

The Semaphore

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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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ON THE COVER:

“SSMRC WEEK 2019”

FORM 19 ORDERS

JUNE B.O.D. MEETING

Monday, June 24th 8 p.m.

JULY BUSINESS MEETING

Monday, July 1st 8 p.m.

JULY B.O.D.

Monday, July 29th 8 p.m.

ANNUAL CLUB COOKOUT & POOL PARTY

Tuesday, July 30th 1 p.m.- 10 p.m. Jim South's

"DINING FOR A CAUSE"

Wednesday, July 31st 5-8 p.m. Hingham "99"

SUMMER OPEN HOUSE

Saturday, August 3rd 9 a.m. - 4 p.m.

AUGUST BUSINESS MEETING

Monday, August 5th 8 p.m.

DECODER & LOCO TUNE-UP CLINIC

Thursday, August 8th 8 p.m.

AUGUST NEWSLETTER DEADLINE

Saturday, August 24th

AUGUST B.O.D.

Monday, August 26th 8 p.m.

CONTESTS

Congratulations to **Joe Dumas** on winning this month's 50/50 raffle!

For August: What other railroad in the U.S. is celebrating its 150th anniversary, besides the UP? (Hint: a New England RR) Use contest sheets available on top of old display case in train room or any piece of paper—don't forget your name and good luck!

CHIEF'S CORNER

Fred Lockhart

Summer is here and with that a lot of model railroaders turn to outdoor interests--golfing, sailing, sports, camping, to mention a few. This is true of some of our members who, during the other seasons, are always working on the railroad. So, if over the Summer



some projects don't seem to be moving as fast, don't worry, we will pick up the pace as Summer winds down. Most committees have enough projects to keep them busy during the summer, Benchwork has the new section to build that will replace the Boston/ Great Lakes staging yard. Electrical has a list "as long as your arm", that includes new work and work to upgrade older sections. Scenery, well they have so much to do, there is no "light at the end of the tunnel".

On August 3rd we have our Summer Open House. I will be away for the two weeks before the event, as my son is getting married up in Prince Edward Island, and so I will ask all of you to do some housekeeping on the railroad and the room so the club is presentable to our visitors.

That's it for this month. As usual your comments or questions are always welcome.

Fred Lockhart
Chief Engineer

DCC & EQUIPMENT TUNE-UP CLINIC

Joe Dumas was our first, and only, participant tonight (it's time for a vacation!) and he brought an interesting narrow gauge locomotive: an Atlas RS3 turned into HOn3 by the original owner. This was one of the original RS3s with Kato drive, so a nice runner. The body is undecorated black and Joe plans on decaling for a private road. This original run had the single lightbulb in the center of the loco, with "light tubes" to each end, which meant that all lights were on all the time. The DH165KO is the perfect replacement for the factory board, and includes resistors on the board for either LEDs or 1.5v "mini-bulbs". I prefer LEDs for lighting; 3mm LEDs are heat-shrunk on the ends of the light tubes, after cutting about 1/2" off each of them. LEDs are "polarity-sensitive", so it is necessary to hook the leads up correctly. The long "leg" of the LED is the positive lead. On the decoder, there is an "X" indicating the negative output of the two center contacts on each end of the board. I found that using two sizes of heat shrink works best: heat shrink the smaller size, which fits right over the LED, then insert that into the larger shrink, which fits over the ends of the light tube and heat that larger over the smaller one. Re-assemble and

you've got a great operating loco with reversing lights!

Paul Cutler brought his New Haven DL-109 "B" unit to work on the operational problems he is having with this brass model. Unfortunately, he was not able to check it out, due to being called away on layout business.

Thanks to **Paul Cutler III** for all his assistance with the clinic. See you in two months, as we're on holiday next month. **Our next Clinic** will be **Thursday, August 8th**. Sign-up sheet on Bulletin Board. All are welcome!

SEMAPHORE MEMORIES

JUNE 2014 (5 years ago)

- Because of the tough winter, 180,000 new vehicles await shipment by rail to dealers. Typical year=69,000.
- Vermont Rail Systems celebrates 50 years of service.
- *Cape Flyer* into second year of operation with increased patronage.
- "Streamliners at Spencer" held in Spencer, NC, with 25 colorful E and F units.
- New MBTA Commuter Rail diesel locos being tested on P&W.
- C&O 2-6-6-2 #1309 moved from B&O RR Museum in Baltimore to WM Scenic RR in Cumberland, MD. Restoration to operating condition set for 2016 season.
- Layover facilities for *Downeaster* trains in Brunswick, ME, approved by FRA.
- 40th anniversary of Poughkeepsie Railroad Bridge fire.
- Montreal's brand-new subway cars too large, necessitating workers to grind down some tunnels.

JUNE 2009 (10 years ago)

- Last remaining ConnDOT ex-New Haven FL9Ms taken out of service.
- Half-mile segment of ex-New York Central elevated ROW on Manhattan's West Side becomes a park, with tracks still intact.
- Digitrax introduces new DT402 throttles.
- Amtrak's 1980's "Solari Board" in South station replaced with modern electronic board—no sounds.
- Kodak announces it's discontinuing production of slide films.
- "Hal" Carstens, president and former publisher of Carstens Publications dies at age 84.
- San Francisco builds new cable car from scratch; car #15 at a cost of \$823,000.
- NMRA Hartford Convention held in July, with bus tour to SSMRC.

• Schnable Car movement on Conway Scenic RR from Hazens to Redstone, carrying two huge power station generators.

• GE debuts ES44C4 locos with B-1-B trucks.

JUNE 2004 (15 years ago)

- Cog Railway installs first electric switch.
- MBTA breaks ground for new station in Lawrence.
- Horizon Hobby purchases MDC/Roundhouse.
- Amtrak's Empire Builder celebrates 75th anniversary.
- Amtrak's Downeaster increases max. speed from 60 to 75 MPH, after court ruling against Guilford.
- UP opens new \$260 million headquarters in Omaha.
- High winds derail 68 cars on 95-car BNSF empty grain train in Kansas. Dorothy and Toto among the missing.
- Bombardier officially closes rail equipment manufacturing plant in Barre, VT.
- P&W acquires four ex-NYS&W B40-8 "Bumble Bees".
- CT RR Historical Assoc, in line to get \$1.7 million to reconstruct burned Canaan, CT station.
- Member Jim O'Brien presents beautiful model of Canaan station to Club.
- Member Skip Burton obtains engineer's license.

