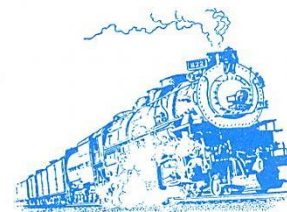


# The Semaphore

South Shore Model Railway Club

## NEWSLETTER

Home of the "East Coast Lines" since 1938



**AUGUST 5, 2020 ■■■■■■■■■■ VOLUME 40 ■■■■■■■■■■ SPECIAL EDITION**



# 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. ©2020  
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VOLUME 40 ■■■■■ SPECIAL EDITION ■■■■■ AUGUST 5, 2020

### CLUB OFFICERS

President.....	Jack Foley
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Chief Engineer.....	Fred Lockhart
Directors.....	Bill Garvey ('20)
	Bryan Miller ('20)
	Roger St. Peter ('21)
	Gary Mangelinkx ('21)

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**ON THE COVER:** Everyone who has shared “what they have been doing”, over the past five issues of *The Semaphore*. How about sharing your story in the next issue?



the Alaska Railroad at Delta Junction, AK. The planned three-month field investigation and topographic modeling project would allow Alaska-Alberta Railway Corp. to begin such activities as land clearing, fencing, and access-road preparation in three to six months. (TN)

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**SAN FRANCISCO'S CABLE CARS**, a symbol of the city far beyond their significance as a form of transit, are likely to remain out of service until a coronavirus vaccine becomes available. The San Francisco Chronicle reports that Jeffrey Tumlin, director of transportation for the San Francisco Municipal Transportation Agency, said the cable cars, shut down in mid-March, will remain sidelined because of safety concerns for operators. "The cable cars require the operator to have the most direct interaction with passengers, and we have no way to protect our operators on cable cars," Tumlin told the newspaper. (TN)

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**AMTRAK AND PUBLIC TRANSPORTATION** would receive at least \$26 billion in emergency aid under the fiscal 2021 Transportation, Housing and Urban Development funding bill proposed by the House Appropriations Committee — but the money for Amtrak would be tied to a requirement that the passenger railroad cannot discontinue or reduce frequencies on any of its routes. In a press release, Jim Mathews, CEO of the Rail Passengers Association, said the bill shows "Congress is really listening to Americans and recognizing the critical role passenger rail and public transit have always played in economic resilience." The bill would allocate \$2.05 billion for Amtrak as part of its core appropriation, maintaining the \$1.3 billion for long-distance trains, while the emergency provisions would include \$5 billion for the Northeast Corridor and \$3 billion for the national network. (TN)

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**TWO MORE COUNTIES** have agreed to join the agency looking to return Amtrak service to Montana's southern tier, bringing to seven the number of members in the planned Big Sky Passenger Rail Authority. The Missoula Current reports Gallatin and Broadwater counties have both indicated they will join the organization; Gallatin, with its county seat in Bozeman, is the third most populous county in the state and the second most populous on the former North Coast Hiawatha route after Missoula County, which has spearheaded the effort to form the authority. The new agency will

lobby and seek grants for the restoration of service on the route, which last saw a train in 1979. (TN)

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**THE GOVERNMENT OF QUEBEC** announced recently that construction of a rail bypass around the town of Lac-Mégantic will begin in 2021. The Montreal Gazette reports that the 8-mile line relocation of the Canadian Pacific, away from the site of the 2013 derailment and fire that killed 47 people, should be complete in 2022. The federal government is leading the C\$133 million project, to which Quebec will contribute approximately 40%. The announcement came on the eve of seventh anniversary of the disaster, which will be marked with the dedication of a memorial to the victims. Lac-Mégantic, Quebec, on Monday inaugurated its memorial to victims of the July 2013 derailment and fire that killed 47 people, although the site is not complete because the COVID-19 pandemic has slowed construction. The *Espace Mémoire*, designed by architects Pierre Thibault and Jerome Lapierre, consists of granite benches with the silhouettes of the victims and stones, some with engraved messages, recovered from the blast site. The memorial is at the site of the Musi-Café, where many of the victims died when the runaway oil train derailed and caught fire. It is meant to represent both mourning and moving forward, Lapierre said. Canadian Pacific, which now owns the line through the community, ran no trains through Lac-Mégantic on the 6<sup>th</sup>, out of respect for the anniversary and event. (TN)

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**A TRUCK** being driven by a 10-year-old was struck by a BNSF Railway train in New Madrid, Mo., leading to minor injuries for the child at the wheel. The Sikeston, Mo., Standard Democrat reports that the accident occurred at 3:44 p.m. on Monday when the truck driven by the juvenile failed to yield to the northbound train. The report makes no mention of possible citations for the incident. (TN) OK...a 10 year-old?-Ed.

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**VOLUNTEERS AT EXPORAIL**, the Canadian Railway Museum in Saint-Constant, Quebec, have won the Canadian Museums Association Volunteer Award. Exporail, the Canadian Railroad Historical Association, and the Canadian Federation of Friends of Museums announced the award, which recognizes groups or individuals who volunteer to a museum or heritage institution and have made a significant impact within the museum community. More than 130 men and women currently volunteer

their time at Exporail, which opened in 1961, and donated 26,504 hours of effort in 2019. (TN)

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**THE EMERY RAIL HERITAGE** Trust and the Western Maryland Scenic Railroad are pleased to announce the trust has issued a special mid-year grant of \$50,000 to help complete 2-6-6-2 No. 1309 as part of the "Steam the Last Baldwin" fundraising campaign. The grant will go toward \$150,000 needed to complete No. 1309, the last Baldwin built for domestic service in 1949. Western Maryland Scenic Railroad is working to finish the \$3.2 million restoration without interruption this year. Contractor Diversified Rail Services recently worked with Hulcher to re-wheel the locomotive and steam-test it. Work is underway to complete the running gear, back head piping, stoker, and hundreds of other final details necessary to complete restoration. Once in operation, the locomotive will be the world's largest operating Mallet, a locomotive that uses its steam twice, and the largest articulated in operation in the eastern U.S. (TN)



