DC unit can go on eBay!

Bryan Miller had another fairly simple job with his two Atlas RS-1s in the “Silver” version. Luckily, these two beautiful D&H “Lightning-stripe” units come with an 8-pin socket, so installing a DZ123P in each and changing out the crappy couplers to Kadee “whiskers” turned the locos into a great addition to his roster.

Paul Cutler III, stepped around from the teaching desk this session to the student section and spent the evening installing a LokSound “LokPilot” sound unit into his Atlas H24-66 diesel decorated in (you have to ask?) New Haven delivery colors. The unit (#53614) with a 21-pin plug installs easily into the Atlas 8-pin socket, with the converter plug now available. Worked great the first time!

Savery Moore brought his Atlas GP38, decorated in the familiar New England Central blue/yellow. This “Master series” loco came from the factory with an MRC decoder, that can be switched from DC to DCC by moving a plug on the board. After spending most of the session trying to figure out operation problems, he agreed that MRC sucks and ended up “hard-wiring” a Digitrax DH126D with success and a feeling of accomplishment, after all the dead-ends he experienced during the evening.

Paul Agnew brought several locos, as usual, and spent the whole evening + more working on them: a Bowser C-636, where he discovered that the motor or board was at fault and not the decoder this time; an Alco Models (brass) RS-1 painted in NYS&W, where he installed resistors to cut down on the over-bright lighting. He evaluated two locomotives: an Athearn SW7 decorated in CV paint and another Athearn, an F45 painted in ECL colors. Finally, he brought in an Atlas SD35 decorated in PRR colors to test, program and register. A nice side-benefit to the clinic, where your recently-repaired or decoded loco can be registered, without having to bring it back.

Eric Tedeschi was talked into joining the happy time, as he had a UP DD40AX with a broken truck pickup wire. This was repaired but the instructor managed to break one of the pins holding the truck sideframe to the truck. (Will repair for you next time, Eric!)

Barry Doland brought his B&M GP18 by P2K for a decoder. We found that the weight was shorting, so we insulated it and hard-wired the DZ123, which fit on top of the huge weight inside. The old bulb lighting is unsatisfactory, so because the session was ending, it was decided to do lighting next month. This unit in the handsome McGinnis black and blue has only been done by P2K many years ago but is a nice runner and unusual, with the B&M being the only purchaser in New England.

Thanks to **Paul Cutler III** for preparing the Model Shop beforehand. Our next clinic will be **Thursday, December 7, 2017**. Sign-up sheet on Bulletin Board. Everyone is welcome!



A PILOT PROGRAM that would bring seasonal passenger rail service as far north as Rockland is being explored by the transportation authority tasked with handling the state's contract with Amtrak's Downeaster service. "There is a lot of due diligence and work to be done," Natalie Bogart, marketing director for the Northern New England Passenger Rail Authority, said Tuesday. "We are kind of in the infancy planning stage of it." The pilot program would extend the Downeaster's rail service — which begins in Boston — up the coast from its current northern point of Brunswick, adding new stops in Bath, Wiscasset, Newcastle and Rockland. The program was announced Monday night at the annual board meeting of the Northern New England Passenger Rail Authority (NNEPRA) as one of its goals for 2018. A public transportation authority, NNEPRA was created by the Maine Legislature in 1995 and tasked with developing passenger rail service between Boston and Maine. NNEPRA holds an agreement with Amtrak to operate the Downeaster rail service. Its most recent expansion occurred in 2012, when Downeaster service was extended from Portland to Brunswick. While the project is still in the early stages of planning, Bogart said NNEPRA feels seasonal extension of passenger rail service to these coastal communities "could be turned around very quickly," perhaps as soon as summer 2018. A planning schedule for development of the program will be

mapped out in the coming weeks, Bogart said. That process would include a series of public meetings. NNEPRA is viewing the feasibility of bringing seasonal rail service north of Brunswick as simply an extension of its existing passenger rail service schedule and equipment. Bogart said the rail line that extends from Brunswick to Rockland has been upgraded to passenger standards, though a more intense feasibility review will be a part of the planning process. Among the details that need further consideration as part of the expansion would be if upgrades are necessary at some stations, Bogart said. The pilot program would likely run from Memorial Day to Labor Day on weekends only, providing one daily round trip from Boston, Bogart said. Maine Eastern Railroad previously ran excursion trains between Brunswick and Rockland, but those trains stopped in 2015. (BDN) This would be really nice! Rockland is a beautiful coastal town.-Ed

