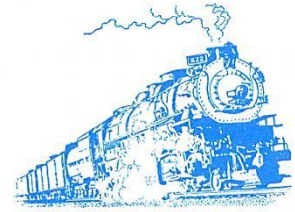


# The Semaphore

South Shore Model Railway Club

## NEWSLETTER

Home of the "East Coast Lines" since 1938



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DECEMBER 18, 2017 ■■■■■■■■■■ VOLUME 37 ■■■■■■■■■■ NUMBER 12

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**Season's Greeting from all the  
Semaphore Staff!**

# 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>Herald</u> Reporter.....	Jim South
Boston <u>Globe &amp; Wall Street Journal</u> Reporters	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](mailto:daveclinton@verizon.net) Club phone: 781-740-2000. Web page: [www.ssmrc.org](http://www.ssmrc.org)

VOLUME 37 ■■■■■ NUMBER 11 ■■■■■ NOVEMBER 2017

## 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:** “The Erie Fast Freight From Chicago” is the title of this painting by the late Howard Fogg. #3361 is one of 105 Berkshires the Erie had built by all 3 builders; this one by Baldwin in 1928. (From card by Lenin’ Tree)

# FORM 19 ORDERS

## DECEMBER B.O.D. MEETING

Thursday, January 4<sup>th</sup> 8 p.m.

## DECODER & LOCO TUNE-UP CLINIC

Thursday, January 4<sup>th</sup> 8 p.m.

## FAMILY OPEN HOUSE & SCOUT NIGHT

Friday, January 5<sup>th</sup> 6-9 p.m.

## GREENBERG TRAIN SHOW AT HANOVER MALL

Saturday & Sunday, January 6<sup>th</sup> & 7<sup>th</sup> 10-4

## JANUARY BUSINESS MEETING

Monday, January 8<sup>th</sup> 8 p.m.

## NEWSLETTER DEADLINE

Saturday, January 20<sup>th</sup>

## AMHERST RAILWAY SOCIETY TRAIN SHOW

Saturday & Sunday, January 27-28<sup>th</sup>

## JANUARY B.O.D. MEETING

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

## “TRAINS ‘N TOUCHDOWNS”

Saturday, February 4<sup>th</sup> 11 a.m.

## CONTESTS

Congratulations to **Barry Doland** on winning this month's 50/50 Raffle!

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 abbreviated 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 full “hints. Or use a paper with numbers 1-24 and put the name next to the number. Good luck!

## CHIEF'S CORNER

Fred Lockhart

It seems like I just wrote November's column a week ago, but here we go again.

Following up on last month's items, several repairs have been made to turnouts and as I was

leaving on Thursday night, I saw two members re-installing the Fast clocks so I am assuming they have been repaired. We will find out Monday night. The manufacturer sent us new chips to install, they seemed to think that was the answer to our problems; hopefully, they got it right. Remember: if you find a problem with the railroad, please use the repair forms I have in the Electrical closet, just above the master switch for the railroad. After filling them out, place them in my mailbox.



Last Monday night I had a meeting with the available committee chairmen, in regards to work that still needs to be completed on the first three peninsulas of the railroad. The purpose was to prioritize the work and to organize it into quarterly goals. In other words, instead of looking at a punch list of 40+ items, each committee would look at only three or four items for the next three months. If more can be done, great, but with a more manageable goal, the work won't seem so overwhelming.

Work continues on the projects mentioned last month. The Scenery Committee has posted a list of “not difficult” jobs that they would like to accomplish before the next Open House. If some of you could spare an hour or so from your personal hobby time and help out with the scenery work it would be much appreciated.

I want to wish all of our members and their families a Merry Christmas and a Happy Hanukah, along with a Happy and Healthy New Year.

Fred Lockhart  
Chief Engineer

## SEMAPHORE MEMORIES

### DECEMBER 2012 (5 years ago)

- EMD subsidiary of Progress Rail (Caterpillar) opens locomotive manufacturing facility in Brazil.
- First of four Talgo trainsets to be built in Milwaukee moved to Pueblo, CO, for testing.
- First ES44AC locomotives from GE delivered to CNR.
- NY State-owned ex-Amtrak Turbo Trains and parts auctioned off. Two Rohr-built trains from the '70s had been rebuilt for high-speed service, which never materialized.
- UP in talks to bring back and restore a “Big Boy”.

●CPR president and CEO Hunter Harrison outlines plan to improve service and lower costs by first cutting 4,500 employees and extending train lengths.

●EMD delivers first GP20C-ECO to CPR.

●After a quarter-century absence, it is announced that Boston-Cape Cod passenger service will return next Memorial Day.

●*Downeaster* celebrates first month of new service to Brunswick with twice as many people riding as projected

●Former Tuskegee Airman and member Jack Bryant shows movie "Red Tails" to full house in meeting room.

#### **DECEMBER 2007** (10 years ago)

●Amtrak's *Downeaster* declared an unequivocal success, after six years of service.

●MBTA Fitchburg line double-track funding secured.

●VT drops plans to purchase diesel multiple-unit cars for the *Vermont* and *Ethan Allen Express*.

●VIA Rail Canada awards CAD Railway of Montreal contract to rebuild its 53 F40 locomotives.

●Saco, ME, breaks ground for new station.

●Montreal, Maine & Atlantic RR takes delivery of ex-BNSF B23-7s, still in Santa Fe paint.

●Bellows Falls tunnel on NECR opened after clearance work, allowing double-stacks and auto racks.

●MBTA's Board votes to extend contract with MBCR.

#### **DECEMBER 2002** (15 years ago)

●MBTA Board approves 5-yr. contract with MBCR.

●UP announces licensing fee requirement for all models using their logos.

●Amtrak trains return to Kansas City Union Station for first time in 17 years.

●Two former B&M RDCs purchased from BC Rail for Wilton scenic RR start-up in the summer.

●Edaville adds 25-ton Whitcomb diesel to roster.

●Durango & Silverton purchases 5 diesels, so it can continue service during times of high wildfire hazard.

●Alaska RR opens station to serve Anchorage Airport.

●Walthers introduces R-T-R heavyweight sleepers in various configurations and roads and bring out first "Built-up" structure.

●New Jersey Transit orders first bi-level cars.

●Montreal, Maine & Atlantic RR replaces Bangor & Aroostook System; uses all GE locomotives.

●Work on Greenbush Line gets underway, with brush clearing and removal of old ties and rails.

#### **DECEMBER 1997** (20 Years Ago)

●*Flying Yankee* moved by flatbed truck from Glen, NH to Claremont Jct., NH, on the Claremont Concord RR.

●Thomas Downs, Amtrak's president resigns; replaced by George Warrington.

