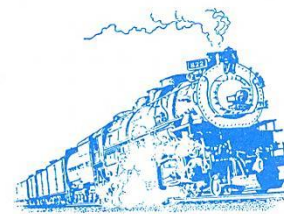


The Semaphore

South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938



JANUARY 21, 2019 ■■■■■■■■■■ VOLUME 39 ■■■■■■■■■■ NUMBER 1



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Promoting our
Club at the largest
Model RR Show in
North America!

(Top Salesmen at Work)



The Semaphore

David N. Clinton, Editor-in-Chief



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Rhode Island News.....	Tony Donatelli
“The Chief’s Corner”.....	Fred Lockhart
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The Semaphore is the monthly (except July) newsletter of the South Shore Model Railway Club & Museum (SSMRC) and any opinions found herein are those of the authors thereof and of the Editors and do not necessarily reflect any policies of this organization. The SSMRC, as a non-profit organization, does not endorse any position. Your comments are welcome! Please address all correspondence regarding this publication to: *The Semaphore*, 11 Hancock Rd., Hingham, MA 02043. ©2019
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VOLUME 39 ■■■■■ NUMBER 1 ■■■■■ JANUARY 2019

CLUB OFFICERS

President.....	Jack Foley
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Treasurer.....	Will Baker
Secretary.....	Dave Clinton
Chief Engineer.....	Fred Lockhart
Directors.....	Bill Garvey ('20)
	Bryan Miller ('20)
	Roger St. Peter ('19)
	Gary Mangelinkx ('19)

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ON THE COVER: Pics from last year’s Amherst Railway Society “Big Train Show” at the Eastern States Exhibition Center (“Big E”) in West Springfield...
4 buildings with 9 acres of TRAINS! Heaven? Not quite! (DNC pics.)



Frederick I. Sutton III

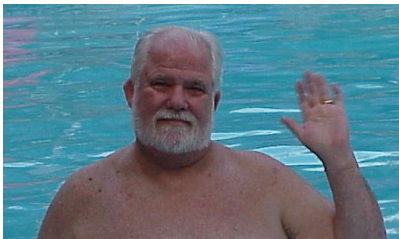
September 21, 1943-December 29, 2018

Our friend and SSMRC Brother “Rick” passed away on December 29th, after a long illness. A real “Southern guy”, he was born in Detroit, Michigan, where he lived until the age of 2, when he moved with his family to Kinston, North Carolina, which was his family’s hometown. (His father was stationed in Detroit, at the time of his birth.)

Rick grew up and was educated in North Carolina and began a career in teaching there. At the age of 32, he moved to Boston and became a real estate appraiser. In 1982 he married Stacey and moved to Hull, where his daughter, Healey, was born. In 1996, tired of the appraising business, he had a complete change of careers when he went to Amtrak and trained as a Conductor. As Conductor on Northeast Corridor trains between Boston and New Haven, Rick always treated his fellow members as “special”, whenever we were on a train that he was running. Several members received “cab rides” because of him. He retired from Amtrak in 2008.



Rick joined the Club in November 1989. He enjoyed the scenery aspect of the hobby the most and appreciated the guidance and training from Paul Bonanno. He served as vice-president, president and as a member of the Board of Directors for many years. Rick seldom ran trains on the layout but always participated in our fund-raising and outside activities and he particularly liked ticket-selling and talking with the kids. (Throw-back to his conductor days!)



Rick was a member of the Bare Cove Fire Museum at the turn of the Century and realized that there were other buildings available in Bare Cove Park in Hingham; the Fire Museum had moved into their present location about 10-years previous. At the time, the SSMRC had a “Search Committee”—we were looking for a new “home” and established a “building fund” and dues “surcharge” in the early ‘80s—just for this particular purpose. Rick inspected Building 51, found it available and suitable for our purposes (with a lot of “blood, sweat and tears” needed) and suggested the location to the Committee. After much paperwork, meetings and discussions, we voted to take on “the building” in 2002. The rest is history, but we have Rick to thank for our beautiful home!

Rick certainly left his mark on the history of the SSMRC and we shall miss his happy smile, Southern “drawl”, friendship, and participation in SSMRC activities. Rest in Peace, my friend.

David N. Clinton

FORM 19 ORDERS

AMHERST RAILWAY TRAIN SHOW

Saturday & Sunday, Jan 26 & 27 @ "Big E"

JANUARY B.O.D. MEETING

Monday, January 28th 8 p.m.

TRAINS 'N TOUCHDOWNS

Saturday, February 2nd 11 a.m.- late afternoon

FEBRUARY BUSINESS MEETING

Monday, February 4th 8 p.m.

DECODER/EQUIPMENT TUNE-UP CLINIC

Thursday, February 7th 8 p.m.

FEBRUARY NEWSLETTER DEADLINE

Saturday, February 23rd.

FEBRUARY B.O.D.

Thursday, February 25th 8 p.m.

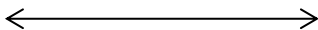
CONTESTS

Congratulations to **Donnie Pierce** on winning this month's 50/50 raffle.

The name on the ex-Great Northern Rwy's "Great Dome" car that ran on Amtrak's Downeaster in August and September this year is "Ocean View". Here's who got the answer (maybe from the cover of the September issue of *The Semaphore*):

Ron Clough	Savery Moore
Al Taylor	Doug Buchanan
Roger St. Peter	Fred Lockhart
Dan Peterson	Jack Foley
Paul Cutler III	

These folks supplied train calendars, along with Kurt Kramke and Ye Ed. Thanks for making this a fun tradition for the January meeting!



For the APRIL Business Meeting, we have another one of Al Taylor's "word-find" puzzles: "Steam Loco 6", with some unusual part names. See if you can find them...extra entry forms on old showcase inside RR room. Don't forget to put your name on the form and Good luck!