JUNE 1999 (20 Years Ago)

- Installation of Middleton Yard progressing, with section cut into middle of yard brought from Weymouth.
- DCC task group testing various facets of the system.
- PACIII designing staging yard and loop to allow continuous running for Shows.
- New Amtrak station in Rutland, VT opens.
- Trolleys begin operation at Steamtown site in Scranton
- Cape Cod Central purchases 30 cabooses to use as a "Birthday Fun Train".
- First "double-stack" shipped from St. Lawrence & Atlantic's Lewiston, ME, container terminal.
- B&M's "shack for a station" in Concord, NH, torn down to make way for shopping center.
- New Amtrak Oklahoma train named the *Heartland Flyer* begins service.
- Seashore Trolley Museum celebrates 60th anniversary with special events, including the "Moxie Congress".
- Budd Company's Red Lion Plant in Philadelphia (home of the *Metroliners* & Amfleet) torn down.
- Ground broken for new Amtrak station in Rensselaer, NY.
- FRA rules Amtrak's Downeaster can operate safely at 79 MPH.
- Stone station at Canton Jct. to be moved 75-80 yards nearer Stoughton branch.
- Quad Gates first tested at Wales St. in Abington.
- Cape Cod Central begins tourist train operation between Hyannis and Sandwich.
- Amtrak chooses name "Acela" for high-speed trains. Combination of letters from "acceleration" and "excellence".
- CSX and Norfolk Southern split Conrail lines in \$10.3 billion deal.

JUNE 1994 (25 Years Ago)

- Conway Scenic RR wins bid to run excursion trains through Crawford Notch.
- Belfast & Moosehead Lake RR takes delivery of steam loco and 10 passenger cars from Sweden.
- DeMatteo Construction Co. begins work on the Old Colony Pearl Street grade separation in Braintree.
- MBTA decides to use concrete ties along entire route of Old Colony lines.
- Boston Engine Terminal demolition begins in preparation for brand-new facilities at same location.
- J.F. White Construction begins work on restoration of Newburyport Branch of Commuter Rail.
- MBTA adds 700 parking spaces to Mansfield, the second busiest stop on the Attleboro Line.
- Phil Wood replaces roof on Building 51.
- Main wall between members' section and train room is framed.

JUNE 1989 (30 Years Ago)

- First IBM "PC" purchased for newsletter and secretarial duties. (Replaces "Ms Osborne".)
- Bob Walsh elected to "Life Membership"
- "Preliminary membership" eliminated. "Reinstatement" offered for first time.
- Northampton Street station on Orange Line removed, marking end of demolition of Orange Line "eL". Station barged up to Seashore Trolley Museum in Maine.
- Cape Cod & Hyannis RR holds first "Railfan's Day".
- Amtrak's *Montrealer* returns, after having been suspended due to poor Guilford track on the CT River line.

JUNE 1984 (35 Years Ago)

- Newly-formed youth group has first meeting, with three teenagers attending; called themselves "The Highballers".
- Guilford among 14 bidders for Conrail property.
- Legislation passed allowing Cape Cod & Hyannis RR to travel between Buzzards Bay and Braintree. (P&W competed to provide service.) First CC&H train to Braintree from Hyannis on June 30th—25 years to the day when passenger service ended.
- Ground-breaking for revitalization of South Station.
- San Francisco cable cars start running again, after massive 22-month overhaul.
- "Vermont Historical Railroad" starts runs between Bellows Falls & Chester, VT, route of Steamtown runs. Steamtown had moved to Scranton the previous fall.
- VIA Rail Canada begins HEP conversion of stainless steel Budd fleet.
- Amtrak purchases Chicago Union Station from the Milwaukee Road and Burlington Northern RR.
- State of Alaska purchases Alaska RR from the Federal Government.
- Amtrak begins construction of three prototype "Viewliner" cars at Beech Grove Shops.
- Trolley operation begins at Lowell National Park.
- New RR station built in Hyannis; a replica of original one built in 1854.

- Cost of restoring three Old Colony Lines, including purchasing new equipment, estimated at \$100 million.
- Mystic, CT depot completely refurbished; was model for Lionel's "Lionelville Station".
- Amtrak runs seasonal Gulf Coast Limited from Mobile, AL to New Orleans for World's Fair in New Orleans.
- D&H's line to Scranton over Ararat Summit in Pennsylvania (running under famous Starrucca Viaduct) pulled up.
- CSX sells Chicago, South Shore & South Bend RR to Venago River Corp.
- RR business car "Wall Street", used for dining next to the "Club Car Restaurant" on Rte. 1 in Norwood, scrapped.

POTPOURRI

OUR FRIEND Kevin Linagen received happy news from the FRA late last month that his ex-Pennsy caboose has received their approval to operate on the main. Kevin has been working on the caboose for years and has had it inspected several times, after conforming to all the requirements the FRA gave him. He has also received permission from MassDOT, which allows him to operate the caboose over MBTA/MassDOT-owned rail lines. Congrats, Kevin!

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THE MASSACHUSETTS SENATE has passed a budget amendment to fund a study of electrification of the MBTA's Fairmount commuter rail line. Electrification is one of the alternatives proposed by the MBTA in its Rail Vision program to evaluate the future of its commuter rail system. Electrification would allow trains to run as frequently as every 15 minutes. The Fairmount line is considered one particularly suited to electrification because six of its eight stations have high-level platforms and service between its closely spaced stations would benefit from the faster acceleration of electrified equipment. (TN)

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A GRAND REUNION of two-foot gauge locomotives and rolling stock is set for two weekends in early 2020. This photographic event will take place on Jan. 18-19 and Feb. 8-9 at the Wiscasset Waterville & Farmington Railway at Sheepscot Station, Alna, Maine. The WW&F, along with the Maine Narrow Gauge Railroad and Museum, Maine Locomotive & Machine Co., and Boothbay Railway Village are bringing together locomotives and rolling stock from three of Maine's

famed two-footers, much of which has not been together in nearly a century, for two weekends of all-day photo and video opportunities. Featured locomotives include Bridgton & Saco River No. 7, WW&F No. 9, Monson RR No. 3, and S.D. Warren No. 2. Train consists will include the Sandy River parlor car Rangeley, along with other passenger and freight equipment. In addition to all the WW&F's many photo locations, there will be limited and special opportunities to explore the WW&F's new Mountain Extension, a prime and beautiful example of narrow gauge engineering from the 1890s. Attendance is limited to 25 each weekend. (TN)

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AFTER INVESTING \$19 MILLION on station improvements in fiscal 2018, Amtrak announced Tuesday that it will be spending \$72.5 million on stations through September 2019. The “Customer Now” program will fund projects at 53 locations in 35 states, not including general repairs performed and managed locally. Expenditures in 2019 include \$21.5 million invested in large-scale projects at 23 stations in 17 states. The remaining \$51 million is being spent for Americans with Disabilities Act renovations at 30 locations. Many of these are long-overdue fixes where travelers have had inadequate bathroom facilities or were forced to board trains from platforms that are no higher than tie level. (TN)

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COMMUTERS WHO WANT that really prime parking space at a Metra station (Chicago) can now assure themselves of getting it every morning — but it’s going to cost them. Barrington, on the Union Pacific Northwest line, recently announced it will begin offering a new annual Premium Commuter Parking Permit, offering a guaranteed, reserved spot near the station for \$1,200 per year. A limited number of spaces are available and will be assigned via random lottery; those wishing to enter the lottery must apply by June 28, 2019, and include a \$120 deposit. (TN)