●"Silver Line" proposed for South Boston waterfront.

●Perini Corp. wins bid to build new RTE 128 station.

●New England Central workers vote to unionize w/UTU.

●FRA mandates "ditch lights" on all locos operating over 20 MPH over one or more public highway crossing.

●Cranberry Belt Corp. of New Bedford receives approvals to run 2-ft gauge tourist train between downtown Plymouth and the Cordage Park T-station, along the old railroad ROW. (Never happened-Ed.)

●Old Colony Commuter Rail station at Cordage Park opens; served by only 4 trains a day.

#### **DECEMBER 1992** (25 Years Ago)

●Members Peter Palica and Ross Hall attend "official" New Old Colony RR "groundbreaking" ceremony in Dorchester.

●Amtrak places order for 50 "Viewliner" sleepers.

●Canadian Pacific Rwy announces plan to abandon lines east of Sherbrook, Quebec to the Maritimes.

●Atlas becomes largest manufacturer of model RR track

●First Christmas season without Edaville RR.

●ABB Traction of Elmira, NY, releases first rebuilt FL9, #2043 to Metro North Commuter Rail Road.

●Construction of bus depot over South station approach tracks begins.

#### **DECEMBER 1987** (30 Years Ago)

●50<sup>th</sup> Anniversary Club Car project decides on boxcar.

●Don Pierce joins SSMRC.

●Runaway trains on Guilford and tensions between union members and management cause turmoil on the railroad.

●Virginia and Montana remain only states requiring cabooses on freight trains.

●Bay Colony RR signs 20-year contract with Cape towns to haul trash to Rochester incinerator.

●NJ Transit retires E8 locos and announces preservation of eight of them.

●CSX breaks ground on new dispatching center in Jacksonville, FL.

●CP stops using "Multimark" ("pack-man") on equipment.

●Amtrak unveils prototype "Viewliner" sleeper.

●Ross Hall and Ye Ed take special "field trip" train to Rockport, which was the T's way to demonstrate type of trains and similar terrain characteristics of the Greenbush Branch.

#### **DECEMBER 1982** (35 Years Ago)

●SSMRC "30-years in Weymouth" celebration planned with invited guests and entertainment.

●9 members visit Editorial Offices for an "impromptu" get-together, enjoying "mulled cider" and "junk" food and watching train movies and slides, in what was to become first annual "Junk Food Jollies".

●Portland Terminal Alcos #1061 & 1063 and MEC #312 go to Bay Colony RR.

●Amtrak begins conversion of 1950s steam-heated cars to "HEP", including four of the PRR's twin-unit diners from the *Broadway Limited*. Cars to be named "Heritage" after their conversion.

●"Ms Osborne" joins *Semaphore* staff. (First computer—"suitcase"-style.) Should be in Smithsonian!

## **ENGINE TUNE-UP CLINIC**

Full house this month, starting with **Will Baker**, who brought his two Atlas CB&Q U30C locos. One needed a decoder, which he used the DZ123P, an

easy plug-in and the other needed “whisker couplers”, replacing the horrible Atlas split-knuckle ones, that are prohibited on our RR.

**Joe Dumas** brought his Bachmann “Doodlebug” in famous “undec” scheme. He hasn’t decided what road to paint it yet. The hardest part was getting the shell off the chassis, without breaking anything. After much work, he found that there was an 8-pin plug, which took the DZ123P nicely. Both the headlight and interior are lit, so passengers are necessary!

**Jim Ferris** brought his Providence & Worcester GP38-2 by Atlas. Again, the DZ123P fit nicely into the 8-pin receptacle and Jim changed his couplers, too.

**Barry Doland** returned with his GP18 from P2K in B&M McGinnis scheme. Had previously installed the decoder and now intended to install lighting. Problems began with the locomotive not working, where we found that one of the power wires had come loose from the frame, which carries one side of the power. With that fixed, there was still no sign of life, after much fiddling. So, it was decided to take a fresh look, with a fresh decoder, at the next clinic.

**Dan Peterson**, absent from the clinic for the past several years, was warmly-welcomed on his return. He brought is Auction-won Rapido RDC-1 painted in Penn Central (ex-NYC) scheme. This unit was DC-only, so he installed the Rapido sound “drop-in” unit, after wrestling with getting the shell off. (Not as hard as Joe’s Bochmann.) Use toothpicks along the edge, until finally one end comes loose and then the rest of the chassis comes loose. The decoder plugs into the board, after the “dummy plug” is removed. Then, the speaker (cell phone-type) is attached to the top of the board, which extends the length of the interior, by either double-sided foam tape or wrapping with “Magic Tape”. Solder two wires from the two contacts on the speaker to the two open contacts on the board...and there you go! It is good to use heat shrink on one of the contacts on the speaker, just to assure no “short” happens. Also a good time to replace the factory couplers, which even though they look like Kadees, are not. Their “glad arms” are not long enough to reach the uncoupling ramps! Now Dan can add his PC unit to his Long Island one and become a “Dashing Dan”!

**Paul Agnew** brought his Walthers Sperry Rail Car to install a decoder. After removing the shell, a similar “project” to both Joe’s and Dan’s, he installed the DZ123P into the 8-pin receptacle. This unique yellow unit will be good to inspect the rails/ties of the East Coast Lines!

Applicant **Ed Bulman** returned with his Atlas RS-1, painted in the New Haven Alpert Green/orange “Hotdog” scheme. He had installed the DH165AO in the last session, and was back to tackle the lighting. 3mm LEDs heat-shrunk to the end of cut-back light bars to each of the headlights was the way to go. The two center contacts at each end of the decoder take the LED wires and you must pay attention to the polarity. No resistors are necessary, though, as these new boards include new current resistors good for LEDs or one 1.5v “mini-bulb”. He replaced the Atlas couplers, while apart, and left with a really nice “Classic”-series Atlas loco.

Thanks to **Paul Cutler III** for preparing the Model Shop beforehand. Our next clinic will be **Thursday, January 4, 2018**. Sign-up sheet on Bulletin Board. Everyone is welcome!



**CSX TRANSPORTATION CEO** E. Hunter Harrison, the influential and innovative railroader who was respected, sought after, feared, and loathed in equal measures, died on Saturday. He was 73. (WSJ) Hopefully, CSX will be able to survive, after the terrible things he has done to the railroad over the past year.-Ed.