CHIEF'S CORNER

Fred Lockhart

It's January, a new year, and some resolutions-- I don't think so! But some goals for railroad for this year would be in order; the first is to finish the new staging yard. The second is to get all the preliminary work done for the Boston Division above the staging yard. The third is to weave a Trolley line extension into the staging room for a future connection to the planned area that will replace the current Boston/Great Lakes staging area. The fourth would be to start the benchwork sections for the area that will replace the Boston/Great Lakes yards. Of course, Scenery work will continue in Cedar Hill and thru the Steel Mill area. Electrical has several small projects to be completed, also. So we have plenty to do and, hopefully, we can get them all done.



As for progress this past month: the Scenery Committee continues their work in Cedar Hill; working with the Benchwork Committee, we have got the benchwork designed and built for the extension of the lead into the new staging yard, a portion of it has been removed for roadbed, track and wiring before it is re-installed, as there isn't enough space to do that work in-place. Roadbed was installed this past Monday night, trackwork will start next. While that work is going on, we will work on roadbed, track and wiring on the rest of the extension...as long as we have HEAT !!

That is it for this month, your comments or questions are always welcome.

Fred Lockhart
Chief Engineer

DCC & EQUIPMENT TUNE-UP CLINIC

Almost a "full house" this evening, despite having to re-set the work table into the Meeting Room, as there was no heat in the train room (48° at the time).

Starting off the group was first-time participant, **Mark Hall**, who brought a Mantua all-white metal Mikado steamer. This loco from the "glorious past" is powered by the famous Pittman DC70X open-frame motor, and pulled 5.25-oz on the scale. A hard-wire job is, of course, needed; there was no

such thing as DCC, when it was manufactured. The DH123D is the way to go because of the extra current-draw of these motors. There was lots of room in the tender for the decoder, and the three wires needed between the loco and tender went through the hole in the tender, which originally provided an 18-gauge wire to connect the tender polarity to the right-hand motor brush. Mark used the 4-pin connector for easy disconnect of the tender and loco (3-pins not available). Mark has experience in soldering, which is great and his first decoder job was a complete success—good job! The loco acted like it had dirty wheels, but they were clean, so he's going to clean up the bolster/truck connections. Also, the wheels are all brass on these older models, which isn't as good a conductor as the nickel-silver coating on today's models.

Jim Ferris joined us to continue working on his Spectrum Amtrak F40. Previously, he had installed the decoder; this time lights were on the menu. He used 3mm LEDs with a 1K resistor for each. He "Goo"-ed the LEDs onto the shell, aiming them at the light tube for the dual, sealed-beam lights at each end. That worked like a charm and he finally has a great-running F40, joining all of us Amtrak "fans", who herald the F40 as Amtrak's most famous locomotive—a locomotive that saved Amtrak from going away on several occasions.

David Galbraith brought an original P2K Pennsylvania FA2—remember the ones with the "operating" cooling fan, driven by a belt off the motor? Ya...those beauties...first thing was to disconnect and do away with the drive belt and supports for that fan. He was installing a Psunami2 sound decoder and needed as much space as possible for the decoder and speaker. With the help of Paul Cutler III, he was successful and pleased with the outcome of the all-night project. The coupler replacements are another problem and need to have a 30-series (plastic shank) Kadee, because of the frame being energized.

Applicant **Ed Carter** brought a PRR E8 from Bachmann, which had an 8-pin plug on the circuit board. The DZ123PS was an easy transformation into DCC for this model. He and Joe had the best jobs!

Joe Dumas brought his Amtrak AEM7 "Mighty Mouse" electric to decode. Again, the DZ123PS

was simply plugged into the 8-pin receptacle on top of the circuit board. Joe had a little more work to do, as there is basically no room between the top of the circuit board and the bottom of the roof of the model. There is a box on the roof, right over the DCC plug, so he was able to "tuck" the decoder into that box. The Z-scale decoder IS small!

Dan Peterson had the most trouble, trying to install a DZ123 into an old Walthers H10-44, which he had picked up from the W.E.T.—because it was C&NW (why else?). This, of course, is a hard-wire job and similar to the Atlas S-type locos, where the motor has to be removed and isolated from the chassis. Also, complete lighting has to be done, because the model doesn't come with any. In the process of disassembling the model, it appeared that the model had been dropped, or the plastic tabs holding the brass wheel wipers had disintegrated, as the brass wipers were loose from the truck sideframes and the tabs were gone. A model like this, considering its age and poor construction (compared to today's diesels) was not worth all the b, s & t needed to make it right, so Dan returned the decoder and relegated it to the nearest historic park (or junk heap). It was suggested that it could be a nice load for our newest gondola club cars!

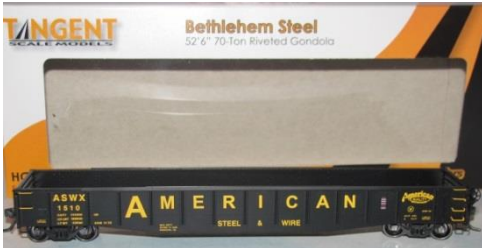
Paul Cutler III, last but not least, was finally able to get to his planned project, after assisting others in the Clinic all night. He had an unknown brand FA1, maybe P1K, dressed in the two-color "Alpert" colors--the last scheme for this loco. He had purchased a LokSound "Select" sound decoder for this loco, and was able to hardwire it, along with a cell phone speaker, with few problems. Someone had already drilled and tapped a brass screw into the white-metal body, which was a great help, as you cannot solder to that white metal and it is necessary to attach the black wire to the chassis, as it's one of the pickups of power (like the Athearn chassis). And, you can solder to the brass screw. The shell had a nice plastic light tube for the headlight, so a 12v mini-bulb fit nicely inside; he did not have to use a resistor because of the volt-rating. The loco worked nicely—even when the shell was put back on! A problem, though, like Dave's, because of the crappy way the coupler mounts were made, it is necessary to use plastic-shank couplers to avoid shorts, if mu-ing with another unit.