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**THE CONRAIL HISTORICAL SOCIETY** in Shippensburg, Pa., has acquired an 86-foot auto-parts boxcar for use as a Conrail museum. CSX Transportation has donated the car, built in 1970 and formerly Conrail No. 295633. It will eventually be repainted in Conrail colors, while the 10,467-cubic-foot interior will become a museum and archive for visitors and researchers. The Cumberland Valley Visitors Bureau has provided a \$100,000 grant to fund the majority of the \$134,000 project; the remainder is coming from historical society funds and in-kind donations of local contractors for material and labor. The car is currently stored in Chambersburg, Pa., and will eventually be trucked 11 miles to the museum location. Estimated date for opening of the new museum is summer 2021. (TN)



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**THE MBTA WILL RECEIVE** an \$851 million loan for positive train control implementation under the U.S. Department of Transportation's Railroad Rehabilitation and Improvement Financing program. The loan announced today is for PTC installation across the MBTA commuter rail system, as well as the installation of Automatic Train Control on the 170-mile North Side commuter rail lines and expansion of a fiber optic network for the signaling system. (TN)

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**NEW YORK'S** Metropolitan Transportation Authority (MTA) Board recently awarded a \$233



million contract to Wabtec for 25 electric-diesel hybrid locomotives for use on NYC Transit work trains as part of the

agency's "ongoing efforts to improve environmental sustainability and health and safety for employees and customers." The 25 hybrid locomotives will be delivered in approximately five years, with the first two locomotives arriving within 38 months. Funding for the hybrids will come from the MTA's 2015-2019 Capital Program. The option for up to 45 additional hybrid locomotives, if exercised, will be funded by the 2020-2024 Capital Program. The MotivePower

Inc. R255 locomotives and the GE propulsion batteries for this contract will be manufactured in Erie, Penn. (RA)

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**THE EUROPEAN COMMISSION** (EC) has approved Alstom's bid to take over rival Bombardier Transportation, a move which will create the second largest manufacturer in the rail sector behind CRRC. The acquisition has been approved subject to a number of conditions, including the divestment of Bombardier Transportation's stake in the V300 Zefiro high-speed train and Alstom's Coradia Polyvalent platform. "Alstom and Bombardier Transportation are leading providers of state-of-the-art trains used every day by millions of passengers across the European Union," says EU executive vice-president, Ms. Margrethe Vestager, in charge of competition policy. (RA)

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**ANY SAVINGS AMTRAK** management may achieve by reducing most long-distance trains to triweekly service will be overshadowed by a precipitous drop in revenue, additional unforeseen expenses, and a crippled ability to restart service. That assessment is the consensus of former Amtrak managers contacted by *Trains* News Wire: former president and CEOs Thomas Downs and David Gunn; former vice president of transportation Bob Vander Clute; and two product line managers responsible for growing revenue and managing costs in the mid-1990s, when many long-distance train frequencies were reduced in a bid to cut expenses while promising to keep routes intact. Amtrak has announced plans to cut long-distance frequencies as of Oct. 1 as a result of COVID-19-related revenue losses expected to last through most of 2021. (TN)

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**TWO ARIZONA SIBLINGS** are accused in the theft and sale of more than 60 miles of copper, more than 100,000 pounds, from the former Black Mesa & Lake Powell electric utility railroad in northern Arizona and New Mexico, the *Deseret News* reports. The two allegedly sold the copper for scrap, which they obtained from another unnamed family member. The railroad, which opened in 1978 to serve the Navajo Generating Station near Page, Ariz., shut down in late 2019 as the power plant and mine were closed. (TN)

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

## JULY TRAINS

Railroad Vision 2020: High Speed Reality Check  
After Anderson, Amtrak Seeks Stability  
Of Stack Trains and Semaphores

### RAILROAD MODEL CRAFTSMAN

Diverging Points

The Silver Lining

Look Both Ways

Social Media

Loon Lake Railway & Navigation Co.

### MODEL RAILROADER

Pulling Together at the Coshocton Model RR Club

Enhance Figures with Decals

DCC Corner

LokSound for an Atlas S2

### CLASSIC TRAINS (Summer 2020)

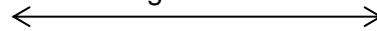
Photographing the Real Rio Grande Narrow Gauge

Lonely Ride on a Forgotten Train

Railroaded Into Research

Summers on the New Haven

Diesel Tonight



News sources: Boston Globe, Boston Herald, Trains "Newswire", Railway Age, Progressive Railroading, Railpace, RRE "Callboy", "The 470", Patriot Ledger.

## **EDITOR'S NOTES**

1. Here is a **Website**, part of the "**Virtual Railfan Live**" sites on YouTube, that I have found to be the best. Not only is there nice scenery but there is a swing bridge over the Mississippi River between Illinois and Iowa. There are lots of tugs pushing barges, the bridge opening and closing and, of course, plenty of trains; it is the BNSF mainline and includes UP trains, because of trackage rights and the *Southwest Chief* passes in each direction every day. There is only one camera but the guys who run it are terrific and swivel it 180° and use the zoom, which has to be at least 500 mm. Check it out: Ft. Madison, Iowa. Warning: You might get "hooked"!

<https://www.youtube.com/watch?v=B9Zz9z92TKQ>

2. I hope that you find this an enjoyable **issue**; it has been fun working on. I decided to put everyone's picture on the front page, who had contributed stories, during the past four months. Even though it was a 6+ hour

session, looking over hundreds of photographs I have from the Club's activities going back to the early 2000's, I enjoyed recalling many those memories.