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**CSX TRANSPORTATION** can continue to make operational and service improvements in the absence of CEO E. Hunter Harrison, acting CEO James Foote told Wall Street analysts on Friday morning. Foote said it was too early to discuss succession plans. But Foote says that CSX has an “outstanding team of railroaders” who will implement Harrison’s Precision Scheduled Railroading operating model. “I do not see any reason to diminish our expectations concerning the pace and magnitude of our future progress,” Foote says. But the stock market reacted negatively to the

news about Harrison, sending CSX shares tumbling 12 percent in early trading last Friday. (TN)

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**PHILIPPE COUILLARD**, premier of the province of Quebec, has voiced support for creating a high-speed rail link between Montreal and Quebec City. "We will get Quebec out of this unsustainable logic of always more roads for more cars," Couillard told Quebec's Liberal Party convention on Sunday. "I want a modern, new, comfortable, revolutionary way of going between Quebec and Montreal that will generate the envy of other people on the planet." Couillard said he favors monorail designs proposed by Pierre Couture, which could provide transportation between the two cities in about an hour. The monorail would run on its own corridor and could potentially take 10 years to design, build, and test. If Quebec's Liberal party is reelected next year, Couillard is planning to take project proposals from firms based in Quebec. (TN) Ya, right, "pie-in-the-ski"!-Ed.

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**Amtrak's Downeaster** service might extend as far up the coast as Rockland during the next month, as rail authorities conduct a test program to see whether it's viable. Earlier this fall, the New England Passenger Rail Authority (NNEPRA) announced that it was exploring plans to extend Downeaster passenger rail service from Brunswick to Rockland on a limited weekend schedule from May to September. The authority's goal is to launch the extended service in 2018. The weekend seasonal service would include stops in Bath, Wiscasset, Newcastle and Rockland. Currently, the Downeaster service stops in Brunswick. Because the pilot program is still in early planning stages, NNEPRA Executive Director Patricia Quinn said all plans are tentative and further details will be released as they are available. A fare scale for the extended service has not yet been released, but standard rates for a Boston-to-Brunswick Downeaster trip are \$30 one-way and \$60 for a round-trip. The December test runs will help determine if the tentative service schedule is viable and if infrastructure along the route can accommodate an extension of Downeaster service. Quinn did not disclose the tentative time schedule for the seasonal service. However, officials in cities where the extended service would reach have been told there is a tentative time schedule for departures and arrivals. If the trial runs show that the pilot project is viable, the next step for NNEPRA would be holding community meetings in the communities where stops are proposed. The pilot

project was announced as one of NNEPRA's goals for 2018. The proposal to extend service north from Brunswick comes after the rail authority reported that the Downeaster had exceeded ridership goals for its most recent fiscal year. Maine Eastern Railroad previously ran passenger rail service from Brunswick to Rockland; however that service ceased in 2015 and has not been replaced. (BDN)

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**ON MONDAY, NOV. 27**, the Cheyenne City Council approved full funding for the cosmetic restoration of Big Boy No. 4004 located at Holliday Park in downtown Cheyenne. The contractor selected to perform the restoration is Wasatch Railroad Contractors, a locally owned and locally based railroad restoration company. The restoration project, which begins in December, is slated to take under six months with a completion date sometime in May 2018. "Our company has done some amazing projects all over the world and we are really excited to be able to share our talents and abilities with our own community," said John E. Rimmasch, chairman and CEO of Wasatch Railroad Contractors. "We are very grateful to the city for making this project a priority. It not only preserves and protects a great treasure of railroad history, it also promotes the city and our rich railroad legacy," said Cheyenne resident Robert Krieger who serves as the Office Administrator for the Union Pacific Historical Society. "We are excited to see Wasatch Railroad Contractors involved as they have a long history of very successful projects. The Big Boy is going to look great when it is finished." The locomotive will be restored to resemble how it looked when it was delivered to the Union Pacific in August 1941. In addition, the boiler jacket will be removed and all asbestos will be removed from the locomotive following necessary safety guidelines. A new boiler jacket will be installed, the cab will be repaired, and the locomotive will be stabilized in other areas and then given a new coat of jet black industrial paint and trimmed out correctly. "When finished, it will look dramatically different than it does now" said Steve Lee, project executive assigned by Wasatch Railroad Contractors. Lee, a longtime Cheyenne resident and retired superintendent of heritage operations of the Union Pacific will lead the team that will perform the cosmetic restoration. Mike Pannell, another longtime resident of Cheyenne and known railroad historian, will act as Project Manager. In 2005, Wasatch Railroad Contractors performed a similar cosmetic restoration to Big Boy No. 4023, located at Lauritzen Gardens in Omaha,

Neb. No. 4023 and Centennial No. 6900 rest about the crowning archway display into Omaha on the western bank of the Missouri River. Local railfans and historians are also excited about the project. Big Boy No. 4004 is one of Cheyenne's most famous landmarks. With an estimated visitor count of 25,000 a year directly coming from the Cheyenne Depot Museum alone. The Big Boy in Holliday Park is a prime destination for many tourists and railroad enthusiasts from all around the world. With only eight remaining Big Boys in existence, people travel from all over the world to visit all eight with Cheyenne being the home to two of them. With restoration of No. 4014 also taking place at the Union Pacific Cheyenne Steam Shop, Cheyenne will continue to be a mecca of steam engine faithful for years to come. (TN)

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**CANADIAN NATIONAL**, alone among the big Class I systems, is expanding its locomotive fleet to handle a surge of traffic and anticipated growth to come. CN is struggling to keep up with stronger-than-anticipated volume amid crew shortages and congestion, particularly on the railway's key corridor linking Edmonton, Alberta, and Chicago. Locomotives also are in tight supply, despite the delivery of the last of 22 new ES44ACs from General Electric in September, and the addition of 50 locomotives pulled from storage this fall. Another 50 previously stored units are undergoing accelerated overhauls but won't be ready for service quickly enough to power an onslaught of intermodal and frac sand volume. (TN)

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**BNSF RAILWAY'S** Executive Chairman Matt Rose published an op-ed in the San Antonio (Texas) Express-News arguing that the United States should not withdraw from the North American Free Trade Agreement. Leaving would have dire consequences for the state of Texas, he warned, as it would threaten almost 1 million jobs related to the treaty. Nationally, the treaty accounted for 12 million jobs in 2014 alone. The effects of withdrawing from NAFTA, Rose said, would be particularly magnified in the transportation industry. "The rail industry takes seriously our critical role in the supply chain as we serve our customers and make sure their products move seamlessly throughout the United States," Rose wrote in the opinion piece. "Our business depends on trade as 42 percent of rail carloads and intermodal units are directly associated with international trade. NAFTA has been a key element in growing that percentage. President Donald Trump has

threatened to pull the United States out of the treaty on multiple occasions. However, doing so requires Congressional approval. (TN)