Thanks to **Paul Cutler III** for all his assistance and special thanks to **Dan Peterson** for moving all of the equipment and tools from the Model Shop work table to the Meeting Room table, so we could work comfortably. There is no way this work could have been done in 48⁰! **Our next Clinic** will be **Thursday, February 7th**. Sign-up sheet on Bulletin Board. All are welcome!

NEWEST CLUB CAR TO BE UNVEILED AT "THE BIG E"

Our "**American Steel & Wire Company**" gondola from Tangent Scale Models will be introduced on our tables at "The Big E" Amherst Railway Society train show next weekend. Over a year in development, I am very pleased with how they turned out, in honor of an old Worcester company, since out of business. Available in 5 different numbers, this car includes Kadee® scale couplers, metal wheels and proper weighting per NMRA standards. Price is \$29.95 each + sales tax. This is limited-run and any remaining cars will be available at our March Show. (This car is

my "Swan Song" for the Club Car Committee. After 27 years, it's time for "new blood" with new ideas. -dnc)



my "Swan Song" for the Club Car Committee. After 27 years, it's time for "new blood" with new ideas. -dnc)

SEMAPHORE MEMORIES

JANUARY 2014 (5 years ago)

- Vermont Rail Systems celebrates 50 Anniversary, with specially-painted GP40-2W with gold-painted trucks.
- Paul Bonanno presented plan for "Corner City"—liked by all.
- \$3-billion in grants from US D.O.T. to public transportations systems affected by "Super Storm Sandy".
- MBTA awards Keolis Commuter Services 8-yr. contract to operate Commuter Rail.
- FRA new rule requires inward-facing cameras in locomotive cabs.
- Amtrak president Joe Boardman sez "Highway Trust Fund" is dead and should be replaced with "Transportation Trust Fund" for national projects in all surface modes.
- UP adds connecting track to Los Angeles County Fairgrounds, to enable "Big Boy" 4014 to get on mainline to travel "home" for restoration.

• Allston rail yard ("Beacon Park") is dead, after new yard opened in Worcester for containers.

JANUARY 2009 (10 years ago)

- MBTA takes delivery of first "Genset", #3249.
- CN gets approval to acquire EJ&E Railway.
- Colorado Railcar Manufacturing, manufacturer of DMUs, closes its doors.
- Valley RR of Essex, CT, purchases former Knox & Kane 2-8-2, which was built in China in 1989. Included were 10-tons of spare parts!
- Amtrak acquires credit card readers for conductors to sell tickets on trains.
- Former Senator Claiborne Pell (D-RI), considered "the father" of high-speed rail between D.C. and Boston, dies at age of 90.
- BNSF completes construction of 3rd main line through Cajon Pass in California.
- NH Governor John Lynch dedicates first Cog Railway locomotive to burn biodiesel; "Wajo Nanatasis". Built on-site by the Cog employees.
- Town of Hingham demolishes remaining unused buildings in Bare Cove Park and covers over some exposed foundations.
- Yellow tape placed on floor, as plans for "Leg 3" are developed.
- Cabot Cheese Reefer Club Car received for "Big E" sales.

JANUARY 2004 (15 years ago)

- First Boxcar Decal Clinic held.
- Athearn Trains sold to Horizon Hobby.
- Construction of Greenbush Line in full swing.
- First foreign coal shipments to Bow Power Plant handled by P&W from Providence, RI.
- Canaan Union Station in CT purchased by Connecticut Railroad Historical Association, with plans to restore.
- Last two Amtrak F40s in New England head west to Beech Grove, Indiana for disposition. (Cake icing-Ed.)
- Amtrak extends "Quiet Car" service to weekend *Acelas*
- 1st anniversary of Montreal, Maine & Atlantic Rwy, headquartered in Bangor.
- Amtrak's *California Zephyr* stuck for 14 hours in Sierra Nevada Mountains blizzard. (Donner party in the diner.)

JANUARY 1999 (20 Years Ago)

- LDC recommends Club go with DCC and use code 83 flex track where appropriate.
- Heat installed in train room.
- Former New Haven "Roger Williams" RDCs go to Lincoln, NH for restoration.
- Cape Cod Central awarded state contract to run tourist trains from Hyannis.
- Guilford embargoes White River Jct. to Wells River, VT ex-B&M line; only one customer.
- Seashore Trolley Museum celebrates 60th anniversary.
- South Station celebrates 100th anniversary.
- Member Fr. George Gardner dies.

JANUARY 1994 (25 Years Ago)

- Morrison-Knudsen places four LNG switching locos into test service on Union Pacific.

- Burlington Northern places largest locomotive order in U.S. history: 350 of the SD70MACs from EMD.
- CSX places largest locomotive order to GE: 300 locos, which includes 250 A.C. traction units.
- Connecticut Valley RR receives state grant to restore ex-New Haven parlor car "Great Republic".
- MBTA builds new Commuter Rail station in Haverhill.
- MBTA awards first contract for restored service to Newburyport.
- Amtrak concludes 15-month testing program for high-speed trains, with final run of German I.C.E.
- "Citizens Against Amtrak Electrification" formed to stop electrification of Shore Line from New Haven to Boston.
- CP Rail files for approval of agreement to sell operating assets of Dominion Atlantic Railway in Nova Scotia to U.S. investors, who will manage operations under name "Windsor & Hantsport Railway".
- State environmental officials approve plans to extend Commuter Rail to Worcester.

