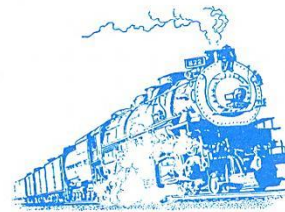


The Semaphore

South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938



FEBRUARY 28, 2022 ■■■■■■■■■■ **VOLUME 42** ■■■■■■■■■■ **NUMBER 2**



The Semaphore

David N. Clinton, Editor-in-Chief



CONTRIBUTING EDITORS

Southeastern Massachusetts..... Paul Cutler, Jr.
 “The Operator” Paul Cutler III
 Boston Globe Paul Bonanno
 Western Massachusetts..... Ron Clough
 Rhode Island News..... Tony Donatelli
 “The Chief’s Corner” Fred Lockhart
 Mid-Atlantic News..... Doug Buchanan

PRODUCTION STAFF

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

The Semaphore is the monthly (except July) newsletter of the South Shore Model Railway Club & Museum (SSMRC) and any opinions found herein are those of the authors thereof and of the Editors and do not necessarily reflect any policies of this organization. The SSMRC, as a non-profit organization, does not endorse any position. Your comments are welcome! Please address all correspondence regarding this publication to: *The Semaphore*, 11 Hancock Rd., Hingham, MA 02043. ©2022
 E-mail: daveclinton@verizon.net Web page: www.ssmrc.org

VOLUME 42 ■■■■■ NUMBER 2 ■■■■■ FEBRUARY 2022

CLUB OFFICERS

President.....Jack Foley
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 Chief Engineer..... Fred Lockhart
 Directors..... Bryan Miller ('22)
 Bob England ('22)
 Roger St. Peter ('23)
 Gary Mangelinkx ('23)

BILL OF LADING

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ON THE COVER: Scenes from
 “Trains ‘n Touchdowns” earlier
 this month. Photos by Marlowe Furlow.



Allan G. Taylor *In Memoriam*

July 15, 1943 – February 14, 2022



Our friend, and long-time Club member, Al Taylor passed away suddenly on Valentine’s Day. The news from Kathy, his wife of 56-years, was so shocking that I just didn’t know what to say or think, besides “I’m so sorry.” He was one of the friendliest, kindest human beings I have ever met and right from my joining the SSMRC in 1979 his friendship turned into a 43-year excursion. “Big Al” truly was a “gentle giant”, who never lost his temper or criticized others in public.

Al was born and grew up in Quincy, moving to North Weymouth after his marriage to Kathy. A veteran of the Coast Guard Reserves, in the Vietnam era, Al worked as a driver for Hallamore Transportation and then HW Little Co., where he became a pipefitter and installer of dry cleaning machinery for laundries. Both Al and Kathy were very proud of their son, Jimmy, who took up his dad’s profession and is a talented pipefitter himself; they both recently replaced the Club water heater, which had given-up after 30+ years.



Al loved the SSMRC and made so many friends during his almost 50 years as a member. He was always willing to help out with any aspect of the Club--from building construction to layout construction to scenery and electrical projects. His help with, and contributions to, the *Semaphore* newsletter were immeasurable.

It was one year into the newsletter and Al offered to make puzzles for our “contests”. He taught himself a computer program and to this day we’re working on one of his fun “Word-find” puzzles...over 100, since he started them in 1981. In 1997, Al joined with Al Munn and John Governor and began meeting at the “editorial offices” on the Sunday night of publication to assemble the newsletter. The “pay” was brewed coffee and a desert. He never let me live down the night I promised Lemon Merengue Pie but brought a Blueberry Pie to the table! After “The Gov” passed, we moved to the Club meeting room and got two new members, Jim Ferris and Bryan Miller, to help out but we always missed Gov—the joker. Now we will miss them both.



Al loved the prototypes, too, and was always up for a good train trip with Kathy and/or the guys. Trips to places like “Wally World” in Maine; Steamtown; Quebec; Nova Scotia; Cumberland, Maryland, Troy, New York, and Portland, Maine, created many happy memories. Al had a wonderful memory himself and would relate stories of his many experiences driving trucks across the country...and train-watching, as he always had his 35mm camera. He remembered so many of his childhood shenanigans in Quincy, too; he was a funny story-teller! I especially liked his 1970’s story of his over-night cab ride on the



B&M in the F3s with Dick Kozlowski (Honorary member--deceased) from Troy, NY to Portland, Maine.

Al will be missed by all who came to know him over the years. Aren’t we glad that his presence came into our lives...we are better because of him! A decent human being, who has left his mark on us and on the hobby we love.

We shall meet again, my friend, until then may you rest in peace.

“...the time of my departure has come. I have fought the good fight, I have finished the race, I have kept the faith.”

(2 Timothy 6-7)

David N. Clinton



FORM 19 ORDERS

FEBRUARY B.O.D. MEETING

Monday, February 28th 8 p.m.