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**A UNIT OF PROGRESS RAIL SERVICES** has agreed to pay a criminal fine of \$5 million after it admitted to performing unnecessary repairs on railcars, dumping brake shoes and other parts into the ocean to conceal evidence. United Industries LLC, part of Progress Rail Services, will also pay \$20 million in restitution to TTX Co., Greenbrier Cos. and the Pacer International unit of XPO Logistics Inc., which were owners of the cars, according to court documents. Progress Rail is a unit of Caterpillar Inc., which entered its guilty plea in U.S. District Court for the Central District of California on Dec. 7. There were no safety issues from the unnecessary repairs, according to Caterpillar. United Industries employees told federal investigators that some supervisors encouraged unneeded repairs to increase revenue, according to reports. At the time, United operated a car repair facility at the Port of Long Beach, from which it has since withdrawn. It handled car inspections to determine whether parts needed to be repaired or replaced according to industry requirements. Parts were sometimes replaced by employees without showing signs of damage sufficient to require replacement, according to court documents. They "would also knowingly pick random repairs to make on the railcars without conducting an inspection" meeting industry standards, court documents said. The story was reported by The Wall Street Journal. To conceal evidence from inspectors from the Federal Railroad Administration and the Association of American Railroads, the documents said, employees tossed roof liners, roller bearing adapters and brake shoes into the harbor. (RA)

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**RESIDENTS OF BOTH** Mansfield and Foxboro are complaining about the nighttime freight operations on the Framingham secondary. The horn-blowing and switching in the middle of the night is keeping them awake and they are complaining to their State Representative. (FR) Guess it's like buying a cheaper home near a pig farm, and then complaining about the smell. I bet the RR was there first...too bad people! Shades of the Hingham folks, who bought homes next to the Greenbush tracks.-Ed.

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**NORFOLK SOUTHERN** began a new era on its Southern Tier line on Monday when the first train

rolled across the new 963-foot steel arch bridge spanning the Genesee River. The \$75 million bridge replaces the former Erie Railroad Portageville Bridge, an often-photographed iron-and-steel landmark built in 1875. It stands more than 230 feet above the Genesee River in New York's Letchworth State Park. "This is a very exciting day for Norfolk Southern and for the future of freight rail service in New York's Southern Tier region," NS CEO James A. Squires says in a statement. The new span, built 75 feet south of the old truss bridge, allows NS to run industry-standard 286,000-lb. cars over the Southern Tier line, up from the current 273,000-pound limit. Trains can move across the bridge at 30 mph, up from 10 mph on the old span. The line carries about a dozen trains per day and is a key link in Norfolk Southern's route to New England from the west. It also handles some freight bound for Canada and northern New Jersey. (TN)



Norfolk Southern C44-9W No. 9345 leads train 36T, a Buffalo, N.Y., to Allentown, Pa., manifest train on a new steel arch span on Dec. 11. The arch replaces an iron truss bridge built by the Erie Railroad in 1875 and shown on the right.

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**THE INCREASING LENGTH** to which Class I railroads build trains has piqued the interest of Congress.

For railroads, longer freight trains are a way to cut down expenses: CSX, the third largest American railroad by revenue, has increased its trains by 400 feet to an average length of 6,833 feet in total since Hunter Harrison became CEO in March. There are currently no regulations which specifically govern the length of freight trains, but the Government Accountability Office, Congress' investigative branch, is launching an investigation into whether increasing the length of freight trains is a safety risk. The Ledger reports that the investigation is partly in response to the derailment of the

derailment and resulting fire of a 178-car train in Hyndman, Pa., and a 192-car train in Lakeland, Fla., that spilled molten Sulphur. Both were operated by CSX. The Federal Railroad Administration and the Surface Transportation Board are separately investigating safety concerns related to longer trains, according to the FRA. The Ledger reports that the FRA has had a greater presence on CSX properties in recent months, partly on account of the recent spike in incidents. Neither agency currently compiles data on the average length of freight trains, but railroads across the country are increasing the length of their trains. Any proposed regulation limiting the length of trains is likely to face push-back from railroad companies on the grounds that the new rules will drive up operating costs. (TN)

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**THE MAINE NARROW GAUGE** Railroad Co. & Museum hopes to break ground on its new facility in Gray in the spring, Executive Director Donnie Carroll recently told the town council. The Falmouth Forecaster reports that the museum dedicated to the state's two-foot gauge railroads is currently finalizing the purchase of about 20 acres of land for the new facility. The railroad has already acquired an old interurban right-of-way to build track on for excursions. The museum was first established in 1992 and has spent the past 25 years on the Portland waterfront. Rising rents and commercial development have forced the railroad and museum to search for a new home. (TN)

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**THE THREE FORMER** Montreal Maine & Atlantic Railway employees charged with 47 counts of criminal negligence causing death following the fatal July 2013 Lac-Mégantic (Quebec) oil train wreck, will not mount a defense. Former MM&A engineer Thomas Harding, manager Jean Demaître, and dispatcher Richard Labrie have been on trial since October. Earlier this week, Crown prosecutors rested their case and each defendant rose to say that they would not be mounting a defense or presenting any testimony. The jury has been sent home for the holidays until Jan. 3 when they will return for closing arguments. Forty-seven people were killed and more than 30 buildings were destroyed when a runaway MM&A oil train derailed and exploded in July 2013. (TN)

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**THE WISCASSET, WATERVILLE &** Farmington Railway reassembling a Howe Pony Truss box covered bridge at its museum in Maine this month. Earlier this year, the WW&F announced that it had



been given an historic Boston & Maine bridge from the National Society for the Preservation of Covered Bridges Inc. The 48-foot-long bridge was built in 1918 near Berlin, N.H., and is one of only eight surviving examples of such a design in North America. The railroad plans to install the bridge near the village of Head Tide less than a mile north of the current end of track. The installation is being funded, in part, with a grant by the National Park Service. The railroad is also trying to raise \$50,000 for site work not covered by the federal grant. The bridge was recently moved to the museum in October and in recent weeks volunteers have slowly been reassembling it. The bridge will eventually be narrowed for 2-foot-gauge tracks. (TN)

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**AMTRAK MOVED** 777,897 passengers during the week of Thanksgiving, the busiest in the railroad's history, company officials announced. Amtrak also achieved record revenue in November, reaching \$204.7 million in system-wide adjusted ticket revenue, the best month in the company's history. "More customers are choosing Amtrak as it is simply the smarter way to travel. We look forward to providing the Amtrak experience to more customers over the December holidays," outgoing co-CEO Wick Moorman says. He will retire at the end of the year. Amtrak officials are expecting an equally busy December and are encouraging customers to book tickets early, before trains sell out. (TN)