3. **Wearing Masks is very important**, despite it being turned into a political thing. It is medically proven that wearing a mask protects the people you are with more than it protects you, since you could be infected and a carrier of the disease and not even know it. So, wearing a mask shows you respect the health of your fellow man and care about them. In our State, masks are required for indoor gatherings and for outdoors, when you can't "socially-distance" at least 6' from others, and in museums, which is what we are considered. We are also limited to 10 people at a time inside, so if you find that there are 10 others, when you go to the Club, please leave and come back another time. Thanks for your thoughtfulness and caring.

4. We have **sacrificed a lot** in Massachusetts, both as individuals and especially our small businesses. For the most part, we have abided by the safety rules to keep the virus from spreading and thus helping our health care workers. Let's not throw away our progress, as the other 40 states have done. We've made it this far, almost six months...keep the faith...we'll make it through this. Remember: "we're all in this together"!

5. I **dedicate this issue** to the memory of my friend and great Club member, Barry Doland, who died a year ago this Friday. If Barry was alive today, I know he would have joined right in with the fun and told us about some far-out model that he was working on—something that would have highly aggravated "OB"!

..... *David N. Clinton*

"Don't judge each day by the harvest you reap but by the seeds that you plant." (Robert Louis Stevenson)

## MEMBER NEWS

**Larry Strumpf** is recovering at rehab, after an operation called "Reverse Shoulder Replacement". The operation went very well but the after-effects of

the anesthesia caused complications. He is doing much better now and is recovering at home.

**Paul Cutler, Jr.** is also recovering at home and doing very well. He's back to tending his huge vegetable garden. Thanks to all for your good thoughts for him!

**Bryan Miller** is in rehab still, but doing so much better that he is being released to home this Friday. Thanks for all the thoughts and prayers and we look forward to seeing you, after all this time Bryan!



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:

John Roberts..... Aug 2<sup>nd</sup>  
Jim Ferris ..... Aug 14<sup>th</sup>  
Kurt Kramke (H) ..... Aug 16<sup>th</sup>  
Al McCarty ..... Aug 20<sup>th</sup>  
Bill Roach..... Aug 26<sup>th</sup>



Meanwhile, I've heard from quite a few folks on **WHAT ARE YOU DOING?** Here's who:

**John Sheridan** starts the fun with two fun pictures:



John had asked his wife, Claudette, for a small “kiddie pool”, that they could put their feet in, while resting in their Gazebo on all these hot days. John sez: “Well, Claudette being Claudette thought a little outside the box and presented me with the Unicorn Pool as a birthday gift! Yes, we do use it and, yes, it is in our driveway. We sit in it during the hot days and enjoy it very much.” Looks like a good time, John, especially in the weather we’ve had this month! The other special event for John and Claudette also involved water:



“I sail quite a bit all summer long but due to the Covid Epidemic, all racing in the area has been cancelled. Many skippers simply didn’t launch their boats at all so opportunities for sailing pretty much dried-up. Claudette & I pretty much decided it was time for me to be promoted to captain so I bought my own boat. I’ve wanted a sailboat for a long time & this seemed like a good time to go for it. Just brought it home from Connecticut over the weekend and now it is moored in Marion, MA. Will be back to doing more sailing now!” Looks like a beauty, John! Sounds like the times at hand gave you that extra “kick in the ass” to do something you’ve been dreaming of and something “positive” to come from this time in history. Best wishes for many happy seasons of sailing to you both.

**Bob Knapp** reports that he has been concentrated on work projects but has had opportunities to take his wife on a few trips to parks, though she has to be careful because of a compromised immune system. He sez: “As you know I did Dan’s entry porch and portico, a few other decks and window replacement. Now doing a full siding job in Scituate, front entry deck and rails. New windows. No interior work, all my kitchens and bath remodels have been put on hold. Luckily, all this Covid19 came when better weather for outdoor work. Done very little with trains. Sorted and rebooted most due to the move to John Child’s previous house. Last week,

we did have a pipe break and flood the otherwise perfectly dry basement. A lot of odd Christmas stuff and 6 boxes of trains, engines and rolling stock did get wet. Most was just wet or damp boxes and no real damage to the engines. Thankfully, 3 dry hot days to dry out furniture, rugs, granddaughter’s Barbie, and my trains all over the back yard patio and deck.”

**Fred Lockhart** reports: “Since about Memorial Day I have been in Truro with the exception of a few days here and there at home, so I haven’t done much modeling. I have been to the club when I have been home and worked on the new section, but I will tell about that in the August newsletter. We enjoy it down here, we have some good walking trails and nice beaches and these really hot days just stay cool as we can on the deck or in the gazebo.” With sea breezes from the Atlantic...nice! Enjoy!



**Roger St. Peter** sez: “I’m just working and golfing... and missing working at club...stay safe all!”





**Eric Wilde** has been busy: "I'm still working my way through my top five hundred projects. Just finished adding a receptacle to the side of the stick welder, so I don't have to leave the cord attached to it all of the time. Now, I simply plug it in when I need to use it. This was not as easy as it sounds, since I (just for a challenge) fabricated everything from scratch (receptacle and plug). That project has been on the workbench for three or four years because I couldn't come up with a suitable cord grip, for the plug, that I thought would work.



Also cataloging all of the fasteners. I wrote a little program to make nice, uniform labels with a cute picture of the fastener and a short description. I have a case of boxes that I got a few years back and I'm building trays to hold them all. I've got a pile of 2 x 2 x 1/4 angle iron in the steel pile that I'm going to weld up into some real shelves, to hold the boxes (since they'll probably weigh about half a ton, when I'm done). When everything's in its place, it'll be just like a visit to Fran Dan. And, I'll be able to find the perfect nut,



bolt and washers for the job, without wasting a lot of time.