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PRIVATE CAR OWNERS and operators say they are disappointed of Amtrak’s decision to ban observation deck riding and open Dutch doors, despite their efforts to work together with the passenger railroad on these safety items. American Association of Private Railroad Car Owners President Tony Marchiando tells Amtrak in 2018 on a draft for the railroad’s private car safety manual where the subject of platform

riding was discussed. “The subject of platform riding was of concern to all, and a sensible, safe procedure. The official notice from Amtrak says it is no longer permissible for private car owners and guests to be on the observation deck or operate with an open Dutch door on any private car attached to an Amtrak revenue train or chartered train – while the train is in motion. Owners and guests may only access to these areas when the train is stationary. When stopped, Amtrak is requiring protective eye wear, sufficient hand holds and railings for all occupants, and prohibits leaning beyond the sides or rear planes of any private car. Liquids are also prohibited in these areas when a train is stationary. Amtrak says those who fail to adhere to the safety rule could be suspended or revoked from operation on any Amtrak train. (TN)

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SPEAKERS AND A MUSICAL performance marked the official opening of the last piece of the “High Line” linear park, with more than 300 on hand on an exceptionally beautiful, sunny morning. This was just ahead of the 10th anniversary of the opening of the first section of the park. The short Spur section — built for mail trains to reach the Morgan Post office — is the final section of the 1.5-mile park, built on the elevated West Side Freight Line completed by the New York Central in 1934. A musical performance of “I Walk the West Side Line” by singer/composer Toshi Reagon opened the ceremony, followed by a ribbon cutting by a mix of local politicians, the design team responsible for the Spur, the two founders of the group behind the High Line project, and High Line Board members. Robert Hammond, a co-founder and current executive director of Friends of the High Line, noted that as recently as two years ago, no one was sure that the Spur would exist. Related Companies, the developers of the Hudson Yards complex adjacent to the Spur, planned to use the space for other projects. Pressure from local residents and politicians finally forced Related to change, but it took nine years. Gayle Brewer, Manhattan Borough President, spoke of the late Peter Obletz’s efforts, starting in 1981, to make sure that the High Line was not torn down. His initial work to save it helped the efforts of Hammond and co-founder Joshua David. (TN)

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IN LESS THAN 12 WEEKS, a more than decade-long project will be completed when Cass Scenic Railroad crews finish the restoration of Middle Fork Climax No. 9. Cass shop crews are expecting the

arrival of the locomotive's steam chest during the week of June 3rd. New air tanks are currently ordered and will arrive at the shop facility in the upcoming weeks. With the arrival of the steam chest and expected air tanks, crews will soon begin reassembling the drive shaft - the final component to the project. Cass shop crews spent much of the late winter on final piping and putting together the various injector lines. The locomotive successfully passed a boiler test in March 2019. (TN)

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The long-delayed debut of Western Maryland Scenic's 2-6-6-2 No. 1309 is delayed once more. Executive Director John Garner says that additional mechanical work is needed, but has not provided a new schedule. The locomotive was to be wheeled in May, but problems with the delivery of parts from a machine shop postponed that work. The railroad has been trying to outshop the engine for two years, but a host of issues has kept it at the restoration site in Ridgeley, W.Va. The boiler was completed last September, and the engine has been steamed twice sans driving wheels. The Chesapeake & Ohio engine, whose budget has skyrocketed from \$800,000 five years ago to \$2.7 million, was the last engine Baldwin produced for domestic use in 1949. Purchased from the B&O Railroad Museum, it was seen as the powerful locomotive needed for the 17-mile mountain railroad to eliminate doubleheading with diesel locomotives. But its restoration has been plagued with funding issues, employee theft of parts, and other missteps. (TN)

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A TEMPORARY RAILROAD PLATFORM installed at the end of May at the recreation area underneath the Bourne Bridge now allows passengers aboard the *CapeFlyer* and heading to Bourne to bypass bridge traffic altogether. Called the "Capeside" stop. "I'm sure this is going to be a great big hit," said Debbie Sadoff, of North Falmouth, who was waiting at the new stop Friday night for her daughter to arrive from Boston. Previously, her daughter would have to get off in Buzzards Bay and take a shuttle over the bridge. "This is so much more convenient," Sadoff said. The *CapeFlyer* is a weekend passenger train that runs from South Station to Hyannis, with stops in Braintree, Brockton, Middleboro, Wareham, Buzzards Bay and now Bourne. The train runs from Memorial Day weekend to Labor Day. Thomas Cahir, administrator of the Cape Cod Regional Transit Authority, said he has been advocating for the rail

platform since 2015, but it has been delayed for a number of reasons. "This year we did it," he said. The platform is about 70 by 50 feet wide, built out of old bridge material, and has a solar rooftop, Cahir said. The idea for the new stop first developed when Cahir noticed that 25 percent of the passengers on the train heading to Hyannis got off at the Buzzards Bay stop. Passengers told him they loved the *CapeFlyer* service, but complained that they had to get on a shuttle bus right back into Bourne bridge traffic, Cahir said. Not every night has bumper-to-bumper traffic on the bridge, but that's the situation for most of the summer, he said. On the train's first run on Friday of Memorial Day Weekend, 74 of 273 passengers on the train got off at the new platform, Cahir said. On the recent Friday, about 20 passengers got off. Two buses meet passengers as they get off the train — one from the Steamship Authority, which travels to Woods Hole terminal for ferry service to Martha's Vineyard, and another from the Cape Cod RTA, which makes local stops throughout Bourne and Falmouth. Most people get off the train and onto one of the buses, Cahir said, and only about 10 cars were waiting to pick up people on Friday. The project has had some pushback from neighbors who raised concerns about noise and congestion on Sandwich Road, and about an idling train spreading smoke to homes in the area. (CCT)

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Union Pacific has unveiled its latest commemorative paint scheme in Omaha. EMD SD70ACe No. 1111 now sports an intricate new paint scheme and the slogan "Powered by our People" on the cab side. (TN)



On the hill above the tracks is Kenefick Park, home to Big Boy No. 4023 and DDA40X No. 6900.

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AMTRAK CELEBRATED the 90th Anniversary of the *Empire Builder* on June 10th. Inaugurated by the Great Northern Railway, the first westbound Empire Builder departed Chicago on the evening of June 10, 1929, but it was christened the next day in St. Paul, MN,



where the GN had its headquarters and where its mainline to Seattle began. The premier service was named for James J. Hill – the “Empire Builder,” who in the late 19th century founded what became the Great Northern. The Great Northern and Northern Pacific merged in 1970 to form the Burlington Northern, which continued to operate the *Empire Builder* until May 1, 1971, when newly-formed Amtrak took it over and changed the route to include Milwaukee by using what is now the Canadian Pacific Railway between Chicago and St. Paul.

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ON JUNE 1, 2019, after several years of slumber, Conway Scenic Railroad’s 0-6-0 7470 made its first steps, moving under its own power around the railroad’s North Conway, New Hampshire yard.