MARCH BUSINESS MEETING

Monday, March 7th 8 p.m.

SPRING SHOW AND OPEN HOUSE

Saturday, March 12th 9-4

Sunday, March 13th 10-4

DCC & EQUIPMENT TUNE-UP CLINIC

Thursday, March 17th 8 p.m.

MARCH NEWSLETTER DEADLINE

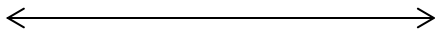
Sunday, March 27th

MARCH B.O.D. MEETING

Monday, March 28th 8 p.m.

CONTESTS

Congratulations to **Ye Ed**. on winning this month's "50-50 Raffle"!



Next month's contest "Amtrak VI" will be drawn at next week's Business Meeting. There are extra copies in the train room. Don't forget your name and good luck!

CHIEF'S CORNER

Fred Lockhart

February has been a month of both joy and sadness at our club, on Saturday Feb 12th, I was able to open the new section of the railroad for "Trains and Touchdowns" and all that participated seemed to enjoy the new railroad. Sadly, two days later, we learned Al Taylor had passed away suddenly. Al was one of the good guys; his personality, humor, friendliness--everyone liked him. He was a fixture at the club and any project over the years on the building or the railroad he was usually involved. To me, and a lot of you also, he was more than a club member, he was a good friend--outside the club going to train shows, rail fanning, helping on each other's home projects and such. I will miss him more than I can say, and we all will miss him a lot, a real lot.

The railroad is open, Trains and Touchdowns was a "Beta test" and we did have some problems to deal with--the week before, Bob was trying for quite a while to program the RR Circuits controller that operates the turnouts from your throttles. It turned



out to be defective, so we operated turnouts with a 9 volt battery to get through the day. When he got another new one, it programmed in a few minutes. The new section ran well physically and electrically, so Bob and I were happy about that. We have two reversing blocks on the new section, so engineers will have to know about train length, spacing between trains and such, I will hold an orientation after the March Business Meeting for anyone who is operating during our show the following weekend. Other issues we had with the turnouts 55, 56 and 57 have been fixed, the turnouts have been re-numbered, physical problems have also been fixed, I hope. John Sheridan continues his work under Middleton. He has completed power district #2, with all the block wiring separated so there is no longer any bleed through to other blocks and has re-located the power supply and boosters to the district. With the arrival of a new booster and power supply, he can now complete power district #1. I haven't mentioned all the terminal strips he has upgraded or all the redundant wiring he has removed or all the spade connectors he has added; this has been a lot of work that most members don't see, but it is important for future reliable operation. He has at least two more power districts to "remodel" and I thank him for his efforts.

Scenery work continues between Cedar Hill and the steel mill area. Dave Galbraith has finished (scenery is never finished) the section of the Boston Division under Cedar Hill and it really looks great. Mike Dolan continues his track work for the Trolley barn area.

The March Show is coming up fast, I have started assigning tracks, so see me if you are going to operate during the show, not around the club, email me at lock46@verizon.net. Please don't just put a train anywhere, as the track may be assigned to someone else. There will also be a new operating pattern with the new section of the railroad operational, so I will ask Paul III, Operations Chairman, to go over that when we hold the orientation.

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

Fred Lockhart
Chief Engineer



FEBRUARY 2017 (5 years ago)

- ✳ Inside walls of Bldg. 51 painted after almost 20 yrs.
- ✳ The huge "Solarie" departure board in NYC's Penn Station turned off for the last time; replaced with monitors.
- ✳ CSX considers replacing CEO with E. Hunter Harrison; lays-off 20% of management ranks.
- ✳ Keolis, operator of the MBTA's Commuter Rail system reports best on-time record of 94% for 2016.
- ✳ UP steam workers finish disassembling "Big Boy" #4014 in preparation for restoration work.
- ✳ VIA Rail Canada celebrates Canada's 150th anniversary by wrapping pieces of rolling stock in the 150th colors.
- ✳ MBTA unveils new commuter rail advisory system for severe weather with color-coded notification boxes used for service alerts on smart phones and computers.
- ✳ New Haven boxcar #33401 taken to West Barnstable RR Station Museum from closed collection at Fall River.
- ✳ Amtrak's new "Charger" locomotives by Siemens tested on Amtrak's "Cascades Corridor" in Wash. State.
- ✳ Canadian Pacific brings back its iconic Beaver logo, "as it looks to the future, while reconnecting with the past".