JANUARY 1989 (30 Years Ago)

- State of NH purchases 64 miles of Guilford tracks to "rail bank" various branches of ex-B&M trackage.
- Jim Bradley, owner of a collection of ex-New Haven passenger cars, located above the Shore Line in Stonington, Ct, dies.
- 49-miles of ex-Guilford (B&M) tracks along Connecticut River officially re-opened, after restoration. Amtrak awarded line and subsequently sold to Central Vermont to restore *Montrealer* train.
- New depot in Claremont, NH, opened in anticipation of restoration of *Montrealer*.
- Amtrak considers use of "real" china in dining cars, replacing disposable dinnerware.
- Rehabilitation of New York's Penn Station begins.
- First "double stack" train to New England arrives in Worcester; cargo in Maersk Line containers.
- Plans for new Boston Garden and North Station unveiled, including moving Green Line trolley underground.
- *Metroliners* celebrate 20th anniversary, with original *Metroliner* cars used as "push-pull cab cars on *San Diegan* trains in California.
- 100th anniversary of urban trolley cars.

JANUARY 1984 (35 Years Ago)

- Editorial: "Are we growing too old for our own good?" Average age of membership: 45.
- "The Gov" (John Governor (D) introduces first "All Diesel Operation Night".
- "Heritage Park" in North Adams dedicated by train enthusiast Governor Mike Dukakis. (Great display and movie about building the Hoosac Tunnel.-Ed.)
- UTDC, Inc. of Detroit and Hawker-Siddeley Canada, Inc., offer lowest bid for 44 new Red Line cars; first new cars in 12 years.
- Chessie System wants model train and railroadiana manufacturers to pay them a "royalty" for using their symbols and naming rights.

- ICC approves merger of holding companies that own Southern Pacific and Santa Fe. Railroads will remain independent until another ICC ruling. Analysts say "highly unlikely" that ICC will reject merger of two rail lines. (But they did!-Ed.)
- Three-dimensional steam locomotive weather vane stolen from top of White River Jct. station.
- B&M Goffstown Branch torn up and operations cease on Ashuelot Branch from Brattleboro to Keene, NH.
- MEC 2-8-0 #501 bought by "470 Railroad Club" from Steamtown and moved to display at Conway Scenic RR in North Conway, NH; possible future restoration.
- GE rebuilding 50 Red Line cars at its E. Boston facility.
- BAR's bus service to northern Maine discontinued; service began in 1936.
- B&M GP40-2 #317 and 50' boxcar #80017 first B&M equipment to get Guilford's (ugly-Ed.) paint scheme.

POTPOURRI

IN A BOOST TO EFFORTS to maintain the route of Amtrak's *Southwest Chief*, a federal grant will pay for installation of positive train control on 179 miles of track between Dodge City, Kan., and Las Animas, Colo. Colorado U.S. Sen. Michael Bennet (D) announced Thursday that the U.S. Department of Transportation was awarding a federal \$9.16 million Consolidated Rail Infrastructure and Safety Improvement grant to cover the installation, which covers trackage hosting BNSF freight traffic as well as the *Chief*. The route west of Trinidad, Colo., to Lamy, N.M. only sees the daily passenger train in each direction. Colorado led the application process and was joined in providing a \$2.29-million, 20-percent match by Kansas and Amtrak, which contributed \$770,000, to secure a total of \$11.45 million needed for the project. "This grant will allow for the expansion of PTC onto a part of the Amtrak route system that does not currently have it, and is consistent with our ongoing system-wide safety initiative," Amtrak's Senior Director of Government Affairs, Ray Lang, says in a statement thanking the state for its leadership. (TN)

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THE FIRST OF 152 U.S.-built Massachusetts Bay Transportation Authority Orange Line cars were recently completed by China Railway Rolling Stock Corp. Ltd. (CRRC) in Springfield. MBTA officials, along with Gov. Charlie Baker, were on hand at CRRC's North American manufacturing facility to celebrate the completion of the first two Orange Line cars. CRRC expanded to North America in

2014 after winning a contract to build more than 400 subway cars for Boston; 152 for the Orange Line and 252 for the Red Line. CRRC employs about 200 people in the state. "Our pride is strong as we deliver on-time to America's first transit system CRRC's first subway cars built in the United States by talented workers standing with us today," CRRC MA Chairman and President Jia Bo says. "We have taken the importance of transportation in the region as a path to introduce local rail car manufacturing where hundreds of jobs have been created stimulating the local economy." The Orange Line cars are part of an \$8 billion effort spearheaded by the Baker administration to improve service on the T. "By completely replacing the fleets of the Orange and Red lines, and significantly upgrading signals, the T will improve reliability for riders, and we are proud to celebrate the delivery of the first new Orange Line cars today," Baker says. (TN)

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THE FIRST TWO of Metra's 21 former Amtrak F59PHI locomotives entered service last month. The units, which sport modified *Pacific Surfliner* paint, were spotted on the Metra-owned Milwaukee District North line leading train No. 2119 for Grayslake. Other recently acquired units will feature modified *Amtrak Cascades* paint, but those have not yet entered revenue service. The F59PHI is the second model Metra has purchased with EMDs 710 prime mover, following the acquisition of three F59s in 2014. The F59PHI was built between 1994 and 2001 and is the F59s successor which was built between 1988 and 1994. (TN)

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WITH DEMAND FOR AMTRAK service at record levels, Amtrak will acquire new mainline passenger diesel locomotives from Siemens Mobility to replace its aging National Network locomotive fleet. These initial 75 locomotives will be used principally for Amtrak's long distance train service, with



options to purchase more, for use on some state-supported routes and for future growth. "These new locomotives will offer increased reliability, more hauling power, improved safety features and lower emissions," says Amtrak President and CEO Richard Anderson. "Siemens Mobility is honored and grateful to Amtrak for this opportunity to assist