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A CHINESE CITY is testing what it calls the world's first "smart train:" a tram that runs on virtual tracks. The Autonomous Rail Rapid Transit train can carry up to 300 people in its three coaches, and can travel up to about 45 mph. The vehicle was first unveiled in June, and this week's test in Zhuzhou in the Hunan province in south-central China will test its ability to navigate street traffic. Instead of using rails, the train runs on virtual tracks marked by white dashes on the street and will operate on a two-mile route with four stations. The system "combines the advantages of modern trams and buses," reports Channel News Asia. It is expected to be much cheaper to operate and maintain than a traditional streetcar or tram. The ART will begin service in 2018, and will likely be fully automated. (TN)

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OCTOBER 31ST MARKED the return of Amtrak service to and from Roanoke, VA, for the first time in 38 years. Amtrak *Northeast Regional* Train 176 departed Roanoke this morning at 6:19 with many local passengers taking a short ride east to Lynchburg, Va., so they can return by bus. Passengers will be able to travel in and out of Roanoke from cities such as Washington, New York, and Boston. Local and state officials, as well as city leaders expect the economic boost of passenger rail service coming to the city to be significant. (TN)

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JUST BECAUSE A TIE looks black, it doesn't mean it's been properly preserved for railroad use.

It's something Norfolk Southern officials discovered, and they are now accusing a Birmingham, Ala., tie supplier of fraud and conspiracy to pass off improperly treated ties that have begun deteriorating on the railroad's rights-of-way. In a complaint filed Oct. 23 with the U.S. District Court in Birmingham, the railroad alleges that Boatright Railroad Products sold some 4.75 million defective rail, switch and bridge ties between 2009 and 2014. NS alleges that Boatright used improper wood, improperly dried wood, and improperly treated it with substances to make them look like they had been treated with creosote. Norfolk Southern also alleges that Boatright paid a former NS track inspector, working as a consultant, some \$128,000 to certify that the ties had been treated to meet the railroad's standards. NS is seeking \$50 million in damages, an amount that could triple if it proves that Boatright was engaged in a civil conspiracy under the Racketeer Influenced and Corrupt Organizations Act. The railroad's complaint says that Boatright principals Shane Boatright and John Bookout told employees to "simply 'make them black' by whatever means necessary — so as to mimic the appearance of having been properly treated in accordance with the NS specifications." Norfolk Southern alleges that Boatright coated ties with motor oil, anti-freeze, paint, and a chemical compound "which, when applied to a rail tie, would mimic the appearance of a properly-treated tie at a dramatic cost savings." (TN)

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RHODE ISLAND GOVERNOR Gina Raimondo is asking the MBTA to run express commuter trains between Providence and Boston; the T says it would be difficult. T spokesman Joe Pesaturo said it would be difficult to introduce express service before South Station is expanded, because the trains would need room to arrive and depart. The station presently has only half the tracks it did, when it opened in 1899. An express train is expected to save 10 minutes. The South Station expansion project is currently under environmental review and the expanded station isn't expected to open until 2025, at the earliest. (BG)

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WESTERN FOREST PRODUCTS announced early this month that Vancouver Island's Englewood Railroad, the last logging railroad in North America, is closed for good. The decision to close the logging railroad on the north end of Vancouver Island comes six months after three Englewood employees were killed when a runaway log train

crashed into a maintenance-of-way crew. The railroad was immediately shut down following the incident and had yet to resume operations while Transportation Safety Board of Canada investigated the crash.



In a statement to Trains News Wire, Western Forest Products officials cited economic conditions as the primary reason for shutting down the railroad for good. Logs will now be transported by truck. "To improve the flexibility of our operations and create efficiencies in the processing and transport of logs on the North Island, we have made the decision to permanently discontinue operating our Englewood train," says spokesperson Amy Spencer. "This change is consistent with ongoing efforts to reduce costs and strengthen the company's competitiveness." Thirty-four jobs will be cut with the railroad's closure, although Spencer says some people will be moved to new jobs within the company. It's unclear what will happen to the railroad now that WFP has decided to permanently close it, but officials say they recognize its importance as the last logging railroad on the continent. (TN)

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CHILDREN AND RAILFANS waiting along the

route of CSX's *Santa Train* this year will get an extra treat from Santa Claus — an original Clinchfield Railroad F unit in new paint pulling the trainload of cheer. CSX Transportation unveiled the cosmetically restored Clinchfield F3 No. 800 in yellow and gray at its Huntington locomotive shops today. The interior and exterior restoration of the already operating locomotive coincides with the 75th running of the annual *Santa Train* over the former Clinchfield main line from Shelby, Ky., to Kingsport, Tenn., on Nov. 18. CSX shop crews spent months searching for old drawings and diagrams on the Clinchfield's first diesel-electric locomotive, so they could re-paint it as closely as possible to what it looked like when it



rolled out of EMD's LaGrange, Ill., works in 1948. Present-day railroaders even quizzed retired Clinchfield engineers on details such as internal paint and seat colors to ensure historical accuracy of the restoration — although the locomotive must operate with ditch lights to comply with modern safety laws. The unit was first assigned to lead the *Santa Train* in 1979, and several subsequent runs as Seaboard System and later CSX No. 116. The last time F-units pulled the *Santa Train* was in 1989, with No. 800. (TN)