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**THE CONNECTICUT** "Hartford Line" will become the first in New England to have a wayside horn system at various crossings, as part of a noise mitigation program, announced by the CT D.O.T. Installation of the new system commenced along the line, with the first horn at the Cooper Street crossing in Meriden. "As we gear up the service on the Hartford Line, we are eager to be at the forefront of the wayside horn system installation in Connecticut and recognize the benefits it brings to the communities along the line," said CDOT Commissioner James Redecker. A wayside horn system consists of stationary horns mounted on poles at active grade crossings. The system replaces train-mounted horns, which are typically activated up to a ½-mile in advance of the crossing. By focusing audible warnings towards the roadways approaching grade crossings, wayside horns reduce noise associated with railroad grade crossings. The wayside horn installation helps CDOT satisfy a condition of the 2012

Environmental Assessment prepared for the New Haven-Hartford-Springfield Rail program, which requires passenger-train noise to be reduced near residential neighborhoods, schools and recreational areas. Wayside horns are activated upon receipt of a signal from the track circuit warning system. The horn mimic a train horn on the street nearby, until the train reaches the crossing. Once the train has entered the crossing, the wayside horn stops. A quiet zone indicator, a flashing orange "X", indicates to the train crew that the wayside horn is working properly, and they will not be required to sound the locomotive horn. Conversely, with no flashing orange "X", indicated the system is not working properly and the engineer must sound the locomotive horn in the traditional two longs, a short and a long. (470)

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

### **TRAINS**

White Out

Snow fighting over Donner Pass

The Ski Train's Grande Return

Company Time

The Dead and Dying

Railfans in the '60s

### **MODEL RAILROADER**

Composing a Realistic Bridge Scene

DCC Corner

Power Supply Considerations for DCC

Sticky Stucco

### **RAILROAD MODEL CRAFTSMAN**

Rock Island's TA Diesel

The Milk Run

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, Foxboro Reporter.

## **MEMBER NEWS**

**Doug Buchanan** is home from Milton Hospital and recovering from a bad bout of pneumonia with the good "home care by Judy". He sounds much more up-beat and looks forward to coming back to the Club soon.

**Rick Sutton** is at home, after spending 10 days at rehab, recovering from a fall, where he broke several ribs. This robbed him of participating in JFJ, one of his favorite “extra-curricular” activities at SSMRC. He will be resting and recovering for several more weeks.

We miss these two long-time members and seeing their smiling faces among us. Our thoughts and prayers go out to both for a speedy recovery and an *Acela* trip back to 52 Bare Cove Park Drive!

### **BIRTHDAY CELEBRATIONS**

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

Paul Cutler.....January 7<sup>th</sup>  
Eric Tedeschi.....January 25<sup>th</sup>

### **EDITOR'S NOTES**

1. Another fun time was had at “**Junk Food Jollies**” with 16 attendees and tons of junk food covering the table. Lots of laughs and entertainment provided by Barry with his new SSMRC “advertising” DVD. Former member and friend, Kevin Linagen showed recent construction photos of progress on locomotive rebuilding and his caboose restoration in the Quincy Shipyard. I also showed some railfan slides (converted to digital) from the early 1980s. Final show was one of my favorite 16mm productions, “The Great Steam Machine”, showing the rebirth of NKP 2-8-4 #759.
2. Please **keep in mind** those less fortunate than us and keep those friends and members who are not feeling well in our prayers.
3. Please note that “**Family and Scout Night**” at the Club is the first Friday of the New Year. We need operators and members to keep an eye on things. Starts at 6 p.m., but if you could be there beforehand, that would be good.
4. Reminder from Coley Walsh: “**SSMRC is exhibiting** at the Greenberg Show on January 6th and 7th at the Hanover Mall. The show hours are 10am to 4pm on Saturday and Sunday. We need members to man the booth and promote our club.

There is a sign-up sheet at the club. Booth manning times are broken into 2 hour segments. You can do one or as many as you like. I will be there for both days all day. This is an opportunity to promote club memberships, sell some club cars and have some fun. Thanks in advance for your help!”

5. **Merry Christmas and Happy Hanukkah** and may the blessings of the season be with you.

..... *David N. Clinton*

### **RUNNING EXTRA**

#### **Moorman leaving Amtrak better than he found it** (Bill Stevens, Trains Magazine)

Wick Moorman, the outgoing co-CEO of Amtrak, says the national passenger railroad is making progress in several key areas, including safety, maintenance, and customer service.

Moorman, whose short-term tenure at the helm of Amtrak involved finding a permanent successor, says he’s thrilled that former Delta Air Lines CEO Richard Anderson agreed to lead Amtrak.



“We really hit a home run in that Richard Anderson agreed to come on board,” Moorman told the RailTrends 2017 conference last week. Moorman praised Anderson’s leadership skills and says his aggressive nature is just what Amtrak needs.

Moorman reorganized Amtrak’s management structure and made key new hires since joining the company in September 2016. New Chief Financial Officer William Feidt has brought discipline that was lacking. And Chief Marketing Officer Tim Griffin came from the airline industry and understands marketing a passenger service, as well as revenue and yield management. “We have a first-rate management team now,” Moorman says. Amtrak is developing a better culture of safety but it lags Class I railroads and remains a work in progress, Moorman says. Amtrak had a spotty record delivering on capital projects, Moorman says, but is improving. He singled out completing the complex track improvement program at New

York Penn Station as an example. After a pair of track-caused derailments at Penn Station in the spring, Moorman descended to track level and conducted an inspection in the wee hours of the morning, after train traffic drops off for the night. “I started walking. I was surprised. I think that’s a good word. I’ll use that in lieu of ‘horrified’ with what I saw,” Moorman quipped. Moorman emerged from the inspection determined to fix the track problems. The repair plans forced Amtrak to curtail to service for its own trains, as well as those of Penn Station tenants NJ Transit and the Long Island Rail Road.

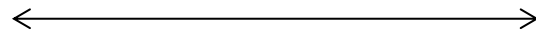
New York media dubbed the curtailments the “Summer of Hell.” “It turned out to be the summer of inconvenience,” Moorman says, as the job was completed on time and on budget. “Penn Station is an incredible place,” Moorman says. “It’s like nothing you’ve ever seen in terms of degree of difficulty in doing anything.” The Penn Station repair project experience convinced Moorman and Amtrak management that the railroad had to be a better steward of its assets, including Northeast Corridor trackage and the passenger car fleet.