The rebuild of the engine crane is going nicely (it got pretty beat up working on the railway car) and I'm back to fixing the truck crane (which I broke, trying to lift a cast iron engine block for a Detroit 3-53). That will probably require a trip to the machine shop, when things open up a bit more.

A shot of the wire caddy that I finally finished. This is meant for under-layout wiring. Holds a couple of spools of wire, for pulling into the benchwork. (That looks handy!-Ed.)

I'm in the middle of hanging up all of the jack stands, work lights and other stuff like that, to make more room in the shop. And, I'm putting in new LED shop lights so that I can see what I'm doing. I am growing really tired of replacing bulbs and ballasts on the fluorescent fixtures. Who knows? With LEDs, these may be the last bulbs I ever install.

On a lighter note, I decided to make all of my Web sites actually work, instead of displaying a picture of a babe, in coveralls, with a shovel and a caption saying 'Under Construction'. I could probably spend a half a year on that project."

So, keeping busy. Not much time for boredom or going stir crazy.

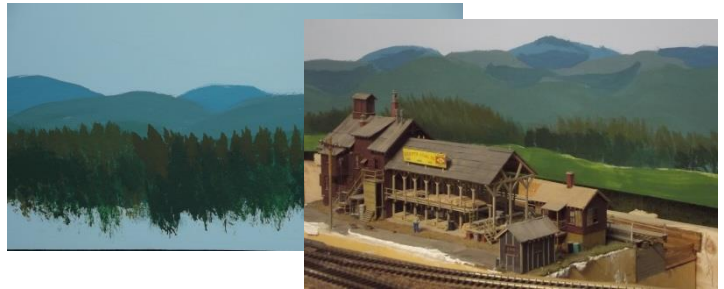
**Ross Hall:** "It's slow going, this bit about hand-laying rail, particularly when you're re-combining pieces from other layouts. Even the benchwork comes from several sources. This is the final link to my garage layout: the lift-out section with Atlas bridges that I've had for a good 40 years. A short piece of homasote on the other side connects (with some shaving-down) to the former SSMRC Mineton complex in the right background. I'm getting there!



**Ed Bulman** writes: "I was able to get a little train-watching in while I was in Branford last week. I caught the P&W's NH-1 on its way back from Pine Orchard yard (Branford Steam RR) and the BSRR switching the yard, as well as some AMTK and Shore Line East action."

are bad news for old folks trying to relax and watch television. Because installing a standard flush toilet would have called for excavating the slab to access the soil line I opted for a "pump-up" toilet with a built in macerator. Thanks to Al McCarty helping me move studs and a door from Lowes this weekend I got a huge jump towards completion and I'm hoping to have it fully in-service in time for the up-coming hockey games."

**Kurt Kramke**: "I am working on scenery around the bridges; the long section goes between the trestle and the curved trestle. I have also started to paint the background scenery, first attempt." (Looks damn good to me, for a "first attempt"!-Ed.



**Chip Mullen** relates: "I have been doing absolutely no railroad work this month. I have been engaged in, finally, granting my wife's years-long dream of having a half-bath on the bottom floor adjacent to our entertainment room. What passes for the basement in our house is actually above grade so it is really a lower floor on a slab with our bathrooms on the second floor. Bathrooms that are far away

**Brendan Sheehan** sez: "The other day I was watching this great show on Netflix, Great American Train Stations; though I did have to pay \$2.00 for it. I've been checking out vintage Cog Railway (NH) YouTube videos. I absolutely get why they retired all but 2 Steam Locomotives; though there's nothing like watching "The Little Engine" that could! I was planning on going to NH for a week, however that was getting much too complicated, with virus as the factor. However, between my parents and me, a sta-cation is being worked out, which may include some railfanning of sorts!



The "Mt. Washington Cog Railway" runs one steam trip a day; the other trips are powered by their home-made bio-diesel locos.

**Dan Peterson** has other hobbies he's been working on; one of them is Legos! Here he's building "Stormtrooper" from Star Wars. The Disney "Castle", a "Crockadile" locomotive, "Haunted House" and a "Lamborghini" are a few of the others in his collection.



(I never realized that so many adults were into this hobby...it is amazing what comes out of those little pieces of plastic!-Ed)

**Doug Buchanan** sez: "I've been going to the club once a week and installing roadbed on the new railroad benchwork, or operating some trains." He also always

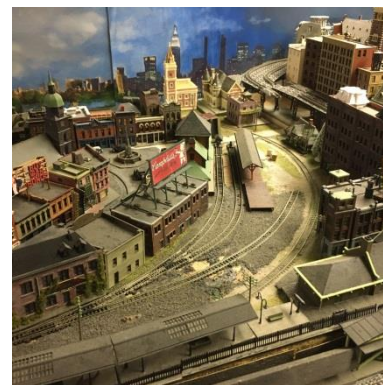
posts nice pics from his C&O group called "Front End Fridays"; here's a sample.



**Ron Clough** relates: "I'm still overwhelmed with going through Mom's house. Just one of the treasures I just found was Dad's marbles (who said he lost them?) in a leather pouch with his initials on it, probably close to 100 years old now! I'm nearly done with the disposal of personal stuff so I can invite the family (Mom's nieces and nephews) in to pick and choose memories they might want, but with this hot summer weather, it might still be a while. I'm starting to sort through books and assembling them into RR Club, BSRA and other piles for distribution. I haven't done much for the club lately. It has just been too hot to mow the grass, although I've made a couple of trips to trim down the tall weeds to at least make it somewhat presentable. I still accept donations of empty beverage containers and thanks to a few members, we've had a pretty profitable summer so far. And finally, I still keep up with book orders for the BSRA, which have pretty strong this summer, although the warehouse has been so hot it really limits my time there. And then there is my own life/house. I'm so far behind in mowing my own lawn, but with this lack of rain, it is better off, and my shrubs need a good pruning, which might start soon."