FEBRUARY 2012 (10 Years Ago)

- ✳ Boston Sand & Gravel hopper car released.
- ✳ Last Operations held for period to cut in leg 3, was "All Steam".
- ✳ EMD, previously purchased by Progress Rail Services, owned by Caterpillar, Inc., to close London, Ontario manufacturing plant.
- ✳ UP achieves perfect on-time record with UPS containers and trailers during 2011 holiday season.
- ✳ Vermont Rail System takes delivery of two SD90MAC/4300 locomotives; previous UP locos.
- ✳ Conway Scenic sells U23b #2820 and B23-7 #1943 to Finger Lakes Railway in up-state New York.
- ✳ NHN sells "guts" of GP9R #1757 to 470 Club to install in ex-B&M F7 #4268; a static display at Conway Scenic.
- ✳ Norfolk Southern makes plans to honor many of the railroads making up the NS with "heritage" paint on EMD SD70ACe and GE ES44AC locomotives.
- ✳ P&W and NECR partner to create link between New England cities and Canada's Class 1 railroads: CP & CN
- ✳ Edaville owner Jon Delli Priscoli decides to invest \$3-5 million in the park, instead of selling.
- ✳ MBTA receives first double-decker commuter cars from Hyundai Corp.

FEBRUARY 2007 (15 years ago)

- ✳ VIA Rail Canada overhauls and repaints first F40PH, #6400, into attractive green/silver scheme.
- ✳ Talk of turning New Haven's Poughkeepsie Bridge over the Hudson River into pedestrian walkway.
- ✳ Bruce Walthers, son of founder Bill, who built company into today's giant, dies.
- ✳ UP unveils first "Genset" locomotive, each powered by three 700-HP low-emissions engines; loco uses one, two or three engines, depending on power requirements.

- ✳ MBTA opens new passenger concourse at North Station, which is twice the size of the old one.
- ✳ MBTA and State officials drive "Golden Spike" in Braintree, commemorating completion of restoration of Greenbush Branch of Commuter Rail.
- ✳ New speed record set in France of 553 km/hr on like between Paris and Strassburg.
- ✳ Great Northern Rwy celebrates 60th anniversary of its name train, the *Empire Builder*.
- ✳ Athearn introduces U.P. "Challenger" locomotive in HO
- ✳ Intermountain introduces S.P. "Cab Forward" AC-12.
- ✳ Bob Buck retires as Show Chairman of Amherst Railway Society's "Big Train Show", after 33-year run.

FEBRUARY 2002 (20 Years Ago)

- ✳ P1K introduces Budd RDCs.
- ✳ MBTA chooses 2-firm partnership to build Greenbush.
- ✳ Vermont Rail System purchases New York & Ogdensburg RR, becoming owner of all ex-Rutland trackage.
- ✳ EMD considers selling out to Bombardier.
- ✳ Amtrak's *Downeaster* train adds stop at Saco, Maine.
- ✳ CSX adopts new paint scheme, dubbed "Dark Future" by railfan community.
- ✳ Quincy Wholesale Grocery reefer by Athearn introduced as Club Car.
- ✳ Judge refuses anti-rail's attempt to block awarding of construction contracts for Greenbush Line.

FEBRUARY 1997 (25 Years Ago)

- ✳ Bay Colony RR's 44-tonner, last one built by GE, sold to Oregon shortline.
- ✳ MBTA removes old rail from Braintree-Middleboro line welds it and installs in Fitchburg area and on "Wildcat Branch" in Wilmington, both former B&M lines.
- ✳ Amtrak's *Auto Train* begins accepting motorcycles.
- ✳ State rejects State Senator Hedlund's request for more environmental studies of Greenbush rail line.

FEBRUARY 1992 (30 Years Ago)

- ✳ MBTA and State pursue revival of Commuter Rail to Worcester.
- ✳ MBTA introduces new high-tech systems at Operations Control Center on High St. in Boston.
- ✳ "Mountain Division RR" seeking passenger equipment to operate from Fabyans to Sawyer's River on ex-Maine Central Mountain Division tracks.
- ✳ Wisconsin Central purchases Green Bay & Western.
- ✳ Metro-North Commuter Rail Road leases four MBTA F10s (ex-GM&O F3s).
- ✳ State pushes ahead with Old Colony restoration, seeking 80% Federal funding.

FEBRUARY 1987 (35 Years Ago)

- ✳ Ye Ed voted regional director of National Association of Railroad Passengers (NARP).
- ✳ Guilford acquires 30+ ex-Santa Fe SD26 locos.
- ✳ MBTA drops commuter service between Fitchburg and Gardner, due to dispute with Guilford Transportation, owner of ex-B&M tracks.
- ✳ Claremont & Concord RR suffers devastating engine house fire, which destroys all of their equipment.
- ✳ Conway Scenic RR expresses interest in operating ex-MEC "Mountain Division" trackage through Crawford Notch.