“Shabby chic can be fashionable, but not on a passenger train or in a train station,” Moorman says, noting the worn-out feel of much of Amtrak’s equipment. When Moorman learned it’s relatively inexpensive to refurbish the interior of Amfleet I cars, he ordered the renewal of the Northeast Regional coach fleet, a program that will then move on to long-distance equipment. “You don’t want to know how many 40-year-old airplanes you’ve flown,” Moorman says Anderson told him. “But you never knew they were 40 years old,” Moorman says, because the airlines consistently update the cabins of old aircraft. Moorman conceded that the Acela Express ride quality is not up to par due to track conditions on the Northeast Corridor. “It’s a bumpy ride. It shouldn’t be a bumpy ride, and we’re going to fix that,” Moorman says. “We’re going to improve ride quality,” Moorman says. “We’re going to get slow orders off.” Amtrak narrowed its operating loss to just under \$200 million, which covers 95 percent of its expenses. The goal, Moorman says, is to reduce the operating loss to zero. One way to do that is boosting ridership and revenue. On-time performance leaves a lot to be desired, Moorman says, and Amtrak can’t grow if its service is unreliable. A two- or three-hour delay for a freight train is not necessarily a big deal, Moorman says, but it’s not acceptable for a passenger train.

Amtrak and its host freight railroads need to work more closely together to reduce delays, Moorman says. And the freight railroads need to realize that to a certain extent the public’s perception of American railroading as a whole is shaped by Amtrak and the level of service it provides, he says. “We have to be obsessed with our customer service,” Moorman says.

Moorman, who steps down at the end of this month, says he has loved the time he has spent at Amtrak. “It’s been a blast. I can’t tell you how much fun I’ve had,” he says. But he did have to take a pay cut. Moorman’s \$1 salary, it turns out, ran afoul of Railroad Retirement Board rules. Moorman couldn’t collect his Railroad Retirement benefits from his years of service on Norfolk Southern if he was drawing a salary from another railroad. “And that was a lot more than a dollar,” he jokes.

So Moorman worked for free.



**PONT DE QUEBEC--100<sup>TH</sup> ANNIVERSARY**—Planning the bridge that now crosses the Saint Lawrence River at Quebec City began in 1852. Even though it was brought several times to Parliament, the final revised plan was not adopted until 1897. Construction started in 1903 as part of the National Transcontinental Railway project. The Phoenix Bridge Company had complete responsibility for the design and construction. Early in 1907, as the bridge neared completion, various engineers had serious concerns about the design, believing it not to be sufficiently strong enough to even carry its own weight. An inspection, in August, by an engineer with the Quebec Railway and Bridge Company led him to transmit his concerns to the company’s headquarters in New York. Experts there agreed that the design was flawed and ordered work be stopped. However, the message did not arrive in time. That same day, August 29, 1907, almost the entire bridge collapsed. 75 workers were killed; at least 33 of them were Kahnawake Mohawk Indians from a reserve near Montreal.

After the debris was cleared, construction began, with a new design, but retaining the cantilevered structures reaching out from each shore. When the 1,800 foot central span was being lowered, to fill the gap between the two cantilever supports, on September 11, 1916, it too, collapsed into the river, killing 13 workers. This collapse was determined not a design error, but failure of a support point on one of the cantilever structures. A new 1,800 foot span was built and successfully filled the gap, joining the two shore side structures. It remains today as the longest cantilevered span in the world. The bridge was completed in September 1917. The first train passed over it on December 2, 1917. Originally it had two railway tracks, two streetcar tracks, a pair of pedestrian walks, but no roadways. It now carries a single railway track, three highway lanes and a single pedestrian walkway.

STEEL WHEELS Boston Chapter of the NRHS / Len Bachelder





## OPERATIONS REVIEW

by Paul A. Cutler III

It's the **Holiday Season**, so let's review the *September* Operation session. Makes sense, right? I thought so, too! ☺ I'm getting caught up...no, really.

### Operations Review: Monday, September 18<sup>th</sup> 2017

The tower was staffed by **Will Baker** on the Boston Division and **yours truly** on the Mountain Division.

Workaholic **Jack Foley** used his cell phone to squeeze his actual paying jobs in between trains arriving and departing. *I dunno, but that may be against federal railroad work rules...* But the good news is that he was able to stay all night. Win! Anyways, **Jack** reported dead track between Green 1 and E-2 (fixed: it's always dead when the block switch is in the "Off" position), and that the ore train left half of itself behind in Great Lakes. Then it repeatedly derailed before it could get going as MS-9 (suspect a low glad hand or a re-railing issue as the cars were air-lifted to Middleton). Next up was the local freight, MX-2. All locals are left without locos when we set up so that the local engineer can use his own power. **Jack** airlifted some PRR locos to the train, and then promptly put them on the wrong end. ☺ **Bryan Miller** was being shown the ropes as Assistant Yardmaster.

Both sides of Cedar Hill were covered by **Savery Moore**. He let most of the engineers throw their own switches on the freight side while he concentrated on the passenger terminal. He had a few errant switch throws that he 'fessed up to, but no big derailments. **Savery** said that a NH Obs. Car had a low glad hand on the rear. There were a lot of late trains, which made planning switching moves awkward at best. He turned the trains that he got in, but wasn't sure where they went. **Savery** recommends that we include the 2<sup>nd</sup> Trick's yard sheet with the 1<sup>st</sup> Trick clipboard so that turned trains can go on the right tracks.

**John Sheridan** was engineering Cedar Hill's HX-4 for the very first time. *And maybe the last?* He just looves the transfer table, especially when one has to pull out 3 feet of cars using a 12 inch table. *"It was a lot of fun,"* he said (*I think he was being sarcastic, but with John it's hard to tell*). For added excitement, a steam loco parked nearby suddenly accelerated and cleaned out one whole track of cars from the car shop and dumped them into the transfer table pit. Why? Because someone likes to program his locos to the same DCC address and the other two identically addressed engines were put on a passenger train. For the record, the Operations Committee recommends that engines be registered with different DCC addresses then can programmed to the same address

temporarily with a note in the lead engine card pocket. Paper-clipping the cards together is also a good idea. Back to **John**, he did the engine facility side of the pick-ups & set-outs after complaining that his cars weren't pre-blocked for him off CH-2. *Um, sorry, but that's part of the job.* ☺

On HX-2, the White River Jct. local, **Bill Roach** got about 75% of the job done. He did get over to the wye, but not to the Dairy. **Bill** said it was much easier now without switching the individual Steel Mill industries.

**Al Munn**, showing the patience of a saint as he kept getting cut off during the critique, ran 6 trains as an engineer. On train #101, the mail & express, found a previous commuter train had left E-12 thrown which derailed and shorted him. ML-1 was blocked leaving Middleton due to the yard switcher being in the way. BH-7 got blocked by a local freight at the Steel Mill. MS-9 derailed twice leaving Middleton. I asked **Al** to list the trains that went well as it was a shorter list. ☺ He had to be reminded, but **Al** did confess that he blew through the red signal at E-7 and was close to making a cornfield meet with a brass VIA passenger train in the Gallery.