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"OPENING A NEW STATION is something a Commissioner of Transportation does not often have a chance to do," commented Connecticut Commissioner James P. Redeker on Monday afternoon as state and local leaders and railroad officials prepared to officially open the state's new rail station at Wallingford. The station at Wallingford is one of three entirely new stations being built along Amtrak's 62-mile Springfield Line between New Haven, Conn., and Springfield, Mass. The new high-level facilities initially will serve Amtrak's Vermonter, Springfield-Washington, D.C., trains, and Springfield-New Haven shuttle runs. In May 2018, the state's new "Hartford Line" services will add 19 "CT rail" trains in each direction through Wallingford. The new trains will be operated under contract by a joint venture of TransitAmerica Services and Alternate Concepts. (TN)

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THE MBTA IS BRINGING former general manager Daniel Grabauskas, who was forced out of the agency in 2009, back to focus on commuter rail service. He is being brought in as an independent contractor to serve as executive director of commuter rail, which is run for the MBTA by Keolis Commuter Services. (RP)

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MONDAY THE 13th at General Electric: The 125-year-old corporation, among the world's oldest, announced a massive, aggressive downsizing and restructuring, a reduced dividend, and an in-the-works divestiture of its storied Transportation division, one of the world's largest, most successful builders of railway locomotives. GE shares plunge 8% for biggest decline since housing recession after turnaround plan unveiled. General Electric announces it will cut its dividend in half as part of a broader corporate restructuring. It plans a renewed focus on health care, aviation and energy. CEO John Flannery apologizes on investor day for the company's performance and says GE would be 'more focused.' The shares dropped 8% for their

worst single-day decline since April 2009. GE added it will be letting go 25% of its home office staff. At this point, exactly what "more focused" means isn't very clear. (RA)

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DESPITE a full-day hearing on Oct. 11 before the Surface Transportation Board on CSX Transportation's performance, officials with the Rail Customer Coalition say the eastern railroad has failed to improve. They've asked to meet with federal regulators again and are repeating requests for the board to take some action in addition to listening to their complaints. (TN)

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THE FIRST EXAMPLE of Chesapeake & Ohio's fleet of 2-8-4s has been cosmetically restored by the Dennison Railroad Depot Museum. C&O No. 2700 was repainted and hundreds of new parts fabricated to bring the engine close to its as-built appearance. On Nov. 3, the restored locomotive was unveiled at a ceremony attended by Dennison residents and area business and political leaders. The restoration is a happy outcome for the much-traveled 2-8-4. American Locomotive Co. built No. 2700 in 1943, the first of 90 Kanawhas on the C&O. While most railroads referred to 2-8-4s as "Berkshires" the C&O referred to them as "Kanawhas" after the Kanawha River that flows through West Virginia. Alco built 70 Kanawhas,



while Lima built the remaining 20. C&O donated No. 2700 to the City of Charleston, W.Va., in 1955. In 1972 it was given to the St. Albans Firefighter Association in St. Albans, W.Va., and six years later to the St. Albans Railroad, Inc. In 1986, it went to the Silver Throttle Engine Association in Canton, Ohio, which planned to restore it to operation. The engine was stripped but the restoration never happened. The engine was threatened with scrapping when the late Jerry Jacobsen and his Ohio Central Railroad moved to save it, moving it from Canton to the Dennison museum, which is

based at the former Pennsylvania Railroad depot. (TN)

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LOOK WHAT'S HAPPENING to old QBT #19, which became Claremont Concord #102, when the shipyard railroad was sold and became the Fore River RR. Originally bought by the D&H as 3036, the S4 is at the Cooperstown & Charlotte Valley RR in upstate New York...still alive & kicking! (Photo from NERAIL by Peter Lazaris)