Amtrak in their mission to provide safe, world-class, environmentally conscious technology for their long-distance services," says Michael Cahill, president of Siemens Mobility's North America rolling stock business. Capable of speeds up to 125 mph, the locomotives will have 4,400 HP-capable, 16-cylinder diesel engines with modern control systems and A.C. propulsion. The diesel engine will come equipped with the latest Tier 4 emissions technology, reducing nitrogen oxide by more than 89 percent and particulate matter by 95 percent, and provide an average of 10 percent savings in diesel fuel consumption. Delivery of the new locomotives will begin in summer 2021, with passenger service beginning in fall 2021. Charger locomotives are currently operating in several state-supported Amtrak routes in California, Illinois, Wisconsin, Missouri, Michigan, Iowa, and Washington. The new locomotives will primarily replace the aging GE-built P40 and P42 locomotives, some of which have been in service for more than 25 years. (TN)

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CSX TRANSPORTATION has donated a turntable to a small community in Tennessee that could eventually be used by Nashville, Chattanooga & St. Louis Railway 4-8-4 No. 576, under restoration in nearby Nashville. Earlier this week, Historic Watertown Inc. announced that it had secured the donation of a surplus turntable from CSX. The turntable is currently located in Atlanta and will be disassembled this week for its move to Tennessee. The 110-foot turntable was installed by the NC&StL not long after it had purchased its J3 4-8-4 locomotives. The turntable will be installed in Watertown where it will be used by the Music City Star, Tennessee Central Railway Museum, and eventually No. 576. "Being able to both preserve this turntable and reunite it with the class of locomotive it was designed for is truly a special opportunity," says Nashville Steam Preservation Society historian and communications manager Joey Bryan. "The 90-mile round trip from Nashville to Watertown is an ideal length for half day excursions, which will enable No. 576 to really stretch its legs and offer passengers a glimpse of what it was like to ride the rails 75 years ago." The funding required to remove and transport the turntable was raised in just under a month, and included contributions from TCRM, the Nashville Steam Preservation Society, R.J. Corman, Bill Drunsic, the Nashville & Eastern Rail Authority, the city of Watertown, the Candelaria Fund, and other

generous donors. The restoration of No. 576 is expected to begin in earnest in 2019. Once the locomotive is running, Nashville Steam Preservation Society hopes to run the locomotive between Nashville and Watertown. (TN)

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ALBUQUERQUE, N.M. — The New Mexico Rail Runner commuter train will begin offering free rides for seniors (ages 62 and up) on Wednesdays as of Jan. 2, 2019. The program is good for all Wednesdays in 2019. Riders need only show a valid photo ID with a birth date to qualify. (TN) What a great idea...something the MBTA should consider.-Ed.

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GE WORKERS are still assembling finished locomotives in Erie. That's despite a GE promise in 2017 to shift finished assembly and production from Erie to the company's newest assembly plant near Fort Worth, Texas, by the end of 2018. Those plans are on "pause" for the time-being the representative says. The Erie Times-News reports that unionized workers continue building locomotives and that the plant has orders to work on into 2019. The newspaper cites a GE representative saying that the market for locomotives has increased since the 2017 announcement — for both new and remanufactured locomotives. GE Transportation is slated to merge with Wabtec Corp. in 2019. (TN)

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THE MBTA is bringing back its \$10 weekend unlimited-ride commuter rail tickets, which had been discontinued last month. The MBTA's new general manager, Steve Poflak, made the announcement earlier this month, saying the Federal Transit Administration had allowed the pilot program to be extended for an additional six months. The fare is available again, since Saturday the 5th. MBTA weekend commuter rail revenue was up 4.6 percent during the initial trial, which began in June 2018. It ended in December because federal rules required an equity analysis before the new fare could be made permanent. That analysis will now be conducted while the pilot program continues. (BH)

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NJ TRANSIT'S EFFORTS to meet the Dec. 31, 2018, deadline for installation of positive train control equipment has led to an unusual sight: cab-control cars running in front of locomotives on some trains. Those cab cars, which are closed to passengers, have PTC equipment installed, allowing NJ Transit to operate locomotives which

have not yet been equipped. The transit agency had 282 cab cars and locomotives equipped by Dec. 31, but roughly 150 other cab cars and locomotives still need the equipment installed. (TN)

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IN A SIGN THAT YEARS-LONG projects are nearing an end at West Virginia's famous Cass Scenic Railroad, the logger-turned tourist hauler has announced plans to resume service on the former Chesapeake & Ohio line to Durbin, W.Va., and will inaugurate it in September with a type of geared engine that has never run in the history of the scenic railroad. In an announcement this month, the privatized tourist railroad said it will launch service with a three-day special event Sept. 6-8 and featuring restored Middle Fork Railroad three-truck Climax No. 9, which has been under restoration for almost 20 years. The 9-mile line from Cass to Durbin has been out of service since a 1985 flood washed out six major sections of track, including some as long as 750 feet or more. Cass has been a bastion of Shay geared steam locomotives since its inception in the early 1960s, and with the exception of a Heisler that came to the railroad early on, that type of locomotive has been the sole power. The Middle Fork Climax will give the railroad the chance to showcase all three types of geared steam that were popular with loggers in the late 19th and early 20th centuries. The engine is expected to steam this winter or spring. (TN)

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WESTERN MARYLAND SCENIC Railroad Executive Director John Garner in a video update posted Wednesday said the railroad's restoration of Chesapeake & Ohio 2-6-6-2 No. 1309 is proceeding at a pace now that the line will begin selling tickets soon for an early July debut. The locomotive, which test fired last September, will be wheeled soon and following work to install brake gear will start making test runs in late February and early March, Garner said. The \$2.4 million project was delayed multiple times as the cost of the project grew from an early \$800,000 estimate and funding lagged behind. Work resumed last spring, but was hampered after it was discovered that a former railroad employee had stolen and scrapped critical parts. (TN)