CSR’s ex-CN 0-6-0 back in steam in testing mode. (Brian Solomon)

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AMTRAK STARTED USING the recently-renovated historic Springfield Union Station for ticketing and other passenger services, after operating out of a temporary, platform-level facility for many years. Springfield is served by Northeast Regional trains, the *Lake Shore Limited*, and the *Vermont*, in addition to the new CTrail New Haven-Hartford-Springfield commuter service trains. The multi-modal station also hosts local Pioneer Valley Transit Authority buses and Greyhound & Peter Pan intercity routes. The station underwent a multi-year \$103 million renovation, which included the addition of a parking garage and bus bays. Work continues on a new high-level platform which will be directly accessible from the station concourse and which is expected to open in 4 to 6 weeks. Passengers will now be able to take advantage of the station’s modernized amenities and updated waiting rooms. The station is open from 5:00am to midnight daily, with Amtrak ticketing available from 5:00am to 8:00pm. Dunkin Donuts and Subway have outlets in the station. Additional north-south Amtrak service from Springfield to

Holyoke, Northampton and Greenfield will begin in late August or early September. Two current daily New Haven to Springfield round trips will be extended, under a two-year pilot program funded by the state of Massachusetts. The complex was positioned on the New York Central’s former Boston & Albany mainline to allow east-west trains to operate straight through the station, but north-south trains have always been required to back in or out in one direction. (NARP)

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BOMBARDIER TRANSPORTATION announced it would open a new railcar assembly plant in Pittsburg, with new Bay Area Rapid Transit cars to be the first equipment built at the site. Assembly of equipment for the 775-car order is currently taking place at Bombardier’s plant in upstate New York, but will be transferred to the California site. 84 of the new BART cars have been delivered, with 75 in service. “We are pleased that the new rail cars for Bay Area passengers will now be produced in the Bay Area by Bay Area citizens,” said Elliott G. Sander, Bombardier’s president, Americas Division, in a press release. “The Pittsburg site will also enable Bombardier to pursue additional business opportunities in the growing rail transit equipment market on the West Coast and to serve this market with increased effectiveness.” The move will free up space at Bombardier’s Plattsburg, N.Y., plant for orders from East Coast customers. (TN)

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THE DURBIN & GREENBRIER Valley Railroad will not open its Durbin to Cass connection until after the fall season. Track crews have maintained, and at times, operated ahead of, a schedule on its track rehabilitation effort, however a 40-foot bridge is in need of replacement, and that project is being overseen by the West Virginia Department of Transportation. “Engineering experts with the State of West Virginia are designing a new bridge that will be installed at Trout Run. Since this right-of-way is overseen by the State of West Virginia, they will be the entity responsible for the bridge’s design and construction,” says Chase Gunnoe, marketing and business development manager. The state is already moving forward with a design type and construction schedule, but the full construction will not be completed until mid-to-late fall, preventing a late-summer debut and regular excursions in the fall. “We understand the delay in unveiling this rail line may be disappointing, but we’re grateful for the state’s leadership and their collaboration in providing us with a brand new bridge that will be

able to safely serve our customers for many years,” Gunnoe says. The previous bridge at Trout Run was dislodged during the historic flood of 1985 and while original assessments indicated a new bridge could be built on existing abutments or through a culvert-style design, it was determined in collaboration with the railroad’s engineering partners that the most ideal option is a new bridge. The railroad, which oversees the Cass Scenic Railroad, had intentionally delayed selling public excursion tickets on this new corridor until a firm opening date was reached internally. The railroad’s Rail Heritage Weekend on Sept. 6-8, 2019, was to serve as the soft opening for the new line and was going to provide photographers the chance to travel between Cass and Durbin by rail for the first time. Track crews have restored more than 10 miles of the line between Cass and Durbin, installing over 17,000 crossties and installing thousands of tons of rock ballast. Additional tamping and track work will be finalized in the coming weeks in preparation for the September Rail Heritage Weekend. (TN)

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AMTRAK’S NEW, state-of-the-art, high-speed Acela trainsets, which will redefine the customer experience on Amtrak’s Northeast Corridor when they enter service on the Northeast Corridor in 2021, are making significant progress in their construction at Alstom’s facility in Hornell, N.Y. The first trainset prototype will be ready for testing later this year and will enter revenue service in 2021, with all trainsets in service in 2022. The new trains will provide world-class accommodations and amenities, along with a smoother and even more comfortable ride. Each train will have more seats than the current Acela trains, with spacious, high-end comfort customers expect, including personal outlets, USB ports and adjustable reading lights at every seat. (TN) Check this out:

https://www.railwayage.com/passenger/high-performance/how-acela-cars-are-made-inside-the-alstom-facility/?utm_source=&utm_medium=email&utm_campaign=4531

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THE HEAD OF THE MBTA says the agency will seek an outside review of its operations in the wake of two light-rail derailments in a four-day span and four so far in 2019. MBTA General Manager Steve Poftak wants “a fresh set of eyes” to examine the incident. “I think we have an obligation to the riding public and taxpayers to make sure we are taking

every step possible to address these issues,” he said. The T has hired an engineering firm to review its recent derailments, a process that could take up to three months.



Passenger rail consulting firm LTK Engineering will conduct the review. It will look at two years’ worth of incidents, including the June 8 Green Line derailment near Fenway Park and the June 11 Red Line derailment. Poftak told the agency’s Fiscal and Management Control Board that the review is “to make sure we are turning over every rock, that we have looked at everything.” He also suggested the board might want to initiate a broader review of the system. (TN)

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NEARLY SEVEN DECADES AFTER being built, PCC streetcars are still earning their keep in San Francisco and thanks to a recent rehabilitation effort, the streamlined cars will be doing so for years to come. Since 2014, Brookville Equipment Corporation has been rebuilding 16 PCC cars for the San Francisco Municipal Transportation Agency. The final cars are expected to be completed this year. The recent rehabilitation program marks the second time that Brookville and SFMTA have teamed up; The Pennsylvania-based manufacturer restored 16 other PCC cars between 2004 and 2012. The most recent batch of cars to travel to Pennsylvania for rehabilitation included 13 single-ended cars built in the late 1940s that were purchased by SFMTA from SEPTA in the mid-1990s. The other three cars are double-ended PCCs originally built for San Francisco. As an added bonus, SFMTA is working with Brookville to paint the rebuilt cars in historically accurate paint schemes that pay tribute to other cities that used PCCs. In the mid-1990s, when SFMTA began painting the cars in tribute schemes, it only had so many different shades of paint available for the effort. That resulted in a number of cars appearing in tribute schemes that were not true to the original. Among them was No. 1059, painted in tribute to the Boston Elevated Railway, which was too red when it first arrived in San Francisco in the 1990s, and No. 1061, the Pacific Electric car, which previously featured a two-toned red scheme instead of the

more accurate red and orange. Both cars have since been painted in the correct schemes. Other cars got new paint jobs entirely, including those that paid tribute to Pittsburgh, Baltimore and St. Louis. (TN)