- ✳ Southwest Corridor project completed ahead of schedule and under budget.
 - ✳ VIA Rail Canada takes delivery of F40PH locomotives.
 - ✳ Central Vermont Rwy proposes auto transport terminal in Belchertown, MA; community opposes and kills plan.
- FEBRUARY 1982** (40 Years Ago)
- ✳ Ernst brings out gear replacements for certain Athearn locomotives, improving their performance tremendously.
 - ✳ Al Munn obtains first soda machine for Club.
 - ✳ MBTA signs 5-year contract with B&M (Guilford) for all Commuter Rail services.
 - ✳ New Bombardier plant in Barre, Vermont dedicated.
 - ✳ Conway Scenic RR acquires Alco S2 #1055 from Portland Terminal Company.
 - ✳ Pullman Standard gets out of passenger car building business, after finishing Superliner II cars for Amtrak.

POTPOURRI

COMMUTER RAIL OPERATOR EXO (Montreal) has ordered 10 Siemens Charger locomotives to replace its older locomotives with more fuel-efficient and environmentally-friendly motive power. “We are excited to partner with Exo and look forward to working with them to modernize their fleet with the latest in sustainable and intelligent rail technology. Our industry leading locomotives will offer Exo and its passengers a sustainable travel option as well as a pleasant, safe and reliable travel experience,” said Yves Desjardins-Siciliano, CEO of Siemens Mobility in Canada. “This important project further builds on our work to help Canadian cities upgrade their public transportation infrastructures to meet the growing demand for transportation, and do so in a modern, safe and sustainable way.” It is the second Canadian order for the Tier 4 passenger locomotives. VIA Rail Canada placed an order for 32 bi-directional trainsets, including Charger locomotives, in 2018; the first of those was delivered in late. More than 300 of Chargers have been ordered since 2010, with 95 currently in revenue service. Exo operates a five-line, 52-station commuter rail network in the Montreal area. Its current motive-power fleet includes 10 F59PH locomotives built in Canada by the General Motors Diesel Division in 1990; 11 F59PHI diesels built by

GMDD in 2000 and 2001, and 20 dual-power Bombardier ALP45DP locomotives built in 2011-12, all built for predecessor agency Agence Métropolitaine de Transport (AMT). (TN)

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THE MBTA board of directors has approved a staff plan for a one-time transfer of \$500 million from its operating budget to its capital budget for projects including a collision-avoidance system on the rapid transit Green Line and Automatic Train Control on the MBTA commuter rail system. MBTA General Manager Steve Pofatak told the board, at its meeting in January, that the money — held in reserve as the agency received federal pandemic relief funds — would be used high-priority projects requiring only a one-time expenditure. Planned uses for the money include \$46 million for the Green Line Train Protection system and \$48 million for the commuter rail ATC project; \$7 million for a new station in Newton, Mass.; \$4 million for a double-track project in Franklin; and \$3 million for planning for future electrification of the commuter rail system. Almost \$110 million would go to bus projects including three new maintenance facilities and fleet overhauls. The largest portion of the money, \$145 million, will be set aside for local matching funds for federal project funding expected over the next six years following the passage of the federal infrastructure bill. (TN)

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NORFOLK SOUTHERN HAS INSTALLED five hybrid overhead gantry cranes at intermodal terminals in Chicago and Atlanta, part of an ongoing effort to replace existing cranes with hybrid or electric-powered units across its network over the next decade. The 60-foot-tall cranes are diesel-electric hybrids, which use battery power in normal use and battery and a diesel-generator together during peak periods, reducing fuel use and greenhouse gas emissions. They work over one or two tracks, as well as one or two truck lanes, at the Landers terminal in Chicago and the Austell terminal in Atlanta. They join five Konecrane hybrids installed in 2021 at the 47th Street intermodal facility in Chicago. (TN)

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READING & NORTHERN 4-8-4 No. 2102 will mark its return to service following a six-year, \$1.45 million rebuild by pulling freight, according to railroad owner and CEO Andrew M. Muller Jr. Muller said he expects the engine to break in on R&N freight trains in mid-March. Four "Iron Horse Ramble" passenger excursions between Reading and Jim Thorpe, Pa., in May, July, August, and September have been announced and advertised



in the March issue of *Trains*. The big locomotive was one of 30 members of the T-1 Class that Reading Co. built from older 2-8-0s in 1945 and 1946 at its shops in Reading, Pa. Number 2102 is one of four T-1s that avoided scrapping, surviving to power a series of "Reading Ramble" steam excursion operated between 1962 and 1964. Retired a second time after the last Ramble, the engine's ownership passed through several hands over the following two decades until Muller acquired it in the mid-1980s. He ran it on passenger trains on his first railroad, the 13-mile Blue Mountain & Reading, and later on additional routes he acquired from Conrail. The engine also made several off-line trips over Conrail lines during those more steam-friendly days. No. 2102 has been out of service since 1991, but Muller always has promised that it would run again. He is making good on that promise now. The big 4-8-4 shares space with operational 4-6-2 No. 425 in Reading & Northern's steam shop building near the railroad's headquarters at Port Clinton, Pa. Since 2016, rail employees, volunteers, and contractors have combined efforts to rebuild the 2102. Its first fire