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INTERESTING STORY: "In 1918, an east-bound freight train on the Boston & Albany was stopped near West Brimfield about 9 p.m. on a Tuesday—the air brakes having been applied by some unknown person. The train crew investigated and

found that several cars had been broken open. So far as could be learned, nothing had been removed from the cars. Railroad men say that thieves ride the trains, break the doors open while trains are in motion, throw freight out of cars and then apply the air, getting off the train before it has come to a full stop. The freight is then collected beside the track and carried off in automobiles. Another freight train was stopped three times Tuesday night, in a similar manner, between Springfield and Palmer.” (Palmer Journal Register)

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WHEN METRA TRAIN No. 2119 arrived at Grayslake, IL, on Thursday afternoon, January 10th, it brought a little bit of railroad history with it — in two ways. Most prominent was the appearance of Milwaukee Road-painted MP36PH-3S No. 405 leading the train into the station. And a number of those present for its arrival were former Milwaukee Road employees, according to photographer Jimmy Solum. No. 405’s appearance on Thursday brought a surprise for many, a newly mounted Hiawatha nose logo, which was missing in the publicity photos previous shared by Metra. The logo, part of the Milwaukee Road’s last paint scheme, appeared on just 37 units beginning in 1983: 31 SD40-2s, two SD10s, one SW1200, and three GP40s. (TN)



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FOR A 2-MILE MOVE by truck to a railhead on city streets, Nashville, Chattanooga & St. Louis 4-8-4 No. 576 may have taken one of the smoothest journeys of any major steam locomotive. The 1942 Alco left its home of 66 years, loaded onto a self-propelled 96-wheel transporter that moved at a brisk walk on a flawless trip from Nashville’s Centennial Park to a loading site on the Nashville & Western short line. Utility crews leapfrogged ahead of the locomotive, raising overhead lines to clear the load that stood 19 feet, 8 inches above the pavement. The 175-ton locomotive drew hundreds

of people to watch the move over streets blocked off from traffic. The move had been estimated to take between two and four hours, and was completed in slightly more than two hours on a rainy but mild day. The move ended two years of efforts to prepare and raise money, and a week’s worth of heavy preparation. It also came in just-in-time fashion: A 110-foot turntable from Atlanta’s Tiltford Yard donated by CSX Transportation (one of four built for the locomotive and its sisters, and the only one still in existence) arrived Saturday in Watertown, Tenn., where R.J. Corman crews



unloaded it and then sent the multi-axle truck to fetch the tender tank in Nashville. The tender followed No. 576 closely down Nashville streets. The engine will be towed across town on CSX to the Tennessee Central Railway Museum shop, where the \$1.5 million, multi-year restoration can commence. (TN)

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The Longest Line on the Map is the title of a new book out by Eric Rutkow chronicling the decades-long attempt to construct thousands of miles of railway—and, later, highway—to “link the Americas, from Chile to Canada. 438 pages. (WSJ)

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FEDERAL REGULATORS are scrutinizing fees imposed by Norfolk Southern and Union Pacific, and other railroads, that are meant to get their customers on board with new procedures to operate more efficiently. The large U.S. railroad operators are overhauling operating plans to streamline the movement of locomotives and railcars across their networks, emulating the turnaround plan implemented during the past two years at CSX—started by Hunter Harrison. To encourage customers to go along, railroads are imposing fees, when customers take too long to unload railcars, don’t have their facilities ready to pick up shipments and take other actions that could cause slowdowns on the rail network. (WSJ)

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IN THE SPRING, the MassDOT and the MBTA will begin an 11-month pilot program for regular,

weekday commuter rail service from Patriot Place-Foxborough Station at Gillette Stadium to Boston's South Station, to determine if permanent service should be provided. The service, which is a part of a public-private partnership between the Town, MassDot and the Kraft Group, is expected to start on May 20th. (Partners in Patriotism magazine)

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RIDERS ON the South-side Commuter Rail lines would like more trains in the evening and on weekends, so that they don't have to wait 2-3 hours between trains leaving Boston. (SC)

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AMTRAK HAS RELEASED a Request for Proposals seeking new single-level equipment to replace Amfleet I cars on the Northeast Corridor and adjacent state services. According to a press release issued late Friday afternoon, the new equipment will be bidirectional, meet federal standards for operation at up to 125 mph, meet accessibility standards under the Americans with Disabilities Act, and include all equipment required for positive train control operation. Amtrak also says the new equipment will include large windows, improved climate control systems, improved seating and wi-fi, weather-tight doors and vestibules, and new designs for restrooms and passageways between cars. The equipment will replace Amtrak's 470 Amfleet I and ex-Metroliner cars; the Amfleet cars are over 40 years old, while the ex-Metroliner equipment entered service 50 years ago last week for Penn Central. (TN)

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

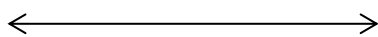
TRAINS

- ("New-look" magazine)
- 50 Years After the New Haven
- The Forgotten Genius of the Transcontinental RR
- Recycle, Rebuild, Repeat
- Amtrak's Money Mystery
- In My Own Words
- AWOL for Steam

RAILROAD MODEL CRAFTSMAN

- Reading MU Cars
- Tsunami for a Blue Box
- MODEL RAILROADER**

- 80 Years at Webster Groves
- 20 Innovations that Changed the Hobby
- New Sound Decoder Fits Tight Installations



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

DUES EXPLANATION & REMINDER

For clarification of how dues are requested, according to our By-Laws, try this:

1. The monthly membership "dues", along with any "fees, fines and assessments" are due on the 1st of the month.
2. You become "delinquent", if those "dues, fees, fines and assessments" are two months in arrears on the 1st of the current month.
3. You become "suspended", if those "dues, fees, fines and assessments" are three months in arrears on the 1st of the current month.
4. Payment must be in full, to avoid be placed on the "delinquent" or "suspended" list the 1st of the following month.
5. A fine of 1-month's dues is incurred when "delinquent" more than once in a 12-month period.
6. Remember that Locker "fees" are due the 1st of June, the beginning of our new FY.
7. Remember, also: "Delinquent" members shall not be entitled to vote or be entitled to hold any office.