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A STATE SENATOR driving the effort to create a passenger rail link between New York City and the Berkshires says funding is nearly in place to launch a pilot program for weekend service in spring 2020. The move would resurrect what was a popular tourist route and perhaps boost the economy of Western Massachusetts that much more. The state Senate in late May adopted budget amendments that Senator Adam Hinds proposed, including \$240,000 to support the core of running a pilot program from Manhattan's Penn Station to the train station in Pittsfield on weekends from Memorial Day to Columbus Day in 2020—high season in the Berkshires. It would start next June, and run via Amtrak's usual Manhattan-to-Albany/Rensselaer run, swinging out to Pittsfield for a stop, with riders not having to switch trains. One-way trips would take about 3.5 hours. Hinds' amendments followed the findings of a two-year working group, which concluded in March 2018 that a New York City-to-Pittsfield route was feasible as far as infrastructure and cost. (Bostoncurbed.com)

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THE FIRST OF MORE THAN 24,000 scouts began arriving in New Mexico for their seven-to-12-day trek at the Philmont Scout Ranch near Cimarron, N.M., on June 8. This summer more than 8,000 of those scouts will be arriving at Raton, N.M., on the Amtrak *Southwest Chief*. Philmont Scout Ranch is the Boy Scouts of America's largest National High Adventure Base. Founded in 1938, Philmont has become a center for backpacking and training. It covers 140,177 acres of rugged mountain wilderness in the Sangre de Cristo range of the Rocky Mountains in northeastern New Mexico. Philmont Scout Ranch operates 35 staffed camps and 55 trail camps. More than 1 million scouts have experienced Philmont since its first camping season, and this summer will be the busiest because the ranch was closed most of last summer due to forest fires. (TN)

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INTERESTING ECONOMIC STUDY by Stone Consulting of Warren, PA, shows that the Hobo & Winnepesaukee Scenic RR has a significant impact on tourism in the Lincoln, NH area including jobs creation. The regional economic development from

the impact of the RR accounts for more than \$17.4 million annually. It also affects the equivalent of nearly 380 full and part-time jobs in the restaurant, lodging, hospitality and retail sectors. The area includes Lincoln, Meredith and Weirs Beach, where the RR runs excursions and tourist trains. (Weirs Times) Imagine this applies to all successful tourist train operations, especially places like North Conway!-Ed.

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THE MASSDOT Board of Directors and the MBTA Fiscal Management and Control Board voted June 18 to approve the five-year \$18.3 billion MassDOT and MBTA Capital Investment Plan (CIP) for Fiscal Years 2020-2024. The approved CIP will bring an increase of about \$1 billion over the last five-year CIP. Officials said the CIP includes all MassDOT rail and transit projects, including the MBTA and Regional Transit Authorities as well as the Registry of Motor Vehicles, in addition to all road and bridge projects and work related to public use airports. The CIP includes investments ranging in scale and in purpose—from small-scale maintenance projects to large-scale multimodal modernization projects. The CIP also includes long-term investments and funding obligations to maintain, modernize and expand the transportation system. The CIP is a rolling five-year plan that is updated annually, representatives explained. (RA)

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

TRAINS

Tales from the Back of Nowhere
Promontory line after the Golden Spike

The Too-late Transcon
Story of the Milwaukee

Railroading's Keystone
Pennsylvania's railroading

RAILROAD MODEL CRAFTSMAN

Hook-and-Loop Fasteners for Your Backdrops
Look Both Ways

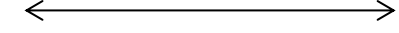
RR Prototype Modelers Meets
Scratchbuilder's Workshop

Retaining Walls
Hobby History

The Atlas-Kato Connection
MODEL RAILROADER

Serving Steel in 11 X 13 Feet
Building a Powered Lift-Up Section

DCC Corner
Add a Dedicated Programming Track



News sources: Boston Globe, Boston Herald, Trains Newswire, Railway Age, Progressive Railroading, Railpace, RRE "Callboy", "The 470", Patriot Ledger, Wall Street Journal, The Sun Chronicle, New York Times, Cape Cod Times.

EDITOR'S NOTES

1. Thanks to Al Taylor for the donation of a new flag flying under our American Flag. "We Honor Those Who Serve" is appropriate for us to fly, considering we are part of a former military base. A nice addition for us.



2. As expected with no opposition, **all present Officers and Board members were re-elected** at this year's Annual Meeting. Congratulations to all.

3. Also voted at the Meeting was the FY2020 Budget, which keeps the present dues at \$33/month and no increase in locker fees. Speaking of which, **LOCKER FEES are due and payable this month.** Thanks for remembering!

4. **Name Badges** will be ordered soon, so if you need one please sign-up on the order sheet on the Bulletin Board.

5. The **Store** has received a supply of **Radios and Headsets** for purchase. Radios are \$37 each and headsets are \$16 each (both include sales tax). If you need one or both, please see me.



6. This is our "Summer Issue", so the next *Semaphore* will be published at the end of August. We are always interested in your railroad adventures over the summer and welcome contributions to future issues. The staff wishes you a safe and enjoyable summer...and don't forget our Open House the first Saturday of August.

..... *David N. Clinton*

"Whatever you do, work at it with all your heart."
(Colossians 3:23)

MEMBER NEWS

Bill Garvey is recovering at home from foot surgery. Look forward to your early return to "the fold", Bill!

Eric Tedeschi is having rotator-cuff surgery this Wednesday, so we will keep him in our thoughts and prayers for a successful outcome and a quick return of his happy face to the SSMRC. Good luck, Eric!

Barry Doland is struggling with health issues and it is great to see him around, if only for a short-time, as he gets tired early. Our thoughts and prayers for you and the doctors working for your recovery, Barry.

Note: The "Health & Welfare Committee" (Ye Ed.) would like to hear of any member who is ill or hospitalized, so that we can help "cheer them up" and keep their fellow members advised.

BIRTHDAY CELEBRATIONS

The following members have made it through another year and deserve congratulations on their special day:

JULY

Bryan Miller	10 th
John Childs	11 th
Fred Lockhart	11 th
Al Taylor	16 th
Roy Colella	18 th

AUGUST

John Roberts	2 nd
Jim Ferris	14 th
Kurt Kramke (H)	16 th
Jim South	18 th
Al McCarty	20 th
Bill Roach	26 th



RUNNING EXTRA

PSR: For employees, pain, no gain

by William C. Keppen, Jr. 6-10-19

Six out of the seven Class I freight railroads in operating in the U.S. (including CN's and Canadian Pacific's subsidiaries) have implemented or are in the process of transitioning to Precision Scheduled Railroading (PSR). While programs and processes will certainly vary from one railroad to another, all are likely designed around five foundation principles, as defined in 2016 by CP and the late Hunter Harrison during its aborted merger attempt with Norfolk Southern.