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A LACK OF MONEY is forcing the Western Maryland Scenic Railroad to stop all work on restoring Chesapeake & Ohio 2-6-6-2 No. 1309. "A lot of our visitors have the idea that we should throw all of our money into the 1309's restoration, but that would bankrupt us," Executive Director John Garner tells *Trains News Wire*. In explaining why the project is short of funds, Garner says that grant requirements and personnel issues are partly to blame. News Wire could not independently verify Garner's specific claims Friday afternoon. Garner does say the railroad has "done a poor job of communicating" how operations keep the railroad in business and that the railroad considers No. 1309 to be a special project, akin to other projects, such as landscaping. "Those special projects come to a stop when money runs out," he says. No. 1309's restoration has received at least \$400,000 from the State of Maryland to help fund the restoration. News Wire confirms with Maryland officials that that money is nearly gone. Garner says that it will take at least an additional \$530,000 to complete No. 1309's restoration, an estimate Garner says he received from the railroad's contractor on the steam locomotive project, Diversified Rail Services. Documents Garner provided to News Wire show that the running gear

and the boiler would require \$120,000 and \$115,000 to complete, respectively. (TN)

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AMTRAK POSTED record ridership, revenue and earnings for its fiscal year, which ended Sept. 30, 2017:

- Ridership: 31.7 million passenger trips — increased 1.5 percent over fiscal year 2016
- Total Revenue: \$3.2 billion — increased 1.1 percent over fiscal year 2016
- Operating Earnings (unaudited, adjusted): (\$194 million) — improved 15.7 percent over fiscal year 2016

Amtrak also achieved a new record for cost recovery, covering 94.7 percent of its operating costs with ticket sales and other revenues. (TN)

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IT'S BEEN TALKED ABOUT for years, but now a second train platform at Union Station in Worcester is within sight. Union Station currently has a single high-level platform, which means that only one train can be in the station at a time. This limits the number of trains that can run on the line and the frequency of service. Any delays can also cascade, as a late train can cause others to have to queue up to wait outside the station. A second platform could alleviate those problems; a train would no longer have to wait to enter the station, when a train is already there. Construction could start next spring. (RRE)

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THE MBTA BOARD OF DIRECTORS has approved a \$723 million overhaul of its fare collection system, that will phase out the "CharlieCard" and allow riders to board trains, trolleys and buses with the tap of a credit card or smartphone. A 13-year contract was awarded to San Diego-based Cubic Corp. to design and operate the new system, which officials hope to have fully implemented by the spring of 2020. Riders would no longer be able to pay cash when they board buses or trolleys, but they could still buy fare cards from vending machines at MBTA stations and at many participating retail stores. Passengers could board vehicles under the revamped system by tapping their credit cards or smartphones to fare readers installed at all of the doors on buses and trolleys. Commuter rail passengers would be required to tap both entering and exiting trains to measure distance traveled and assign fares accordingly. (PL)

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

MEMBER NEWS

TRAINS

EMD Passenger Units through the Years
A Valley, History, and Hope
SP's narrow gauge lives on
The Dumbest (railfan) Thing I ever Did
In My Own Words: Seeing Red

MODEL RAILROADER

Take Your Best Shot
Not Quite a Drop-in Decoder
Trains of Thought
Finding your comfort zone

Big and Busy on the Pennsy

RAILROAD MODEL CRAFTSMAN

Tsunami Decoder Install

PASSENGER TRAIN JOURNAL 2017-4

Amtrak's Summer of Grand Central

An Amtrak

My Life at Amtrak-Part 3

Seaboard Coast Line Passenger Service

News sources: Boston Globe, Boston Herald,
Amtrak "News", Trains Newswire, Railway Age,
Railpace Newsmagazine, RRE "Callboy", "The
470", Patriot Ledger, Wall Street Journal, Bangor
Daily News.



As has been a tradition for many years at the SSMRC, Bill Garvey, USMC, has set up a box in the meeting room to collect Toys for Tots. This is an extremely worthwhile cause, which was started many years ago by a Marine wanting to help make Christmas special for less fortunate children. The drive has blossomed into a huge, country-wide collection, which helps thousands of children experience the joys of Christmas. **Donated toys are to be new and unwrapped.** Please place in the yellow box marked "Toys for Tots". The collection will continue until the weekend before Christmas. Bill also accepts monetary donations for the charity; please see him directly. Thanks to Bill and all who participate in this great cause!

Both **Rich Herlihy** and **Dick Kozlowski** recently had shoulder surgeries. And both are doing fairly well. Rich's was a month ago and Dick's was 10 days ago. Rich has been to the Club a couple of times and looks good and I spoke with Dick and he sounds up-beat and plans on seeing us at "The Big E" in January. So, now if they both will only follow doctor's orders!

Our condolences to **Jim South**, on the death of his sister, Sandra-Jean on the 15th. Our thoughts and prayers are with you, Jim.