MX-2 and **Steve Wintermeier** apparently did not get along during their first time together. At the critique, **Steve** held up the MX-2 clipboard and said, *"Ha, ha, ha, ha! This thing should be written in blood and come with a warning."* He'd never done a local freight before. *Oooh, not good.* He'd never even used car cards before. *I am so sorry.* It took him a while to realize that he had to pick up the cars and Middleton gave him two big SD7's to switch with. Still, he got about 50% of the job done and didn't quit in disgust. He even said he'd do it again! Yay!

**Bob Farrenkopf** said, *"I was late a lot."* He was a mainline engineer and had some trouble changing channels on his radio. Train 533 was quasi-annulled when **Bob** couldn't get his radio to work. He returned the Train Order and picked up another train after he fixed it, but that kind of messed up us dispatchers as we're like, "Where'd 533 go?" ☺

**Barry** "If I have to work this hard again, I'm not going to do it" **Doland** ran six trains as an engineer. He only had one train that left and arrived on time, commuter #524. **Barry** did get routed into a standing train at Cedar Hill passenger and kissed a NH train. **"Oops!" Savery.**

Five-train engineer **Paul Agnew** got there late, and every train he ran was late until his last train was early ('cause there was nothing else going on). MB-4 had a break in two and came out of the tunnel at Bryant City with just 6 cars. He had to back up to recouple...twice. HB-6 had a shorting car problem (since fixed). Then both **Paul's** radio and throttle batteries died. MH-3 left Middleton out of the wrong lead. Instead of going up the Mountain Division, he was sent to Great Lakes. We caught it before he got to E-1. On the very

last train, LM-2 was sent early because there was nothing else to do, so just send it.

**Dave Clinton** ran six (or seven) trains himself, with his first being ore train LM-4. He saw that it was cabooseseless at West Middleton, but when he retraced his steps he didn't see one so assumed it was set up that way for some reason. In reality, a dozen hopper cars and the caboose were still back in Great Lakes. ☺ BS-5 had trouble finding the rear of the Steel Mill. Train #43, the UP passenger train, had an un-MU'd unit. **Dave** confessed that this was his fault as he was cleaning wheels and making MU's during set-up and forgot this UP train. "Oops!" **Dave**. He still didn't make it out of Boston without trouble; the rear coupler screw of the lead UP unit had backed out so far that it hit a switch. A quick screwdriving and he was on his way. His last train was #547, a single RDC. He couldn't leave Boston because #533, the Comet, was in his way (see: **Farrenkopf's** write up). Since it has no couplers, **Dave** ran the Comet on the left knob and the RDC on the right. Possibly the first time anyone has ever run two trains simultaneously on our layout during an operation session.

**Bob England** ran HX-1 down in Larson. He got the job done but the engineer kept running through switches that the brakeman thought were lined up. *For the record, Bob ran this train by himself.* Bad language was used. Also, an extra US Navy gondola was included in his train but not in the paperwork. **Bob** brought it back to Cedar Hill as he should.

**Jack Doyle** was our Trainmaster. All orders were handed out, but one was returned and the Extra didn't run.

**Will Baker** was Boston Dispatch, and he said of his blood pressure, "If I ate a donut, I would die right now." As you can tell, it was a frustrating night up in the tower. Everything was late, and radio calls kept coming in simultaneously on both frequencies.

Over on the Mountain, **yours truly** was dispatching. We were late right at the start because we only had 4 engineers to begin with (5 is better), and as the night wore on, engineers came and went for a variety of reasons. All we ask as dispatchers is that if you have to step away from the job for any reason, please tell us. Thanks!

## Operations Review: Thursday, September 21<sup>st</sup> 2017

Back in Middleton, **Jack Foley** had a new assistant yardmaster named **Orlando** \_\_\_\_\_, a 14-year old who came in with his father \_\_\_\_\_, who is a potential applicant. **Jack** said that **Orlando** has a future in Middleton because he was doing a better job than he was. ☺ For the most part all trains ran. He had trouble with E-10 as it had been cleared on the tower screen but not in actuality. It led the trailer train to enter the yard at speed. They picked up the pieces and sent them on their way.

Engineer **Bob Farrenkopf** said everything ran fine. *Nobody really believed him.* His first train, a VIA train, came apart leaving Boston...twice. It made him a little late, but the rest of his trains were pretty on time. **Bob** also ran the very last train, when he was all by himself.

My father, **Paul Cutler, Jr.**, got to the club really early with me and ran MX-3 and MX-4 while I did Ops set-up work. I figured if anyone wanted to run them (and nobody

did), they could simply reverse the train, which has been done before. **Dad** ran six trains as an engineer, with his first being a NH job out of Cedar Hill passenger. The center GP9 was not running, which is kind of weird since they all have the same address. I came down from the tower, picked up the middle unit, and when I put it back on the track it started right up. ??? *Strange.* His next train was a B&M freight, which had the 3<sup>rd</sup> unit die at Minot Jct. (it was air lifted) and continued on with just two units. On his 3<sup>rd</sup> train, the NH steam engine derailed a couple times due to a stiff wire connection to the tender (*I really have to fix that...*). Fortunately, the rest of his trains were fine.

**Barry** "This has to stop, this is too much like work" **Doland** ran six more trains! Oh, the humanity! ☺ All of them were on time (he says) even after stopping to help pick up someone else's derailment. **Barry** did have a minor derailment with the Downeaster set at E-21...but was still on time! At this point, he could pull a Rip VanWinkle and still be on time.

**Dave Clinton** ran five trains and had no problems. His only comment was that the UP passenger train was carded for 79mph but could only do 60mph. Still, it was on time. **Dave** then accused me of padding the schedule; in the past he's said the schedule is too tight. *There's just no pleasing some people.* For the record, the schedule has not changed.

Engineer **Savery Moore** had Fireman **Tom Brewer** with him, and they ran six trains. **Tom** took the throttle for two of them and he spotted a disconnected drawbar on a steam engine yet still pulling a train (the electrical plug was carrying the load). **Savery** loves to run long distance passenger trains...and he didn't get a single one. *Awwww...* But he did get to watch them all go around his freight trains. Neither one reported any troubles.

In Cedar Hill, HX-4 was finished up by **John Sheridan**. He said he had two extra cars (I blame the elves) and several typos (I blame **Bryan**). Also **John** said that the transfer table had dirty contacts, which is a constant problem as it doesn't get used much. He was done by 1554 hours.