was lit just a year ago, and forces have accelerated work to get the engine ready for service. "The engine is brand new," Muller says. The T-1s were freight locomotives, and hauled all types of Reading trains during their brief lifetimes as diesels quickly took over the assignments. Muller's Reading & Northern handles growing volumes of anthracite traffic, and it's quite likely that R&N No. 2102 will see its first revenue service working coal trains. The railroad operates passenger trains year-round, and the T-1 will become part of that service with its first excursion on May 28. Muller anticipates the four advertised trains will be followed by five Reading Outer Station-Jim Thorpe trips during the fall foliage season. "It all depends on response to ticket sales," he says. More than 225,000 people rode R&N trains in 2021. The railroad continues to add to and upgrade its passenger car fleet. Last year, R&N purchased 11 cars, including a dome, a diner, and an open-air observation car, from the former San Luis & Rio Grande in Colorado. Muller recently picked up five more cars, including an additional dome, a 48-seat diner, and a grille car. "I am thrilled to get two more domes," he tells *New Wire*. Dome car seats always sell out on the Jim Thorpe trips, he says. (TN) Brings back memories, eh, Savery!-Ed

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NEW YORK'S FINGER LAKES RAILWAY has proposed offering daily passenger train service between Rockland and Brunswick, Maine, to provide a connection to Amtrak's Downeaster. The company made the proposal at a meeting of the Northern New England Rail Passenger Authority, which oversees Downeaster operations. The Finger Lakes proposal calls for daily round trips between Rockland and Brunswick, a distance of about 50 miles, using rail diesel cars. During the peak tourist season, May to October, there would be two daily round trips on Fridays, Saturdays, and Sundays. There would be at least four intermediate stops.

The company is proposing a two-year trial for the service, George Betke, a Finger Lakes director, told the meeting, with service possible as soon as this summer. Betke said a number of details remain to be worked out with the Maine Department of Transportation. The last regular passenger service to Rockland ended in 1959, but seasonal excursion service operated between 2004 and 2015, when Maine ended a contract with the Maine Eastern Railroad. Finger Lakes, based in Geneva, N.Y., operates a 167-mile short line railroad, a lease fleet of more than 500 railcars, and offers occasional rail excursions. (TN) It got the State contract last year to operate the Rockland Branch-Ed.

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A REPRESENTATIVE of the Dragon Cement Company in Thomaston, Maine said that Jan. 14th was the last planned shipment by barge from the South End marine terminal in Rockland. The company said back in August 2021 it would stop barge shipments and would not be using the South End Rockland rail spur. The cement plant purchased the 44 Atlantic St. property in 1994. The Thomaston cement plant has since operated the marine terminal in Rockland. The cement plant sends rail cars about five miles on the line from the Thomaston plant to its dock on Rockland's South End waterfront, where a barge is then filled and product shipped to the Boston market. The decision was made because the rail cars would no longer be licensed for service, the company said back in August. (older than 50-years) Dragon will continue to sell cement from the plant in trucks and ship cement directly to its customers, but not to the terminal. A company representative said there are no current plans to sell the property. The property totals 8.1 acres with a nearly 44,000-square-foot former warehouse, and the property and buildings are assessed at \$2,783,000. (*Courier-Gazette*; Ken Buck)

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MORE THAN A YEAR AFTER making their first test runs, the Siemens Venture equipment built for state-supported Amtrak service in the Midwest made their first revenue trip this month on *Lincoln Service* train No. 303 from Chicago to St. Louis. The first cars in the Midwest portion of the order, which also includes equipment for California, were delivered in August 2020. They began testing in January 2021. (TN)

●●●●●

AFTER YEARS of sitting at the platform, can a proposal for East-West rail service across Massachusetts finally leave the station? It's certainly more likely now, thanks to some legal maneuvering amid giant freight railroad operator CSX's proposed acquisition of the smaller Pan Am Railways, a regional freight carrier based in Billerica. So-called East-West Rail service from Boston to Springfield and beyond isn't part of this merger, or at least it wasn't supposed to be. But Florida-based CSX controls the rail right-of-way west of Worcester, all the way to the Albany-Rensselaer, NY. And Amtrak is using some tough regulatory scrutiny of the merger as leverage to ensure it can expand passenger service in the CSX corridor when the time is right. The U.S. Surface Transportation Board is paying close attention to Amtrak's needs as it weighs testimony about the

merger. On the eve of the Board's two-day hearing last month, Amtrak reached a significant breakthrough. CSX agreed to nearly all of Amtrak's conditions, including provisions for more passenger trains west of Worcester. CSX would fully cooperate with passenger rail proposals along the Albany-Worcester route and help identify improvements to safely increase travel speeds. (BG)