“THE FIVE FOUNDATIONS OF PRECISION RAILROADING:

- “1. IMPROVING CUSTOMER SERVICE**
- “2. CONTROLLING COSTS**
- “3. OPTIMIZING ASSET UTILIZATION**
- “4. OPERATING SAFELY**
- “5. VALUING AND DEVELOPING EMPLOYEES**

“These five foundations can be applied to any railroad with the same result: more-efficient operations across the network, better returns for shareholders and improved safety for employees and communities.”

There have been numerous reports of how PSR operational changes have resulted in controlling costs and helped to optimize asset utilization. Operating ratios have reached record lows, and yard and siding tracks are filled with moth-balled locomotives and railcars of all types. These changes have clearly benefited railroad management and railroad shareholders. But, once again, based on government and media reporting, customer service has, in far too many cases, suffered.

What about operating safely, and valuing and developing employees? Based on an informal survey I conducted on a railroad worker Facebook group, any hope that PSR would improve operational safety or their quality of life has been dashed by furloughs, monster-sized trains, increasing hours-of-service tie-ups, longer stays at away-from-home terminals and more workplace chaos:

Safety	Improved	0.00%	0
	Declined	88.10%	37
	Remained the same	11.90%	5
Quality of life	Improved	4.76%	2
	Declined	80.95%	34
	Remained the same	14.29%	6

Granted, this is a small sample size (42 railroad workers), but I look at it like the canary in the coal mine—a sign that employees are feeling the pain of PSR, rather than the gains.

Sir Richard Branson, a wildly success businessman, had this to say about employees: “Clients do not come first. Employees come first. If you take care of your employees, they will take care of the clients.”

What about the long-term consequences on public safety as a result of monster trains operating through communities? Are 150-plus-car trains, with distributed power, more prone to derailment or mechanical failures? What are the implications for people and businesses that reside in close proximity to railroad tracks? What happens when a monster train experiences a mechanical breakdown and blocks one or more public grade crossings? How long would it take the conductor on a two-person train crew to walk a two-mile-long train, find the problem that brought the train to a stop, then do what needs to be done to fix the problem? One hour? Two hours?. It depends on the problem, walking conditions, time of day, weather, age and fitness of the conductor, etc. What about emergency services—police, fire, medical? How are emergency responders going to reach those in distress, if vital grade crossings are blocked by stalled trains?

These are valid public and railroad worker safety concerns. Has railroad management given thoughtful consideration to these and other potential safety risks associated with PSR? What are their contingency plans for ensuring the PSR will improve workplace and public safety, rather than put one or both at greater risk? What roles, if any, do the Surface Transportation Board (STB) and the Federal Railroad Administration (FRA) have, as railroads transition to PSR?

Once again, it is public knowledge that dozens, if not hundreds, of shippers and other railroad industry stakeholders have filed petitions with the STB over service-related concerns. What will the

STB do to address these concerns? It is less clear if FRA is doing anything, proactively, to ensure that PSR implementations include consideration and mitigation of all attendant safety risks, or if they are sitting on the sidelines, assuming that the railroads will have comprehensive risk mitigation plans and strategies in place.

A key-word search of the FRA website, using “Precision Scheduled Railroad” and “PSR” yielded no results. It seems FRA would have something on its website about PSR, if it were proactively involved, seeking to protect the public and rail workers from PSR-related safety risks.

Bottom line, railroad management appears to have an almost unrestricted right to implement PSR in a manner that optimizes equipment utilization and controls costs—and that benefits only one or two rail stakeholder groups. It is a mistake, I believe, to leave out other stakeholder groups—employees, the public, shippers and receivers—hoping that they too will soon, or eventually, reap safety, quality of life and improved service benefits from Precision Scheduled Railroad. William C. Keppen Jr., a retired BLET (Brotherhood of Locomotive Engineers and Trainmen) Vice President and third-generation locomotive engineer at BNSF and predecessors Chicago, Burlington & Quincy and Burlington Northern, is an independent transportation advocate with experience in fatigue countermeasures programs. A railroad industry veteran of almost 50 years.

EDITED FROM BOSTONHERALD.COM, MAY 5, 2019

Mattapan trolleys getting ‘state of the art’ upgrade for new decade

By Sean Philip Cotter

MBTA crews are tearing the Mattapan trolleys down to their 75-year-old bones and essentially rebuilding from scratch, with the first two remade vehicles due to get back on track this summer and last for another decade.

Two husks of the normally burnt-orange trolleys are sitting in a T warehouse bay in Everett, stripped down and sandblasted. The gray sheet-metal skeletons of the trolleys have bumps and bruises, but are still strong — and they’ll soon be over brand-new innards, including engines, wheels, seats and lighting.

“It’s going to be all new — state of the art,” said Paul Flynn, deputy director of the Everett Main Repair Facility, as he rapped his knuckles on the old metal. He said the T expects the refurbished trolleys to run for the next decade as the line transitions to different vehicles.

The T says 6,600 people a day ride the 2.6-mile, eight-station “Mattapan High-Speed Line,” as the T calls it. The line runs from Dorchester’s Ashmont, one of the southern terminals of the heavy-rail majority of the Red Line, through northern Milton into Mattapan.

The MBTA is weighing what to do with the Mattapan line, which has aging infrastructure that struggles during the winter, sometimes resulting in the line shutting down and being replaced by buses. The work happening now is part of the first stage of what will be a decade-long, \$200 million-plus overhaul of the line.



MBTA’s PCC streetcars undergoing repairs at the T’s maintenance facility on May 1, 2019 in Everett, MA. (Herald staff photo by Nancy Lane)

The trolley work is part of the first phase, a \$7.9 million project that’s aimed to have the first couple of refurbished cars back on the tracks sometime this summer, Flynn said. The T expects to finish six other cars of the 10 total Mattapan line trolleys by early next year.

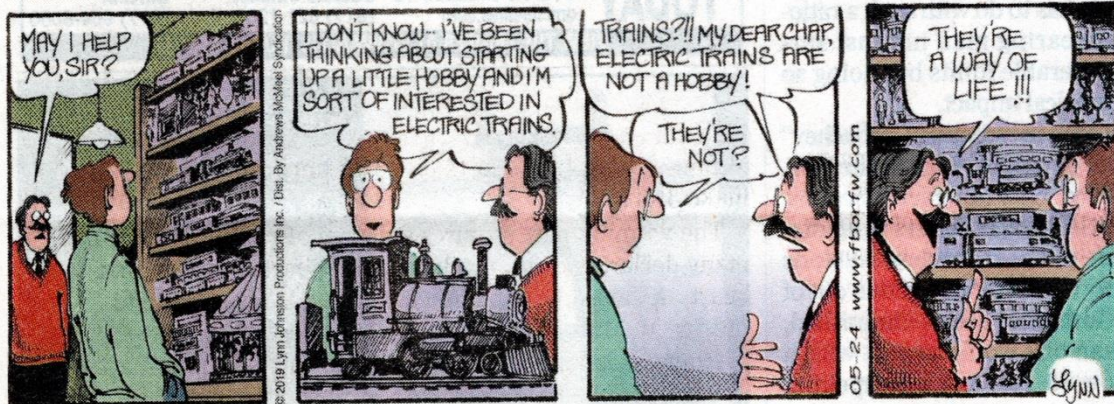
The state agency has been holding public hearings to figure out what to do with the line in the long term. In January, the T presented the results of a two-year study, laying out six options for the future, including ordering replicas of the original trolleys, to continued refurbishment to scrapping them and buying new buses to run the same route.