**Peter Palica** shows his N-scale layout: "My Home N-scale layout needs some TLC. A flood from a frozen burst water pipe two decades ago pretty much stopped train operations as flex track on homasote lifted some of the flex track. Nonetheless, I putter often and hope to one day get it up and running again. The basic center layout had its genesis as a former hobby shop 3'x9' layout purchased years ago from former club member Chuck Cullum. It represents the New York Central Putnam Division. With major repurposing it has two-train operation and 13 former "Put" Passenger stations which can pretty much operate on an



actual time table, since most stations were little more than a mile or two apart. At some point, I wanted to add



a 4-track Hudson Division component which I completed with two 2x4 modules on each end connected by 2 - 8"x9' modules on either side. The Hudson Division works out to about a scale mile around the loop and can operate four trains. A New York City module

is on one end with 125th Street on the other. This brought the overall layout size to 4'x13'. The Hudson Division is mostly Kato track which was unaffected by the flood and my plan is to eventually replace Putnam Division flex track with Kato components. It is not as realistic as ballasted flex track; however, Kato operates flawlessly when cleaned and maintained. This represents fond memories from my 1946 to 1958 childhood growing up in Yonkers NY, at which time passenger service on the Put ceased. I still remember steam operations and the transition to diesel in the early 1950s and the layout can accommodate all manner of freight as well as my preferred commuter and name passenger trains. Thanks for joining me on visiting my two New York Central Divisions and please stay happy and healthy."

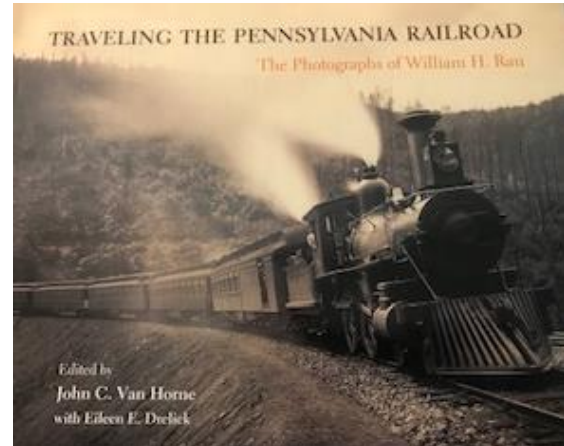


**Savery Moore** has had a busy time: "I spent most of early July getting my property ready for my annual party, which was held successfully between July 13 and 20. We had fewer than half the usual people, which actually worked out well." He said he can't wait to get back to scenery and his co-workers!



(That's a beautiful piece of property, Savery. No wonder your long-time get together is always at your house!-Ed.)

**Ralph Weischedel** reports: "Still fortunate to be working full-time from home, but able to read a lot. This past month I finished two books on the PRR in the 19th Century. One of them, Traveling the Pennsylvania Railroad features the photography of William



of William Rau, a prominent professional photographer, who was commissioned by the Pennsylvania Railroad in 1891 and 1893 to take scenic shots of the PRR throughout its system for advertising. The Library Company of Pennsylvania houses over 460 original glass plates from that work. Most are 18" by 22", some are even larger! A selection of them has been reproduced in much smaller printed format for this volume. Below is the photo on the rear cover. Note that it shows how large the camera was. From many of the photos, it is clear that that massive camera, with matching glass plates, was lugged up very rugged terrain to take matchless photos from a unique perspective. This shows him photographing the "Packsaddle"-- the valley of the Conemaugh River, where the mainline somewhat west of Johnstown passes between two mountain ridges. You can see the grade up the valley in the center left. On the other bank of the



river, though not clearly visible, the PRR's Conemaugh division provides lower grades for freight traffic.

**Jack Foley** writes: "Well it is August, so took the morning bagels and a boat cruise from Scituate Harbor south to the North River and from there all the way to the



bridge at Bridge Street in Marshfield, which is the farthest one can go as clearance is under 5'. Just to keep it a railroad theme, I included 3 shots of the old right-of-way from Greenbush across the marsh

and into Marshfield; this branch ran all the way through Duxbury and connected with the Plymouth Line at Kingston.

I rebuilt my garden this year to make it elevated and backfilled it with loam and seaweed. Also built growing boxes along the fence for lettuce. Good year so far in the garden and working on a new crop of seedlings for lettuce and sunflowers. You will also see a new antenna array for 2 meter and 900 MHz for my shortwave radio, my other hobby, that I have been working on, which will soon go up on the roof. Ginger ("woof") on the other hand has been very busy doing nothing!



**Al Munn** told me that he has been going to the Club and spiking track down, after finding that **Doug** has been laying roadbed and **Al Taylor** has been doing some electrical wiring, along with **Bob England**...all happening at different times. Well, that's one way during a Pandemic to get a project done, normally worked on by a group of members together!



**Ben Saint-Cyr** writes: "What's been going on at the club. Here are a couple of pictures on my newest car.

What do you think? I can't believe I'm actually getting projects done. I'm at the point where I can say no more new ones until all the old projects are done. ☺ God I really miss the club." (Nice load!-Ed.)