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ON FEBRUARY 8TH, the Empire Builder became the first long-distance Amtrak train to be pulled by the state-of-the-art diesel power, the Siemens ALC-42 "Charger" locomotive. "Day One" locomotive #301, painted in respect to Amtrak's first #4316, and #302 pulled the Seattle train out of Chicago's Union Station. These locos will be replacing the "Genesis" P40 & P42 locomotives, which are 25 years old. In the event at Chicago Union Station, Amtrak Vice President and Chief Mechanical Officer George Hull used the operating debut of the two long-distance Charger diesels to announce the company's board of directors has authorized exercising the option to add 50 more to the 2018 production order of 75 now rolling out of Siemens Sacramento, Calif., production facility. (RA)

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THE CANADIAN GOVERNMENT has announced plans to require its own version of positive train control, which it is calling Enhanced Train Control. Transport Canada has published a Notice of Intent to implement the safety system, which is intended to ensure trains comply with trackside signaling and speed limits and avoid collisions. In the notice, the agency says it is "committed to working with all stakeholders, including railways, shippers, labor organizations, and the broader public sector" in developing the system. (TN)

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THE NEWLY-FORMED Saratoga, Corinth & Hudson Railway has announced plans to begin tourist operations this spring. Trains will operate on more than 11 miles of the southern end of the former Delaware & Hudson Railway Adirondack Branch, between Corinth and Greenfield, N.Y., just north of Saratoga Springs, N.Y. The locomotive will feature Alco S1 No. 5, built in May 1947 as Alco's Schenectady, N.Y., plant switcher, as its primary locomotive. The Adirondack Branch dates to 1864-70, when it was built as the Adirondack Railroad between Saratoga and North Creek. It became part of the Delaware & Hudson in 1889, and was purchased by Warren County, N.Y., in 1996. It has previously seen tourist operations by the Upper Hudson River Railroad, between Corinth and North

Creek from 1998 to 2010, and over the entire length of the branch by the Saratoga & North Creek from 2011 through 2018. The route has been dormant, except for occasional equipment moves, since the Saratoga & North Creek halted operations in 2018 in advance of the bankruptcy of parent Iowa Pacific. (TN)

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RHODE ISLAND OFFICIALS are working on a plan to get Amtrak trains that now pass through Rhode Island T.F. Green International Airport's "Interlink" station, to stop there. But it won't be simple or inexpensive. They will need to build new signals, a second platform, a fourth track and electrify the existing track that MBTA Commuter Rail trains now use to stop at "Green". R.I.T.F. Green would be one of the vey few airports nationwide that would be within walking distance of Amtrak service, in fact it would be the closest on the Northeast Corridor. (PJ)

●●●●●

The East Broad Top Foundation posted a sold-out Winter Spectacular celebration Feb. 18-19, with 10 internal-combustion-powered trips over its restored main line between Rockhill Furnace and Colgate Grove and tours of the roundhouse and station archives. The narrow gauge railroad, a National Historic Landmark, was revived in 2020 when the non-profit foundation purchased the majority of the property from the Kovalchick family. That comprised 27 miles of main line; the historic machine-shop complex, roundhouse and station here; six Baldwin Mikado 2-8-2 steam locomotives; and passenger and freight rolling stock. The former coal-hauling line quit as a common carrier in 1956 and a portion was reopened as a seasonal tourist railroad 1960-2011. Later this year, the railroad will mark the 150th anniversary of the start of construction in 1872. (TN)

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A U.S. DOT REPORT is critical of railroads and discusses pandemic-related supply chain problems and cites concerns with Precision Scheduled Railroading, Class I railroad consolidation, and rising railroad rates. Among the recommendations in the 141-page report, released on Thursday in response to a Biden administration executive order issued a year ago: Increased regulation of freight railroads. "Existing regulations may need to be strengthened to address competition (such as economic regulation of railroads or ocean carriers) or other marketplace issues that are only revealed when the system is under extreme supply and demand pressures," the report says. (TN)

●●●●●

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

TRAINS

Steam's Toughest Test

Double Tracking the Transcon

34 Days to Done

Repairing UP bridge destroyed by wild fire

Bridging Two Eras

RAILROAD MODEL CRAFTSMAN

Staging a Steam Era Engine Terminal

Detail an Urban Street Scene

Diverging Points

Civility and Cooperation

MODEL RAILROADER

Keeping Your Scenery Looking its Best

Modeling a Railcar Load

DCC Currents

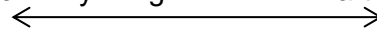
Implementing Stay-alive Circuits

PASSENGER TRAIN JOURNAL (2022-1)

Cumbres & Toltec Scenic RR

The Wreck of the *City of New Orleans*

Jonesy's Big Adventure-Part 2



News sources: Boston [Globe](#), Boston [Herald](#), [Trains](#) "Newswire", [Railway Age](#), [Railpace](#) Newsmagazine, RRE "Callboy", "The 470", [Patriot Ledger](#), Rail Passenger Assoc., Providence [Journal](#).