BIRTHDAY CELEBRATIONS

The following members have made it through another year and deserve congratulations:

Bill Garvey.....	December 2 nd
Jay Pease	December 2 nd
Nick Nickerson (H)	December 3 rd
Paul Patev (L)	December 6 th
Stan Rydell.....	December 6 th
Chris Barlow.....	December 12 th
Paul Feeny.....	December 13 th
Will Baker.....	December 14 th
Ron Clough.....	December 15 th
Bill Sims	December 21 st

EDITOR'S NOTES

1. Another reminder—particularly for those who have "automatic" payment for their dues—please change the address you send your check to the Club; change to:
**52 Bare Cove Park Dr.
Hingham, MA 02043**
2. **December's newsletter** will publish one week early, due to Christmas falling on our normal publishing date.
3. **Bryan Miller** thanks the members for their donations of food items to "**Jack's Red Tails Café**", as well as those who staffed the Café. A great success was had because of the participation by members.
4. **The 10th Anniversary** of the Old Colony **Greenbush Line** came and went (October

31st) without anything in the press? Rather odd, I think.

..... David N. Clinton

Contest helpful hints:

1. He can sell the public anything!
2. A love of antique autos from young years; now owns an original Mustang.
3. "Sorry!"...even though I'm not Canadian.
4. "I'm going to be a cabinet maker when I grow up."
5. Born with salt water in his blood on the "Irish Riviera".
6. He always had eyes on being a real locomotive engineer...and retired from being one.
7. A Southern boy always with a soft spot for the ACL.
8. Give him any wood project and it's done; "when's the next benchmark needed?"
9. This Carolina boy still misses the laid-back Southern life.
10. No wonder his other hobby is farm tractors.
11. Served in Alaska during his USAF tour.
12. Sporting that "letter jacket", no wonder this handsome kid married three times.
13. The look of an accountant, but he became a career master electrician.
14. Look at that hair!
15. Still has big ears and mouth.
16. On the *California Zephyr*—a far cry from Edaville.
17. A Ranger's uniform fits better than a tux.
18. He didn't know it then, but working the model RR led to an interest in motorcycle mechanics.
19. Encounter with "The Standard RR of the World" eventually led to the SSMRC as an electrical guru.
20. Patriotism at such a young age created the unusual—a trustworthy, likeable lawyer.
21. Still has a young face, so many years later.
22. Hingham graduate loved the Cape so much, he moved there.
23. Played in Quagmire Swamp as a kid.
24. Hanging around the Braintree Yard throwing switches in the summer heat eventually led to a career in railroading.

RUNNING EXTRA

TRANSRAPID MAGLEV TEST TRACK TO BE DEMOLISHED—After an agreement has been reached between the owner and the German government how to carry out the work and dispose of an estimated 200,000 tons of concrete rubble, demolition of the maglev test track will commence. The sites owner and the federal government are in dispute as to who should gain from any profits received from scrapped materials such as copper and steel. The government has offered funds to pay for some of the demolition costs, estimated to be 640 million and, wants any such income. The 31 km (19.2 mile) long elevated test circuit was built between 1980 and 1983 and used to test Transrapid maglev prototypes. Until an accident in September 2006 killed 23 people it was possible for the public to visit and ride on the test "trains". That period ended in 2010 and the site officially closed. The last surviving Transrapid maglev train was sold by the German Government in late 2016 to a meat processing firm, "Kemper", a family owned business, in Nortrup, Germany. A Kemper ancestor invented the maglev concept and was awarded the "Great Merit Cross" by the government for his research and invention in 1972. Later Transrapid vehicles were designed for speeds of up to 500k/h (310 mph) and could seat 156 passengers. Since the late 1960s the only commercial sale of Transrapid technology was to China where a 30 km (19 mile) long, 430 km/h (267 mph) line opened in 2003 connecting Shanghai Pudong airport to the city center. Plans for an intercity route from Berlin to Hamburg were proposed and then dropped in the late 1990s. Planning work for a shorter Transrapid line from Munich Center to the Munich airport ended in 2008 causing most of the German industrial partners to drop their support and funding

TODAY'S RAILWAY EUROPE via Michael Lennon

CLUB AUCTION

Monday December 4, 2016

Building 51 Hingham, Ma. 02043




A Partial Listing, Items are still being added!
Preview One Half Hour before Meeting!


- | | |
|---|--------------------------------------|
|  | 1- Navy Ammo Car |
|  | 1- Cabot Dairy refer car |
|  | 1- Quincy Oil Tank Car |
|  | 2- ECL 40' Air slide Covered Hoppers |
|  | 2- Ciment Quebec cars 2 #s |
|  | 1- Hingham Lumber Car |
|  | 2- NHNC Hoppers/ loads 2# |
|  | 1- 75th anniversary car |

Sale Terms: Cash or Personal Check presented at the end of the Auction
WE NOW TAKE YOUR CREDIT CARDS FOR PAYMENT!