**Kevin Linagen** "gets his shit together":



Mine is called "what have you been doing, well I've been sitting on the hopper, or...at least working on my hopper." Long story: the toilet in our Fore River N5b caboose was probably installed by Conrail in '76. Prior to this was a "dump on the track"-style from its original 1941 construction. Made by Microphor in Willits, CA, now part of WABTECH (the inventor of the railroad airbrake system still in use); parts are still available. My good friend Joe, who works for Amtrak, donated this hardly-used hopper from his NYC bay window caboose (that's currently at our engine house for repairs) to our cause. With



just a few replacement parts, it works like new! This system uses air pressure from the brake pipe of the car to flush the toilet and water into a leaching tank just like a septic system. Live bacteria break down poop. Chlorine tablets are added to the outflow chamber. Before and after pics show the original floor and Joe's toilet installed in our caboose and the old rotted caboose floor replaced with stainless by Tracy Kopec, the CSX car repairman in the eastern Mass region. (Nice, Kevin, now *you're* all set, but I was wondering what Joe does now for poop? ☺ -Ed.)

**"Gunny"** sez: Beth & I have been going for long walks every day. I am getting back into fishing again and have been fishing in the NH lakes with a buddy



of mine. I have caught a lot of lake trout and rainbow trout. We have been doing the "Catch & Release" way of fishing. I also am also back working at the range as the Range safety officer when the different police departments come to re qualify there marksmanship... All-in-all it had been a pretty busy month.

**Paul Cutler III** reports: "This summer I have continued working on the next issue of the NHRHTA's magazine, the *Shoreliner* and it's almost done. This next issue will be mostly, about Brockton, Mass. with a short, 4-page article on the State of Maine potato cars which the New Haven owned, along with the Bangor & Aroostook RR. The second article was going to be about bridge advertising but we ran out of room; that will be in a later edition.



My father is continuing to recover from his thyroid surgery, and is practically back to the way he was before the operation. We continue to try and grow vegetables in the gardens, but this year has been very tough with the heat and lack of



rain. Tomatoes, beans, potatoes, onions, and zucchini have been okay, but the corn, cucumbers, gourds and carrots haven't been good.

The original belt tension spring on the mower deck of my 40+ year old tractor broke (nothing lasts anymore!). I was able to order a brand new one using the parts diagram of a newer model on the manufacturer's website, and lucky for me...it fit!



Every Sunday, my father and I hang out at the Mansfield MBTA station between 6:50PM and 7:35PM. In that 45 minute span, we catch two Amtrak Regionals, two MBTA locals, and one Acela Express. Mansfield is almost at the end of a major platform rebuilding project, with new mini hi-level platforms with lit canopies, fancy new electronic signs for train announcements, new passenger ramps going down under the tracks, and so on.

Lastly, I've been to the club a few times on Thursday nights, testing some new equipment I've picked up here and there."

**Ye Ed:** I finally finished my Rapido RS-11 undecorated to Lehigh Valley; it only took two



months! What a "messy" project...I originally purchased two undecs, with the idea of painting two LV units, but I'll be selling the other one on Ebay, as I'm not going through that again! I took breaks from working on the LV loco and managed to install grabs, change numbers, and paint the handrails blue on the "fleet" of B&M GP9s that I have acquired over the years. The recent ones are Walthers—very nice paint job, run good but needed decoders and separately-mounted grabirons. I only broke one #80 drill bit but did find I needed a new pinvise for that small bit. Of course, Micromark had "just what the doctor ordered". Not bad for the "oodles" of holes I had to drill for the grabs! Back in the mid-60s, we would visit Steamtown in Bellows Falls, VT, and stay at a motel on Rte. 5, overlooking the Connecticut River and you could see the B&M track on the other side of the river. I remember these "5-packs" pulling long freights

north and south between E. Deerfield, MA and White River Jct., VT. Nice memories of a better time on the "Connecticut River Main", along with the excitement of riding behind a CPR Pacific between Riverside and Chester, VT, on The Green Mountain RR!



I have also been spending a lot of time on the computer, not only with the *Semaphore* and other Club stuff but processing orders from the "Readville Shops Store" on the New Haven

RR Historical & Technical Association's Website; orders have been up 250% from last year because of no shows after ours (Were we lucky or what?).

I miss the interaction of Club activities and hope that this special issue helps you all realize that the rest of us are still here, as we always have been, and someday soon we'll be together again in meetings, work sessions, Operations, and just to "gab". Be safe...until next time, keep the faith and I miss you all! Remember..."We're all in this together."

Dave.



## Running Extra

EDITED FROM ALTOONA MIRROR.COM, JUNE 27, 2020

### MG Tower on mainline west of Horseshoe Curve to be razed

By William Kibler, Staff Writer

Some artifacts of the past are preserved through lots of effort and special funding, holding places of honor in their communities, which call attention to them, like Altoona does to the former Pennsylvania Railroad master mechanics building that houses the Railroaders Memorial Museum.

Other relics survive accidentally, escaping annihilation without being noticed much, so when we spy them, we nod in satisfaction that the prevailing powers haven't taken them yet, as when we see the flash of a barely legible "PRR" on a rusting gondola while driving past a train yard.

The MG, for "Middle Grade," Switch Tower along the mainline tracks about 2 miles west of the Horseshoe Curve is that kind of relic — but it's destined to soon be gone.

"We have put the demolition out to bid and are awaiting responses," Norfolk Southern spokesman Jeff DeGraff said in an email, after the Mirror was alerted to a post on a rail-themed Facebook page. "Depending on the costs submitted, we will evaluate how we move forward."

The decision to demolish "is based on safety concerns of having and needing to secure unused and deteriorating buildings," DeGraff wrote. The company hasn't received any comments or feedback on the demolition proposal, he added.

Local railroad aficionados, however, have thoughts about the impending demolition. "It's unfortunate," said Jared Frederick, a history instructor at Penn State Altoona.