So, please try to help make the Treasurer's job easier by paying on-time, and also help your finances, too! The way time goes by so fast, a good option is to pay for months in advance.

EDITOR'S NOTES

1. **Welcome** to the New Year and Volume 39 of "*The Semaphore*". We are ready for another great year at the SSMRC and hope you'll participate in all the various activities whenever possible. Welcome, also, to our newest member of the **editorial staff**, **Doug Buchanan**, who will be providing news about

the Mid-Atlantic and Appalachia region of the Country.

2. We will again be well-represented at **“The Big E” next weekend**. Stop by and check out our exhibit and new Club Cars. Even though we’re 100 miles away, this is great publicity for our Club!
3. Don’t forget that you can take an **“electronic” subscription to *The Semaphore*** and save us money for paper, toner and postage, if it is mailed to you now. Thanks for considering.

..... *David N. Clinton*

“Ask, and it will be given you; search, and you will find; knock, and the door will be opened for you.” Matthew 7:7

MEMBER NEWS

Doug Buchanan is recovering at home from a serious leg operation, and will be out of commission for at least a month. Our thoughts and prayers are with you, Doug, for a speedy return to the “ranks”!

BIRTHDAY CELEBRATIONS

The following members have made it through another year and deserve congratulations starting off the New Year:

- Bob Farrenkopf..... February 2nd
- Jeremy Cahill..... February 3rd
- Don Pierce..... February 5th
- Steve Wintermeier February 5th
- Roger St. Peter..... February 6th
- Paul Agnew February 18th
- Ray Welliver (H) February 29th

RUNNING EXTRA

Amtrak a “failure”? Hardly. Here’s how we see it ([Railway Age 12-19-18](#))

Written by [Stephen Gardner](#), Senior Executive Vice President, Amtrak

Over the past eight months, Railway Age has published 31 op-eds about Amtrak—many more than it published on the freight railroad, railroad supply and transit industries combined. The

majority focused on long-distance trains, which account for only 15% of Amtrak ridership, and their dining car food. Most of the others depicted Amtrak as a “failure” facing “the sword of Damocles,” to quote one op-ed author. They urged privatization of Amtrak’s operations and Northeast Corridor infrastructure, and “open access” to freight railroads’ lines for new passenger rail operators.

These op-eds ignored important facts that might surprise readers of Railway Age:

• Amtrak’s financial performance in fiscal year 2018 was the best in its 47-year history. Amtrak generated record revenues and has carried more than 30 million customers for each of the past seven years. Its \$168 million operating loss was its lowest ever, without adjustment for the more than 500% inflation since operations began in 1971, and a 53% reduction from just five years ago.

• Amtrak covered 95% of its operating costs from revenues last year. That’s a much higher cost recovery than any of the U.S. commuter rail services provided by the four “private sector” companies repeatedly touted as Amtrak replacements (two of which are actually owned by foreign countries). Amtrak’s cost recovery also far exceeds the 7% cost recovery reported during the first nine months of 2018 by the Miami – West Palm Beach Brightline/Virgin service that several op-eds cite as a model.

• Amtrak’s financial performance compares favorably to international railways that receive much higher levels of public funding. France’s national passenger railroad lost \$3.4 billion last year despite receiving \$16 billion in subsidies—more public funding in a single year than Amtrak has received in the past decade.

• When Amtrak acquired the Northeast Corridor (NEC) from its private owner, the bankrupt Penn Central Railroad, revenues covered less than half of its operating costs. Last year, the NEC generated a \$526 million operating surplus for reinvestment in NEC assets.

The “privatization” schemes advocated in the op-eds – giving subsidies to private operators to take over select Amtrak services, and soliciting bids for turning NEC infrastructure over to a private company—have been tried, in both the U.S. and internationally. They haven’t worked.

• A Midwestern state’s 2015 privatization of equipment and food service on an Amtrak state-supported route ended when the private service provider sought increased subsidies after only 17 months.

U.S. Department of Transportation made it possible for Amtrak operations to survive operating over it by providing a 900-year mortgage with no requirement for payment of principal or interest. But many in the states and commuter railroads along the NEC are unhappy with the structural changes required by Section 212 of PRIIA (Passenger Rail Investment and Improvement Act of 2008). Those changes require substantial increases be paid to Amtrak for their use of the NEC infrastructure. They believe there should be much better communication and better coordination of service, along with better financial accounting for the charges allocated. "Better" is *not* what it is for those stakeholders, and they are letting their lawmakers know.

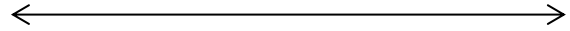
This should not be surprising, were Congress to change that structure for the improved benefit of all passenger rail stakeholders—commuter and intercity. For example, Amtrak could be granted a franchise for some services along the NEC, as could other operators, such as New Jersey Transit and Long Island Rail Road, and perhaps adding a new independent franchise operating only *Acela*-type higher- and high-speed service as an independent service.