Col.(Hon) Barry S. Doland O.W.E. Auctioneer







Junk Food Jollies



When: Tuesday, December 12th
Where: Editorial Offices, 11 Hancock Rd., Hingham
Time: Any time after 6 pm
Who: All members and applicants welcome

Come and enjoy hot mulled cider, cookies, crackers, cheese and lots of other not-so-good-for-you food! A time for camaraderie with your fellow members away from the RR Club...but still in a RR atmosphere! About 8 pm, we'll enjoy movies, slides and CD's made by the photographers in our group.

Come and have fun with your friends.



(RRE "Callboy" articles)

NEW MUSEUM IN NORTH ADAMS MASSACHUSETTS—Frank Gehry will design a new facility that will feature model trains running around architectural gems built 150 years ago. It will be called the Extreme Model Railroad and Contemporary Architectural Museum, only a few blocks from the Mass MoCA (Museum of Contemporary Art). The whole exhibit will be on one scale, with the roof of the building at least 40 feet high to allow for skyscrapers: the Empire State Building replica, for example, will stand 35 feet tall. The work of 71 architects from around the world, including Frank Lloyd Wright, will be displayed. When Mr. Krens started developing Mass MoCA he called Mr. Gehry to look at the space. Gehry confessed not being a train enthusiast but agreed to get involved. No. Adams will seek grants.

NEW YORK TIMES via Richmond Bates



THE OPERATOR



JULY 24 & 27 / 17

ECL OPERATING DEPARTMENT

NO. 175



STEAM & DIESEL



OPERATIONS REVIEW

by Paul A. Cutler III

Welcome to the July Review, even though we just had the November Operation. I know I'm late but I am trying to catch up. Heck, last time we reviewed May, so consider this a vast improvement. *Onward! Semper Avanti!*

Operations Review: Monday, July 24th 2017

The tower was staffed by **Savery Moore** on the Boston Division and **yours truly** on the Mountain Division.

Jack Foley wasn't in Middleton, if you can believe it. He engineered eight trains instead, getting seven Train Orders: LM-4, 510, 716, 547, MH-3, BH-7, and MS-9. He also ran commuter 525 (the *Downeaster*), which was a pretty good trick considering he didn't have the Train Order for it. Better still, **Jack** was about to take it up the Mountain Div. when I happened to walk by and say, "Where do you think you're going?" He had the T.O. for BH-7 (a freight) and yet was running a passenger train (525). "Oh, so that's why the DCC address was different," **Jack** said. "This is why I should not be allowed out of the yard." He also left the *Downeaster* Cabbage in Boston. For this and other things, "Oops!" **Jack**.

With an Amtrak passenger train, **Peter Palica** almost ran into #101 with steam train #34 (Amtrak steam?) in the Gallery. He was directed to back into nearest siding. Naturally, the last car derailed while doing so. *Sigh*. After visiting Bryant City, the last car decided to hang around on the mainline, where **Jack** found it with an RDC. **Peter**, running HB-6, found no room at the inn in Boston because BH-7 was still in quarters. BH-7 was still in Boston because **Jack** took the *Downeaster* #525 instead of the freight train. ☺

Promoted (or demoted?) to Engineer, **Will Baker** ran 5 trains. He would have run 6 but **Jack** stole #525 out from under him (*are you seeing a pattern here?*). **Will** radioed us a familiar refrain from the old club, "Who's got my train?" We explained that it was already in Middleton, but he could push the *Downeaster* Cabbage to Boston if he wanted to. **Will** declined our generous offer.

Paul Azevedo ran a half-dozen trains that were mostly on time. "Better late than never," was his statement. His major complaint was with HM-4 and the cars on the train derailling and uncoupling over and over again. One of which, a D&RGW Cookie boxcar, had a very low glad-hand (caused by a somehow unglued coupler cover).

Bob Farrenkopf ran a pair of trains, #501 and #701. He was having radio problems when he couldn't get his radio to change channels.

Six-train engineer **Dave Clinton** reports, "No problems at all." Well, except for train #43. He was told by dispatch that he was going to have to stop at the end of the Mt. View siding to let a commuter train go around him. Instead, he got involved with trying to help **Bob** figure out his radio problem. **Dave** got to E-54 without slowing down and shorted out as the switch was set against him. That was a good thing as the *Comet* was sitting at White River Jct. station not 300 feet away; hundreds would have been killed. Instead, **Dave** gets an "Oops!"