**Paul Agnew** completed MX-2 from Monday. It took him all night to do half of it, he said. No really big problems but working around JX-2's cars was a challenge (since it didn't run at all). A few minor derailments here or there and some dirty track as usual. "Nothing exploded," said **Paul**. Yep, we set the bar pretty high in these parts, mister.

Covering Cedar Hill passenger yard, **Skip Burton** had a good night. He had hardly any problems at all and everything ran well. *Thumbs up!* 🍷

Trainmaster **Jack Doyle** handed out all trains but the Extra. We were rather busy so we skipped it. That's why it's an Extra after all.

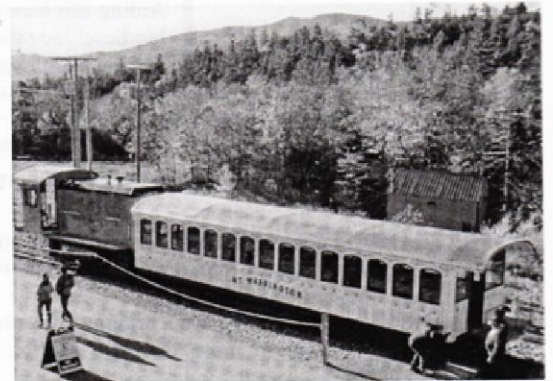
I dispatched and, as usual, the Thursday operation went much more smoothly than the Monday operation. It goes to show how much a little practice can affect performance. Most trains were on time or even early. Things went well, and we all had fun. Now we've switched to Sunday Ops for the winter, and we'll go back to weeknight Ops in the spring. See you next month!

**Paul Cutler III** 

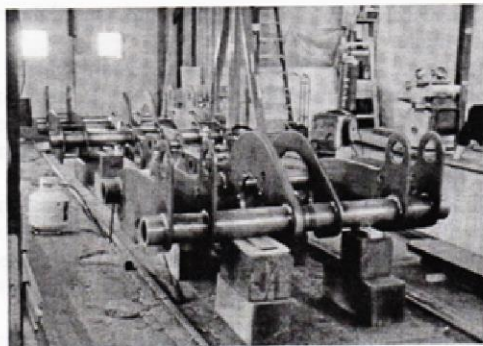
# The Cog Railway in 2017

By Loring M. Lawrence (Photos by the author)

During 2017 further investments have continued to enhance the Mt. Washington Cog Railway. A major change on the summit involved the installation of a siding - for the first time ever. In all the previous 148 years (2019 will be its 150th year!), up to three trains lined up on the summit, nose to tail on the one track, so that the last arrival had to form the first departure. Entering service in late June, the siding employs one of the new automatic hydraulic switches, similar to a transfer table, moving the track sideways from the "straight ahead" section to the "diverge" section. One result is that for 2018 the cog anticipates operating a second steam train at mid-day, with the siding permitting this train to be tucked out of the way of the more frequent diesel trains. For this year's daily steam trip up the mountain, loco 9 *Waumbek* provided the motive power, departing Marshfield at 8:00am or 9:00am, depending on the day's timetable. After her once-a-day ascent, number 9 and a coach remained on standby for the remainder of the day a short distance downhill from Marshfield. Number 2 *Ammonoosuc* is held in reserve but sees little use.



Mount Washington Cog's newest coach is Number 4, painted white; it entered service in early July. On the downhill end is blue biodiesel M6 *LaPrade*, named for Cog Railway engineer and mechanic Al LaPrade, who designed the railway's automatic hydraulic switches.



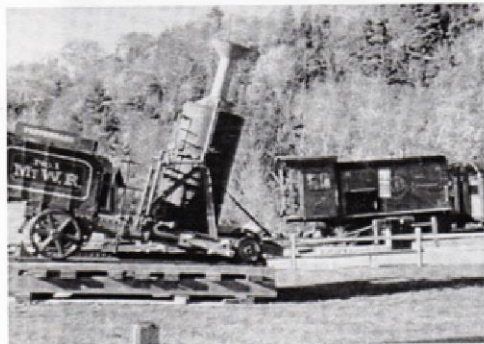
Taking shop on the workshop floor at Base Station are the rudiments on the cog's next diesel, to be numbered the M7. We see the wheel sets and cog housing.

This year the cog fielded six biodiesels and seven coaches. The newest biodiesel is M6 *LaPrude* which entered service this season. It continues the new tradition of every loco in a different color, and is painted white. Also painted white is the newest coach, Number 4, which entered service in late June. While outwardly virtually identical to the other coaches, it's said to be aluminum-framed; improved window framing eliminates the ingress of rain below the sills, helping to preserve the wooden bodysides. Meanwhile, the next biodiesel, to become M7, is now under construction at the Base Station workshops.

For anyone who hasn't visited the cog during the last two years, they will discover that Marshfield station building has been entirely reorganized. Only the Peppersass Cafe retains its traditional location on the upper level. The gift shop has moved from the upper level to the lower, replacing the museum which now occupies the former gift shop space. While the cab of retired locomotive *Hercules* retains its place of honor in the center, colorful new panels tell the history of the Cog, including the benefits of the biodiesel locomotives. In one corner, a video helps inform visitors the history of the world's first cog railway. The ticket counter (lower level) has been enlarged and much improved, presenting a friendlier appearance. As before, the gift shop stocks a wide array of cog-related books, clothing and other souvenirs with an enticing rack of cog railway postcards, many of which are new for this year. Also available are blueprint drawings of a cog steam locomotive.

## Marshfield Station

Marshfield is the name of the main building housing ticket office, café, gift shop and museum. "Base Station" is at and beside the railway workshops, where the joint platform once existed to interchange Boston & Maine and Cog passengers. There was nothing, at that time, at the present Marshfield location. The name "Marshfield" combines the names of Sylvester Marsh (father of the cog railway) and Derby Field, the first person credited with climbing Mt. Washington in 1642.



A contrast in motive power. While 1867-built number 1 Peppersass looks on, biodiesel M3 *Abnaki* starts its ascent of Mt. Washington with coach 9.

The closing piece of news is not so good. Severe rain pelted northern New Hampshire on 29 October, drenching the White Mountains with 5 inches. Draining the northern slope of Mt. Washington, the Ammonoosuc River, normally a small mountain stream, rushed torrents of water and debris against the Cog's small bridge immediately uphill from Marshfield station. It was sufficiently damaged to prohibit any further train movements, thereby closing the railway for the season - almost a month earlier than expected (weekend operation would have continued until Thanksgiving weekend). Base Road - the access road from Fabyan's on highway 302 - was also closed by the overflowing Ammonoosuc. The bridge will be repaired in time for the 2018 season; at last report, the railway had yet to check the remainder