LIBRARY CORNER

This month's donations to our Library are:

Trackside with "Mr. Alco" George W. Hockaday

by Jim Odell and Len Kilian; Morningsickness Books 2007. George Hockaday was master mechanic at several RRs and loved/specialized in Alcos. This is a wonderful book showing every Alco you could ever love and those beautiful D&H PAs are prominently featured in many pictures. (Al Taylor before he passed)

Picture History of New England Passenger Vessels

by W. Bartlett Cram; Burntcoat Publishing 1980. 400-pages of B&W photos and stories of New England steam ships on the ocean and lakes. (Jeff Griesemer)

Pine Trees & Minutemen

by Richard Herbert & George Povall; Garbely Publishing 2022. This 80-page, soft-cover, all-color book will be of particular interest to B&M and MEC enthusiasts. Diesel-era pictures from Mechanicville, NY to Rockland,

Maine. Time era 1971-1988 with lots of pictures of 1st and 2nd-generation diesels. (Ye Ed.)

New books will be displayed on the table in the Break Room for a month and can be checked out, by using the check-out sheet on the Break Room counter. They will be filed alphabetically in the Library afterwards.

Don't forget we have a great DVD collection in the mailroom. Filed alphabetically. No need to sign out but please return to the book return tray in the Break Room when you're done. Happy reading and viewing!

Dave Clinton, Librarian

DCC & EQUIPMENT TUNE-UP CLINIC

For this month's session, newest member **Marlowe Fairhurst** brought a white box of locomotives for inspection and registration. He found that one didn't have a decoder, which was a surprise, but a learning experience. You have to watch out for the statement "DCC-ready", as meaning it has a plug for decoder installation but does not have DCC. I think the "DCC" popped out and was assumed to be in the loco. Several locos needed coupler adjustments but most were in excellent condition and passed the test!

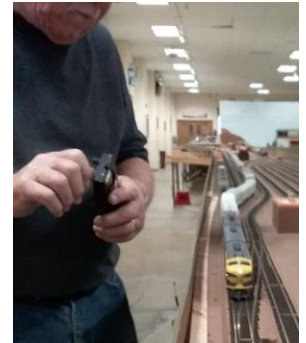
The next clinic will be Thursday, February 17th. Please let me know if you will be attending or email me at: daveclinton@verizon.net. Please feel free to email me with any questions about the clinic, also.

EDITOR'S NOTES

1. Thanks to the "Snow Team", led by **Jack Foley**, who cleaned up the Club property after the January Blizzard: **Bob England**, **Fred Lockhart**, **Gunny**, **Savery Moore**, **Steve Wintermeier**, **Jeff Griesemer** and **Jake Foley**. Thanks, also, to **Rich Herlihy**, who keeps the snow blower "ready to go".
2. Thanks to **Doug Buchanan** for donating the Rockwell Table Saw and Compound Miter Saw to our Wood Shop...much appreciated!
3. The **price of Candy at our Store** has not changed in many years, but it is time now, since we're about to pay more for it, than we sell it for. Effective March 1st, it was agreed at the Business Meeting, that the price of all candy would go to \$1.50/each. Please

remember that change next month. The price of Crackers, Cookies and Chips remains at 50¢. Thanks!

4. **Marlowe Fairhurst** took videos of the "Trains 'n Touchdowns" session on the 5th. It is available here: <https://vimeo.com/681051526> and the password is: ssmrctt. Take a peek! Thanks, also, to **Marlowe** for shoveling out the walk in last week's storm!
5. Our **Spring Show and Open House** is less than two weeks away. Please come out and help get the RR in shape for our visitors and spread the word with Flyers and yard signs. We have plenty of these publicity items!
6. **Fred Lockhart** sent me this picture, showing **Al's "last run"** at the "Trains 'n Touchdowns" operations, two days before he passed. His favorite RRs...the Erie and Erie/Lackawanna, pulling out of the staging yard.



.....*David N. Clinton*

"And you will know the truth, and the truth will make you free."
(John 8:32)

MEMBER NEWS

Welcome aboard **Marlowe Fairhurst**, who was voted into membership at this month's meeting. Marlowe has been a very active applicant, during the past nine months, and will be a great asset in our membership! His uncle, Joel, was an active member in the early '80s and, sadly, passed away within the past few months.

Honorary Member **Ross Kudlick** is going in for knee surgery and will not be able to join us at our up-coming Show, as he usually does. We will miss you, Ross, but wish you a speedy recovery from a successful operation!

(Note: The "Health & Welfare Committee", Ye Ed, would like to hear of any member who is ill, hospitalized or special occasion news, so we can keep the membership advised of these happenings.)