Over in Middleton, **Jay Pease** did double duty as Yardmaster and MX-4, the local freight. He suggested using the caboose track at East Middleton as the drill lead for switching (*I have no problem with that; he's the yardmaster*). Crossover E-11 had a problem in that only half of it threw. **Jay** said that he worked up a sweat doing both jobs. "Extremely busy," he said, but he did get the whole job done. The only questionable train was #525, which had to back into the yard via switch E-7 as it almost went to Cedar Hill. It was also 2 1/2 hours early.

Bryan Miller was switching West Middleton with MX-3. He hasn't run that area too many times and grew a little flustered when pressure was applied by all the trains in and out. So he called in the Air Force in the second half and started helicoptering freight cars both near and far. When questioned what was going on, **Bryan** said, "I'm finishing my work." Later, I explained to him that he could finish the job on Thursday.

At Cedar Hill, **Bill Roach** did about 3/4 of the switching for HX-4. He said he'd try to be there on Thursday, but no promises.

Chris Barlow switched out MX-2 in Essex Jct. He thought he was done but then he discovered he forgot to set out a "zinger" (a car being picked up and then set out) at Essex Freight House from M.H. Products. ☺ Fortunately, the delay allowed JX-2 at Hudson Falls to finish up his pick-ups and was able to send them on to Middleton via MX-2. **Chris** reported lots and lots of throttle problems, and as the first one to use the new car card system for the train had some comments on their utility.

Speaking of JX-2, **Paul Agnew** got all the pick-ups done and the internal set-outs completed. He used two locos to operate the area: an 0-6-0T and an antique Monon BL2. **Paul** would like more toggle numbers closer to the toggles to prevent accidentally grabbing the wrong one due to the viewing angle.

In Larson, **Bob England** was the conductor for his guest operator, grandson **Tristen Sherman**. Apparently they did well as they finished an hour early.

Up in Cedar Hill, **Skip Burton** noted there was an extra passenger train blocking the entry for #43 in the terminal

as Track 4 was occupied by an unlisted train. Seems it was brought down for use in the operation, but it was decided to use another train instead. The train should have been run up to the coach yard before the operation started. **“Oops!” Set-up crew.** Train #43 had to detrain passengers on Track 3, the unknown train was moved to the lower level, and #725 came in on Track 4. **Skip** also noted that switch 366 works but panel light stays red.

On the freight side of Cedar Hill, **Fred Lockhart** reported nothing really unusual. HX-2 was about three cars too long for the A/D yard, messing up HX-1's departure. A little jockeying it around got the other local out on time.

Savery Moore got to dispatch an entire session for the first time, handling the Boston Division *“...and doing an excellent job,”* said **Jay**. *“It was a great learning experience,”* said **Savery**. He said he had fun and would do it again. *Yay!*

Trainmaster **Jack Doyle** handled the job for the first time since the loss of **Paul Pando** (R.I.P., **Paul**). **Jack** said it was fun interacting with the guys. Trainmaster is a critical position but is fortunately easy. Just hand out the Train Orders in order, top to bottom. And maybe write down who has each train and tell the dispatcher who has it (that's optional; nice for the dispatchers, but optional).

On the Mountain Division, **yours truly** was the dispatcher. Our major issue was the clock problem. I could not get the Fast Clock to change time, change rate, or to even start. It took 5 times or more to change it, making us a little later on starting. About half way in, both our dispatching computers stopped talking to the layout. Each JMRI program had to be rebooted and have the USB cable unplugged and plugged back in. Then they worked. Weird. Still, the turnout was very good with 17 members and 1 guest taking part. Not bad for a summer night.

Operations Review: Thursday, July 27th 2017

Back to work on Thursday night, **yours truly** returned to the tower to dispatch.

Down in Larson, **Bryan Miller** got about half the switching done on HX-3. He had throttle problems but the engine ran well. He *“learned a lot.”* But some claim he has blackmail material preventing others ratting him out. ☺

HX-4 was completed by **Bill Roach**. One switch was out of service in the B-yard (has since been fixed).

Paul Azevedo ran three trains, but then decided to paint cars in the Model Shop instead. I wouldn't mind if only he told me that he was putting down his throttle, that way I wouldn't keep looking for him. That applies to everyone, by the way. If you want to quit, just tell dispatch so we can pull engineers in to cover the runs if needed. We went from 7 engineers to 3 for the last 45 real minutes of the operation. Anyways, **Paul** said he seems to have a knack for finding Bad Order cars on trains. On HB-6, one of coupler covers fell off mid-run, dropping the coupler to the track.