But it's hardly surprising, as switch towers are "dinosaurs of the railroad industry," said Dave Seidel, founding member of the Horseshoe Curve Chapter of the National Railway Historical Society.

The Pennsylvania Railroad built the tower during World War II next to an "interlocking" to help handle heavy rail traffic swelled by wartime-material production and troop travel, said Joe DeFrancesco, executive director of the railroad museum.

Despite four parallel tracks, the lines were at capacity, and the railroad needed to eliminate holdups by switching trains, allowing faster ones and those with higher priority to get around slower ones and those with lower priority, DeFrancesco said.

The tower isn't a feasible candidate for preservation because of its inaccessibility, a long way from a public road, according to DeFrancesco. "It's not a tourist attraction by any means," Seidel said.

Moving the building would be difficult and expensive, DeFrancesco said.

The railroad could let the tower stand, with no need for maintenance, except "maybe to keep a roof on it," Seidel said, when asked why the company couldn't just refrain from demolition. "But my opinion is based on nostalgia," Seidel said. "(That) has no place in the (company's) bottom line."

It's on NS property, and "it's their right to do with it what they wish," DeFrancesco said.

The tower is a "unique piece of industrial architecture," soon to be another of the lost "remnants of the PRR's massive imprint," Frederick said.

Those losses began with the PRR's merger with the New York Central Railroad to create the Penn Central in 1968, according to Seidel, who worked as a clerk, then in the classification yards of the PRR, beginning in 1965 and ending in 1968, following the merger. "I'll never forget standing on the bridge at 17th Street (in Juniata, a bridge that has since been demolished) and watching them cave the roof in at the East Altoona roundhouse," Seidel said. Down below were store rooms with caken file cabinets full of blueprints from the steam era that would be "invaluable today for historians," Seidel said. "Now, we're 50 years down the road," he said.

Former railroad museum board member Al DiCenso has seen MG Tower "a hundred times," having ridden on the mainline in locomotives because of a contact he had with the railroad long ago. "It's not your typical PRR interlocking tower," DiCenso said.

In contrast to the slightly ornate MG Tower, the usual towers were of "rather spare" design, DiCenso said. "I'm disappointed," he said of the plans to raze. "But I don't see any practical means of saving it."

"You preserve what you can preserve," DeFrancesco said. "Some things are beyond reach." (Contributed by Jan Okolowicz)



Following article from July 2020 [Railroad Model Craftsman](#)  
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## The Silver Lining

In the early days of the COVID-19 pandemic and the mandated social distancing that followed, I found it very difficult to cope. We are a family of five including three school-aged children. Finding a new routine that reduced the meltdown factor—in both children and adults—took us a solid month.

However, once we found a routine that worked for the whole family, life in lockdown hasn't been that bad. In fact, for my model railroading hobby, it's been really good. I had finished laying track on deck two of my HO scale Kingston Subdivision and I was eager to start making fascia control panels to activate my switch machines. After experimenting with various do-it-yourself methods, I realized that I wanted to design my own panels and send them to a sign maker to have them printed on plastic sheets. However, there was a problem—all the sign shops had shut down.

Wondering what to do instead, I was staring at the almost five-foot-deep length of benchwork at Spadina Roundhouse on deck one. This has been bare plywood since 2013. It is going to be next to impossible to do scenery on the upper decks above Spadina once there is a turntable, track and a roundhouse building in that spot. So I decided to get started on the scenery for deck three above the roundhouse, specifically an area west of Brockville, Ontario, called Lyn. Having spent the last seven years building benchwork and laying track, I am not used to how quickly you see "real" progress when you do scenery.

The next few weeks were full of firsts for this layout including my first road! My first forest! My first ballast! My first static grass! I had done all of these to some degree on previous layouts, but not on The Big One. And of course with The Big One I wanted to get everything right the first time. I was quite hesitant at first but I had a lot of encouragement from many of you through the Kingston Sub Facebook page

I was speaking to a friend who isn't a hobbyist. I'm 45 and I've got my retirement planned. He's 70 and he hadn't really thought about it. I asked him what



A Toronto bus heads north on Lyn Road while VIA Train 60 crosses overhead on its morning run to Montreal. Trains 60 and 61 normally use conventional equipment, but today—in December 1980—they are each replaced by a Turbo. This frees up more conventional equipment during this very busy period.

—JASON SHRON PHOTO

(facebook.com/KingstonSub). As a result, I was able to complete two key bridges in the Lyn area, which was exciting because I could finally start to see how certain scenes I had planned for years were coming together.

The time that I've spent in my layout room over the last few weeks has brought tremendous calm to my life in a world that has been turned upside down. And it got me thinking about how lucky we are as model railroaders to have a passion that instantly centers us and brings us to a place of joy, of nostalgia, of creativity and of harmony. Most people do not have this escape route. Instead, they are stuck at home eating Cheezies while bingeing Netflix and letting the anxiety take over. For those of us not yet retired, how we manage through this COVID crisis can be an indicator of how we manage when we retire.

To look beyond the pages of this magazine for a moment, it's not just model railroading. Those of us who are passionate about hobbies have an edge in the long term. In the old days you worked until 65, you played some golf for a bit, and you were dead by 67. Those of us newly retired can now expect 20 to 30 active years ahead. Those of us stuck in the middle ages right now (like me!) could have potentially 30 to 40 years of active retirement.

I was speaking to a friend who isn't a hobbyist. I'm 45 and I've got my retirement planned. He's 70 and he hadn't really thought about it. I asked him what

he plans to do. "Well, I've got my folk dancing classes and my choir." Good start, that's four hours. What else? "I love photography." Great, assuming you do some photography every day, that's another ten hours a week. What else? "I love to travel!" Okay, assuming you have the budget for two trips a year, that's four, maybe five weeks. So for eleven months of the year, you are replacing your 40-hour-a-week job with 14 hours of activities. What are you doing the rest of the time to stay active? Playing Pong?