State Rep. Russell Holmes, who represents Mattapan, said the project in the long term is important to get Mattapan “the kind of transportation it deserves.” While many in Mattapan and Milton love the old trolleys, Holmes can’t wait to move past the same vehicles he rode as a kid.

“They’re going to get tired of it not running whenever there’s three inches of snow on the ground,” Holmes told the Herald, advocating for the T to move Green Line cars over to the Mattapan line. “The nostalgia will wear off ... We deserve high-quality transit.”

[Contributed by Chris Morton]

FOR BETTER OR FOR WORSE by Lynn Johnston





THE OPERATOR



MAY 20 & 23/19

ECL OPERATING DEPARTMENT

NO. 183



STEAM & DIESEL



OPERATION REVIEW

By Paul A. Cutler III

We had over a 50% increase in operators for the May operation vs. the March one! We went from 8-9 to 13-14. ☺ Just goes to show the effect of weather on participation. We also are back to Monday/Thursday nights for the summer.

Operations Review – Monday, May 20th

We started at the new time of 7:30 P.M. with **yours truly** in the hot seat. There was a little worry about having enough engineers just before the session, but enough folks rolled in to fill out the sign-up sheet.

In Middleton, **Savery Moore** was both Yardmaster and running MX-4 in his spare time. He had time to think of this line, “Like the guy who gets up in the morning and writes poetry; it went from bed to verse.” *Groan.* Anyways, he said switch Blue 9 (caboose track) is stuck in the middle and not throwing completely either way. Blue 8 does not return to normal position. **Savery** said most trains were on time, and even had a train come in for a pit stop; the ECL GP50 & road slug were MU’d in opposite directions. *That slug had the cleanest wheels on the layout.* MX-4 is halfway done. **Savery** suggested making up little blank note sheets to be included with operator’s paperwork so they can write down problems as they find them rather than relying on the critique and this column. P.S. **Savery** apparently forgot that we start at 7:30 P.M. now.

Holding down the other end of Middleton was **Bryan Miller** with MX-3. He didn’t finish it but *he learned a lot.* **Bryan** had a few derailments and things like that, but once he re-acclimated himself to the yard, he was fine. He also had a switch point get lifted straight up, but **Savery** fixed it.

Engineer **Al Munn** signed up early and arrived late. ☺ He ran four trains, one of which (HM-4) had a little delay getting out of West Middleton due to the presence of local freight MX-3 on the yard ladder. Otherwise, **Al** had no problems all night.

Engineer **Rick Pearson** and Fireman **Adam Nagle** operated five trains, four of them with added amusement value. The first, commuter 502 was delayed by a track cleaning train on the mainline. Apparently, the work train foreman didn’t clear the main when his track warrant expired (maybe his watch stopped?). Next was ML-1: **Rick** got all the way to switch E-1 when he realized that half his train was still back in the yard. Train #29 got stuck at Ruggles for a derailment in front of him in the tunnel, but it was only 8 min. late getting into Cedar Hill (which is pretty good for a 79mph

train). The 4th train was the best for entertainment (or is that “enter-train-ment?”). BH-7, the double stack ECL train, was a little slow leaving Boston and running left handed (someone left E-21 thrown), and had serious problems getting around the curves and grades of the Boston Div. He was directed to pull into Middleton for a power replacement. In the process of that, it was discovered that the ECL road slug was running backwards. Sigh. It was flipped, and he continued on his way, 40 min. late. **Rick & Adam’s** last train, #533, was “Perfect!” they said. Well, they deserved at least one.

Dave Clinton ran five and a half trains. His only train equipment problem was with *The Comet* derailling on switch E-9. His DT500D throttle was giving him all kinds of trouble. He had to plug in to use it at all, as whenever he unplugged the throttle it went to “Idle”. **Dave** eventually gave up and got a DT402D, which worked much better. All his trains ran fine and mostly on time. The half train he ran was the Extra, which outlawed at Middleton.

Dan Peterson says, “Everything ran fine!” Howls of laughter followed this announcement. He ran six trains...somehow. With MB-4, he was coming out of the tunnel under the Steel Mill and started talking to the yardmaster. Whenever he talks to someone, “Stuff happens,” **Dan** said. That’s when he noticed that half his train was still in the tunnel. **Dan** backed up to re-couple his train, but it was much, much worse; it was actually a derailment. His reversing train then made a bigger pile of derailed cars, blocking both mainline tracks. **Dave Clinton** and **Al Munn** went into the tunnel to drag out the equipment. **Dan** made into Boston an hour and 5 minutes late. The rest of his trains ran fine.

Ed Carter operated four trains, two of which were flawless. One of the others got stuck behind the backwards running ECL slug, and also followed down the same left-hand mainline route. When we tried to cross him back over at Minot Jct., the train derailed on the curved crossover. The last train just had a little trouble getting into Middleton’s Track 7 at the end of the night.

Will Baker ran four trains, too. His first train, BS-5, was a little late getting out of Boston due to every car derailling on a switch thrown against him. ☺ **Will** had radio trouble as well, which didn’t help matters. Later, when he got to the Steel Mill, the throttle was left at 01%. The engines crept up to a switch and shorted out the area. He had the same trouble with HB-8 as they were found to be creeping at 02% throttle after he ran the train. Just goes to show that just because a train stops doesn’t mean that it is parked. Remember to always wind up the hand brake! ☺ **Will’s** other two trains were fine.

One-train engineer **Chris Barlow** also ran MX-2 and JX-2 after more engineers arrived. **Chris** ran Train 101 and got to Cedar Hill about half an hour late due to a couple meets in West Middleton. This would have been a smoother time for **Chris** if he hadn't blown the red signal at E-7...twice! And both times, trains were heading his way head on. **Chris** decided he'd had enough mainline fun, so switched to the more calming routine of MX-2 which he finished, but not before leaving E-18 thrown for **Will Baker's** HB-8. Then a glutton for punishment, **Chris** started JX-2, but didn't finish before outlawing.

Fred Lockhart managed both Cedar Hill Freight and Passenger Yards. When asked how it went, he said, "Good." He was able to get CH-2 into Track 5 since it was shorter than in the past (I'm trying to cut down on local cars). For trains, 10 were either early or on time. HX-1, HX-2, and HX-3 didn't run. **Fred** reports that switch 318 has a broken point (since fixed).