With eight trains, **Chris Barlow** was a busy engineer. The early part of his schedule was right on-time. But after the great engineer migration half way through the session, the

remaining engineers, like **Chris**, were getting the T.O.'s well after the train's departure time.

Barry Doland operated two trains and had radio troubles (probably due to dying batteries). New applicant **Tom Brewer** got his start in his first operation as **Barry's** fireman. **Barry** used the “I've only been an engineer twice in two years!” excuse to explain why he blew all the station stops with local passenger train #716. Refunds have been offered to all passengers left stranded on the station platforms and stuck on board the train. Tom, when asked about his experience, said, *“It was great.”*

My dad, **Paul, Jr.**, attempted to run HX-2, the Steel Mill local freight. But the Rolling Mill has recently been rebuilt and re-installed...but someone forgot to connect a feeder wire. The track was deader than a doornail. **Fred Lockhart** did a quick soldering job (with the layout off!) and fixed it. **Dad** went and switched out Highland Oaks, but declined the White River Jct. portion of the program as it involves crawling under the layout no matter what you do. Instead, I gave him Extra 606 out of Essex Jct. He left at 12:39 and got back at 14:51. At the time he left, we had plenty of engineers; by the time he finished, we had only two...other than him. So he ran two more trains, one of which was SB-6 from behind the Steel Mill. It derailed going through the double slip, but the rest of the run was fine.

Peter Palica ran three passenger trains, and it all *“Ran like a Swiss watch.”* Except for Train #58 got delayed by a slow freight in front of it. Still, **Peter** was only 5 fast minutes late. One of his trains, #34, was the first revenue run of the ol' ECL FEF #8990 from the old club. Yes, it's been close to 20 years since that engine ran in service for the ECL. *Paul Agnew can be heard cheering softly in the background.*

Eight more trains were run by **Dave Clinton**, with some of them training **Bob England's** grandson **Tristen Sherman**. **Dave** reminded folks to make sure they zero the throttle and dispatch the address when done with the train. Otherwise, he had no problems.

In Hudson Falls, **Paul Agnew** finished up the set outs from Monday night with an embarrassment of loco options. In addition to his BL2, 0-6-0T, and a S-12, **John Holmes** stopped by and asked if he wanted to try his Trackmobiles. **Paul** did and said they work great in Hudson Falls. Next, he went over to HX-2 and finished that job (as he's a little more flexible under the layout than my father). **Paul** has never done HX-2 before, so he was a little lost for a while, but he did get Agway Feeds switched. *Let this be a learning experience, right Paul?* He suggested that we put in duplicate switch controls for White River Jct. on the inside of the Middleton pit, or install a stationary decoder (like a DS52) so one could also use the throttle to throw the switches like Essex Yard.

Fred Lockhart did both sides of Cedar Hill, both freight and passenger. **Al Gray** was his brakeman. Everything ran well until we ran out of engineers and everything slowed down. **Al** said *“I enjoyed the evening,”* as it's the first time he's had a whack at it.

In Middleton, **Savery Moore** said everything ran smoothly. No real problems but a couple derailments here or there. In his down time, he reverse-switched MX-4 (or as he called it, “4-XM”) and put everything back. Why? Why not? He wanted something to do.

Jack Doyle was our Trainmaster again. When asked how he did, he said, *"I had fun."* Back in the tower, I once again had clock trouble. For the 5 minutes before the operation, I was frantically messing around with the tower's master clock over and over again trying to get the clocks all running at the same time. *(Long story short, 4 of the clocks keep resetting themselves to default, making them all "master clocks" fighting each other; this is being addressed with the fast clock manufacturer)* Still, all in all, it was a good operation with 17 operators signed up. And that's even more impressive considering it was also a Thursday summer night. ☺

Paul Cutler III 

Gluckman Tang to Design Two New Art Museums in Massachusetts

by Karissa Rosenfield

Gluckman Tang Architects has been selected to design two new museums in North Adams, Massachusetts: the 160,000-square-foot Global Contemporary Art Museum (GCAM) and 32,400-square-foot Extreme Model Railroad and Contemporary Architecture Museum.

Built as a 700-foot-long addition to two historic freight depots in Western Gateway Heritage State Park, the Extreme Model Railroad museum will house one of the world's largest collections of working O-scale model trains, moving through a trainscape designed by world-class architects, including Frank Gehry, Gluckman Tang, and Zaha Hadid.



Western entrance to proposed Extreme Model Railroad Museum. *(Gluckman Tang Architects)*

moving through a trainscape designed by world-class architects, including Frank Gehry, Gluckman Tang, and Zaha Hadid. *[Contributed by Trish Fleming]*



Exterior view of proposed Extreme Model Railroad Museum. *(Gluckman Tang Architects)*