There is no room in this editorial to list all the nicks, cuts and blatant disregard that Amtrak has aimed at the long-distance train network. Those communities, passengers and lawmakers along the rural rails in Kansas, Colorado and New Mexico have felt that disregard and witnessed the self-righteous arrogance that comes from the lack of appropriate value for those communities and their residents. Abruptly changing types of service; the termination of customer service representatives at rural stations; the closing of the Riverside Reservation Center; the selling-off and rental of revenue equipment; canceling hot meals and taking away sleeper space from long-distance trains; taking baggage cars off trains that need them: These things are all about Amtrak's management putting a statistical number value placed on "the everything." It is *not* putting the customer first. It is *not* demonstrating that the employee is valued.

Lawmakers have an opportunity during the next two years to make some important changes to Amtrak's structure and its future. Those of us who truly care about passenger rail in our nation need to ensure

that, as the work progresses, more than cold statistics are considered.

Joe Boardman was President and CEO of Amtrak from 2008 to 2016, and prior to that, Federal Railroad Administrator.



'Lake Shore', 'Capitol' get hot entrees; coach passengers left in the cold

By [Bob Johnston, Trains](#) | January 17, 2019

Characterizing the change as an "evolution," Amtrak says sleeping car passengers will have new meal options on the Chicago-New York/Boston Lake Shore Limited and Chicago-Washington, D. C., Capitol Limited starting this week. On June 1, 2018, Amtrak reduced dining car staffs on those trains from a chef and waiters serving cooked food to everyone on board, to a single lead service attendant dispensing boxed cold meals to sleeper passengers only. Touted at the time as reducing annual operating expenses by more than \$3 million, the move was labeled "contemporary dining" by Amtrak. Subsequent customer reaction resulted in a hot, beef short rib entree being added later in the summer.

Now, although coach passengers still are only allowed to purchase food from the cafe car that operates in the Boston section (no snack or beverage service is available between New York and Albany-Rensselaer, N.Y), a "Deluxe



Continental Breakfast" is being offered to sleeping car passengers that includes hot oatmeal and breakfast sandwich options, as well as cold hard boiled eggs, cereal, fresh fruit, yogurt, and muffins. The trains also feature a choice of hot entrees at lunch or dinner. "Beef Provencal" has replaced the short rib. Or, sleeping

car customers can choose “Chicken Penne Alfredo” or an “Asian Noodle Bowl” as well as a chilled antipasto plate. No additional kitchen preparation equipment was required in the diners. Also noteworthy: business class patrons riding the Lake Shore’s Boston section now are entitled to a complimentary alcoholic beverage (beer, wine or mixed drink) and unlimited soft drinks that sleeping car passengers get, but they have to buy food in the cafe just like coach passengers and aren’t allowed into the “sleeper-lounge” where complimentary sleeping car meals are served.

On board passenger interviews last year revealed that there was a lot of packaging waste and unwanted food not eaten, especially at breakfast. Instead of being presented altogether in a balsa wood box, some Deluxe Continental Breakfast offerings will be displayed on two tables and others items stocked behind a counter manned by the car’s lead service attendant. “There will be carryout trays and plates for customers to place their items on/in...and customers will be able to select as many items as they like,” according to an internal memo obtained by Trains magazine. Passengers can choose to take the breakfasts back to their room or eat at another table in the car, “but customers should still bus and clean the tables they have used,” the memo says. All meals can also be ordered from the sleeping car attendant, who can bring them to the passenger’s roomette or bedroom. This has always been possible on trains with full dining cars. “We continuously improve and enhance our offerings,” Amtrak Vice President of Product Development and Customer Experience Peter Wilander says in the statement announcing the new menus. “Our customers say they want high-quality food with good variety — and we are listening.” (TN)

This is total Amtrak BS! We taxpayers paid millions for Amtrak to build 25 brand-new Viewliner Diners...and this is what they do with them? –Ed.

\$10 weekend commuter rail service is back

By Mary Whitfill

THE PATRIOT LEDGER 1-5-19

The MBTA is bringing back \$10 unlimited weekend rides on the commuter rail after a successful summer pilot program that bumped weekend ticket sales by 23 percent.

Starting today, one \$10 ticket will give riders unlimited access to the commuter rail system from the first train Saturday morning to the last train Sunday night. The tickets can be used across all zones and lines.

“Four or five years ago we

lost our weekend trains entirely down here on the South Shore for lack of ridership, so this is great,” Richard Prone, a Duxbury resident and member of the MBTA Advisory Road, said. “The weekend commuter rail is a different animal than the weekdays, so you have to do special things for them.”

The pilot program initially ran for six months last year. During that time, weekend sales went up 23 percent from the same period in 2017, the MBTA said, and roughly 180,000 tickets were sold.

“It really lowers the cost of taking the train for families,” Prone said. “Last time we did this there was a 4.6 percent increase in revenue for weekend trains, even though the fares were cut in most places. They were carrying a lot more people. . . If it continues to go well, I’m hoping they’ll do this permanently.”

The special-fare tickets can be bought on the mTicket smartphone app, with cash or credit card from conductors aboard the train, and at ticket windows at North, South and Back Bay stations. Kids un-

der 12 are free, up to two per adult.

“The MBTA’s reduced weekend fare initiative gives passengers a convenient and affordable option to visit a number of great destinations across the greater Boston area,” David Scorey, CEO of the MBTA’s commuter rail partner Keolis, said in a statement.

For more information, visit keolis.com.

Reach Mary Whitfill at mwhitfill@patriotledger.com.

STEAM LOCO 6

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WORD LIST: STEAM LOCO 6

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ARMREST
CABAPRON
CABGUTTER
CABSEAT

CABVENTILATOR
CABWINDOW
GANGWAY
GRATEBARS
LUBRICATOR

REVERSELEVER
SAFETYCHAIN
STEAMGAGE
WATERCOLUMN
WATERGLASS

WHISTLELEVER

By AL TAYLOR

NAME _____