Trainmaster **Barry Doland** handed out all train orders, but we didn't have enough time to run the entire Extra (it only made it halfway). He said that everything went well for him, and that having two radios (one set for the engineer channel, the other direct to the dispatcher) was very helpful. This dispatcher agrees. ☺

I was very busy a couple times up in the tower as Dispatcher, but after half way through things went very well and I was kind of bored. Having seven engineers really evens out the bumps in the schedule, but it does make a slightly less exciting time for the engineers.

Operations Review – Thursday, May 23rd

We're starting off with **Paul Agnew**, who engineered just one train due to his arrival time at the club. He got HM-4 with a pair of NH H16-44's from Cedar Hill to Middleton, but only after he was delayed for half an hour leaving the yard due to incoming traffic. Oh, and **Paul** also rolled his caboose to a steep list after it picked the points of a switch and derailed.

Engineer **Al Munn** started with a delay with #502 because he didn't think the fast clocks had started (they had). Train #701 was in time and #524 was 15 min. late. Now with HB-2, the fun really began. **Al** was an hour and half leaving Cedar Hill (15 min. of real time) because the engines weren't consisted properly and one of them was derailed. Next was fun with BH-1! *Hey, I can rhyme!* He had trouble leaving Boston because one engine was derailed, then he had three cars roll over at Bryant City, dumping their contents all over the streets of the city. ☺ **Al** eventually made it to Cedar Hill 15 fast min. after the end of the operation.

Ed Carter returned for more, running five trains in the second session. "It was a labor of love, but the love wasn't there, tonight," he said. Two of his trains were not MU'd, which delayed a couple departures. For his last two trains, every time he unplugged his throttle, the screen went blank (probably dead battery?). But his 5th train, MH-3, was the "Train from Hell." The Chessie-powered train first went out the wrong freight lead and ended up on the Great Lakes Div. instead of the Mountain Div. Backing up, he derailed going

through E-6, then had to wait for traffic coming down the Mountain for two trains. To top it off, **Ed** had a car that derailed three times before he Bad Ordered it. Yep, it was a difficult kind of train. ☹

Dan Peterson ran six trains. He says he didn't have any derailments or any problems at all. Five of the six were right on-time, and the last was about 30 min. late due to a meet on the Mountain Div.

Rick Pearson and **Adam Nagle** also ran six trains, with the only problem being *The Comet* again derailing on E-9 (I'll have to look at that). All six trains were within 5 min. of being on-time. *Nice!*

Ed Bulman was being trained (no pun intended) by **Dave Clinton** in the engineer role. **Ed** said that other than a few minor derailments, everything went well. One of the "minor" derailments was a high speed wreck at Bryant City with the NH EF-4's and the TOFC's. **Dave** let **Ed** run the last train by himself (**Dave** said **Ed** was an expert now...uh-oh), while he took out the Extra. And just like Monday, **Dave** got about halfway around before outlawing.

Down in Middleton, we let **Bryan Miller** be the master of all he surveyed (in other words, the yardmaster). He thanked the engineers for being patient, especially since he didn't have the yardmaster clipboard. On top of that, **Bryan** finished switching MX-3.

After a one year delay (and I'm serious), HX-2 finally ran during an operation session! *Woohoo!* The waybills for this train were all dated for May...2018. Yep, it's been that long since anyone has run this train. **Chris Barlow** took up the mantle and not only did he run it...he ran it twice. No, really. He came to the club Wednesday night and ran the train all by himself just so he could see how to do it. Then he put it all back and ran it again during the operation on Thursday. Well...that's a first. I tip my hat to you, **Chris**, for that kind of dedication. Oh, and he did finish the train.

Paul Cutler, Jr. started running HX-1 in Larson before the operation started to make up for nothing being done down there on Monday. After finishing up HX-1, he returned to Cedar Hill. **Dad** dropped off the cars from HX-1 and then picked up HX-3 and went back to Larson for more switching. He reported that he finished the yard side of HX-3 and had a few minor derailments.

Cedar Hill Yardmaster/Stationmaster **Fred Lockhart** said that he thought Thursday was supposed to be the quieter night. *Bzzzzt!* At first, things were calm. **Fred** decided to try switching out HX-4, the yard local. Then HX-1 arrived, HX-3 departed, and CH-2 was classed. And meanwhile, the freights were leaving, or rather trying to. The aforementioned **Al Munn** train HB-2 had the wrong DCC address, they weren't MU'd, one engine had all 8 wheels derailed, and the track power wasn't on. **Fred** said he only swore a couple times (!) and that he's going to talk to **Bob England** about adding power indicator lights to the C.H. Arrival/Departure Yard panel. Oh, and we found a big dent in the rail by switch 14 near the bridge...and we don't know what caused it.

Trainmaster **Barry Doland** witnessed two mid-train derailments at Bryant City near the grade crossing by the station. It might be the switch, platform, or grade crossing

timbers causing it. **Barry** handed out all train orders, and tried to drive me crazy by spelling out all numbers like real tower operators do (“Train Four Three, Eff-Oh-You-Are, Tee-Aitch-Are-Eee-Eee, is assigned to **Ed Bulman**”). It was funny at first, but by the end I wanted to scream (oh, wait, I was screaming).

As Dispatcher, I was impressed by how many on-time trains we had. Even with the latest of late trains, **Al Munn’s** HB-2 was so behind that it missed all the other trains that would have otherwise hit it head on. So even that worked out in our favor. ☺ The radios worked pretty well, with only a couple talkovers (nobody’s fault, it just happens when four people all call at once). The layout mostly behaved as well. All in all, it was a great time running trains. Next time, perhaps All Steam Night?

Paul Cutler III 



ANNUAL POOL PARTY & COOKOUT—Tuesday, July 30th. 1-10 p.m.

Jim and Alice South have again opened their home and beautiful pool for us to enjoy a great day by the pool, followed by a delicious cookout. Around 8:30, we’ll unleash the slides and electronic media featuring trains, of course!

Sign-up sheet on Bulletin Board. If you can bring something, that’s great but not required!

DINING FOR A CAUSE at “THE 99” Wednesday, July 31st from 5-8 p.m.

Bring your family and friends and celebrate “SSMRC Week” at Hingham’s best family restaurant. Our Club gets 15% of the food bill. What a delicious way for us to make money for the RR, with little effort on our part! Just give your server one of the coupons below; the other is for your friends or neighbors. Bryan and Dave will have extras available at the restaurant, in case you forget yours. Enjoy!



DINING FOR A CAUSE

BENEFITING: South Shore Model Railway Club&Museum
DATE: Wednesday, July 31 **TIME:** 5:00pm - 8:00pm
LOCATION: Ninety Nine Restaurants, 428 Lincoln Street Hingham MA



Coupons, discounts and promotions including “Kids Eat Free” will not be accepted during the fundraiser. Present this voucher to your server when seated as this is required for the organization to receive credit for the sale. *Donation is 15% of sales (excludes tax and gratuity). Only valid on date, time and location stated above.

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