Thankfully, as model railroaders, we know that's not going to happen to us. If the current situation is getting you down and you haven't done so already, now is the time to go work on your layout or on your trains. Get to that place that brings you calm. Be this place that you will always have this time to return to when the world is next turned upside down. If you're low on supplies and you can't get to your favorite local hobby shop, then now is a great time to catch up on your reading. Maybe you can research your favorite prototype, or make drawings for your next model. You might even have the time to author your first article for a magazine! And if you aren't yet retired, know that having a passion for model railroading has the potential to keep you active and creatively engaged for the rest of your life. 🚂

JASON SHRON is a lifelong model railroader, and the founder and president of Rapido Trains Inc.

EDITED FROM PROVIDENCEJOURNAL.COM, JULY 31, 2019

### R.I. puts Providence's distinctive drawbridge down for demolition

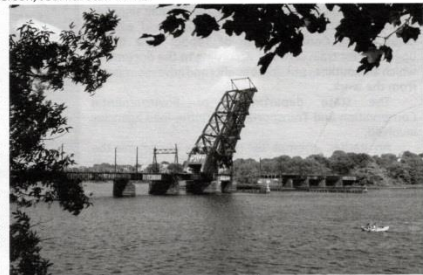
By Patrick Anderson, Journal Staff Writer

The demise of Providence's most recognizable derelict railroad bridge may finally be approaching — albeit several years in the future — and with it the beginning of a movement to try to save the structure.

The 111-year-old Crook Point Bascule Bridge has stood in an upright and locked position over the Seekonk River since it was abandoned more than four decades ago. But quietly last year, the state Department of Transportation for the first time included plans for its demolition in a long-term list of state transportation projects. The bridge's date with the wrecking ball: 2026-2027, according to the DOT's Transportation Improvement Plan.

But the longer the bridge has thrust awkwardly into the sky between Providence and East Providence, and the more decrepit it's become, the more distressing the idea of losing it seems to many in the area. The bridge's dark silhouette has been screen ranted on popular T-shirts, its symbolism of urban decay studied at Brown University and its rusted metal tagged by graffiti artists.

Hearing the state DOT was formulating demolition plans, first reported by WPRI, Providence Mayor Jorge Elorza is now



The 111-year-old Crook Point Bascule Bridge once carried trains from downtown Providence over the Seekonk River to East Providence. The state says public-safety officials in both communities want it torn down - but Providence Mayor Jorge Elorza proposes that the city take custody of the bridge and preserve it. (The Providence Journal / David DePaio)

offering to have the city take ownership of the bridge to preserve it. "The historic Crook Point Bridge is a landmark and one that the City would like to see preserved," Elorza was speaking with Emily Crowell wrote in an email Tuesday. "We are engaging with RIDOT in hope that they would consider transferring the bridge to the City in the future."

Opened in 1908, the drawbridge was abandoned in 1976 and fixed upright to allow boats to pass while avoiding the expense of tearing it down. (Contributed by Bayard Catalifje)



A view of the Seekonk River with its moveable bridges, from East Providence looking north toward Pawtucket in the distance. In its down position, the Crook Point Bascule Bridge is at top center. In the foreground is the India Point Railroad Bridge, a swivel bridge near the Brown bathhouse. The swivel portion has been dismantled and removed although the stationary portion on the right remains today. At center, a trolley is seen crossing the Seekonk River towards East Providence. This swing bridge predates the Washington Bridge, a bascule drawbridge that opened in 1930. At top right distance, the old Red Bridge, another swing bridge, is visible. It was dismantled in 1966 and later replaced by the Henderson Bridge, a stationary bridge sometimes also known as the Red Bridge. (The Providence Journal files)





Mike Dolan \_\_\_\_\_ "Gunny" \_\_\_\_\_  
 John Sheridan \_\_\_\_\_ Roger St.Peter \_\_\_\_\_  
 Ross Hall \_\_\_\_\_ Ed Bulman \_\_\_\_\_  
 Kurt Kramke \_\_\_\_\_ Dan Peterson \_\_\_\_\_  
 Al Munn \_\_\_\_\_ Paul Agnew \_\_\_\_\_  
 Jack Foley \_\_\_\_\_ Bob Farrenkopf \_\_\_\_\_  
 Ed Carter \_\_\_\_\_ Dave Clinton \_\_\_\_\_  
 Stan Rydell \_\_\_\_\_ Al Taylor \_\_\_\_\_

Tony Donatelli **26** \_\_\_\_\_  
 Fred Lockhart \_\_\_\_\_  
 Chip Mullen \_\_\_\_\_  
 Doug Buchanan \_\_\_\_\_  
 Jesse Colins \_\_\_\_\_  
 Ben Saint-Cyr \_\_\_\_\_  
 Bob England \_\_\_\_\_

Tom Wylie \_\_\_\_\_  
 Eric Wilde \_\_\_\_\_  
 Brendan Sheehan \_\_\_\_\_  
 Ron Clough \_\_\_\_\_  
 Bob Knapp \_\_\_\_\_  
 Kevin Linagen \_\_\_\_\_  
 Fred Foley \_\_\_\_\_

David Galbraith \_\_\_\_\_  
 Jeremy Cahill \_\_\_\_\_  
 Jim O'Brien \_\_\_\_\_  
 Savery Moore \_\_\_\_\_  
 Peter Palica \_\_\_\_\_  
 Paul Cutler III \_\_\_\_\_  
 Ralph Weischedel \_\_\_\_\_

MATCH THE NUMBER WITH THE NAME CONTEST 10-20

YOUR NAME: \_\_\_\_\_