BIRTHDAY CELEBRATIONS

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

Joe DumasMarch 4th
Bob England.....March 7th
Marlowe Fairhurst.....March 11th
Larry Strumpf.....March 13th
Peter PalicaMarch 28th



RUNNING EXTRA

And now . . . the Green Line Extension. For real, this time, the T promises

By Taylor Dolven [Globe Staff](#), February 2, 2022

For years, it seemed like the only news about the Green Line extension was that it wasn't happening — ballooning costs, more and more distant opening dates, delays, and disappointment.

But now, more than three decades after the state first promised to extend the Green Line as environmental mitigation for the Big Dig, test trains are gliding along the tracks between North Station and Union Square ahead of a planned opening of the project's first branch next month. And the T is on the precipice of finally offering passenger service on an extended Green Line. "We'll be ready for service in March," MBTA general manager Steve Poftak said Wednesday as he rode on a test train with media members.

As the trains make their way past a new Lechmere station in Cambridge toward Somerville, they travel on a brand new viaduct. A new railyard for storing and maintaining Green Line trolleys can be seen out the right side windows. The new Union Square station is surrounded by construction — developments popping up nearby.

Still, there is much work to be done before the T can celebrate. The extension will have to pass federal safety certifications, Poftak said, and the T is still working on finishing the two new stations and training drivers. The timing of the opening of the

much longer second branch to Medford, which includes five new stations, was tentatively scheduled for May, but may not start carrying passengers until summer. "We're still working to nail that down," Poftak said.

The Green Line extension will be the first new subway branch to open in Boston since 1987, when the Orange Line extended from Back Bay to Forest Hills, according to MBTA spokesperson Joe Pesaturo. The \$2.3 billion project has been discussed for decades and faced countless starts and stops. In 1990, the state promised to extend the Green Line to "Ball Square/Tufts University" as part of an agreement with the Conservation Law Foundation, a legal advocacy group, to mitigate the environmental impacts of the Big Dig, which buried Interstate 93 beneath the center of the city. The foundation sued the state in 2005, accusing it of stalling the project, and settled in 2007 when the government agreed to complete it by 2014.

The state clearly didn't make that deadline. In early 2015, the state won a \$1 billion federal grant for the extension, but later that year, Massachusetts halted the project and considered scrapping it entirely after the total cost ballooned to \$3 billion. At the time, the MBTA said the project had suffered from too little oversight, an accelerated timeline, and a mishandled bidding process. After some cost cutting, in November 2017, the MBTA's oversight board voted unanimously to award the design and construction contract to GLX Constructors, a joint venture of several construction and design companies.

Construction on the 4.7-mile project to Somerville and Medford began in 2018 with the goal of beginning passenger service at the seven new stations by December 2021. Last year, the MBTA pushed back the Union Square branch opening to March 2022, citing complications in building its substations, and the delivery date on the Medford branch, which terminates at Tufts University, to May 2022, citing supply chain impacts from the COVID-19 pandemic.

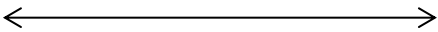
There were many lessons learned by the seemingly never-ending series of delays, Poftak said, including the need to dedicate a team within the T to focus solely on the project. That change, made around 2015, has paid off, Poftak said. "It's really exciting to see not only a project . . . that is going to be of a great benefit to our customers, but a project that was, frankly, dead, that essentially crashed

and burned in 2015 and 2016,” he said. Staci Rubin, vice president of environmental justice at the Conservation Law Foundation, said dedicating a team made a difference in getting the project moving faster. “Here we are years later and it’s thrilling that with all of the ups and downs we are finally seeing Green Line trains rolling through,” she said. “It’s wonderful, it’s long overdue, and it’s going to make a big difference for a lot of residents.”

As part of the foundation’s settlement with the state in 2007, the state committed to extending the Green Line to Route 16, further than the current project calls for. Rubin said the foundation views the branches to Union Square and Tufts as the first phase of the Green Line extension and is urging the MBTA to complete an environmental impact review and cost assessment of adding a Route 16 station. “It is really important to get this over the finish line,” she said. As currently planned, Rubin said, the Medford branch doesn’t meet the 2007 agreement. Poftak said the Route 16 addition is still in the “planning and permitting phase.”

“That’s obviously a huge funding hurdle,” he said.

Poftak said he is confident the Green Line extension, excluding a further extension to Route 16, will remain within its \$2.3 billion budget, so confident that the MBTA recently returned funds to Somerville and Cambridge that the cities had provided for the project. The T expects shuttle buses to continue to replace subway service between Lechmere and North Station until the night before service begins on the new branch, said Pesaturo. Poftak said he’s working on a specific day in March for the ribbon cutting. “I was at the groundbreaking I don’t know how many years ago, and someone said, ‘You know this is the fifth groundbreaking I’ve been to for the Green Line extension,’ ” he said. “Well, we’re gonna cut the ribbon in March and actually get it done.”



New Haven, Vermont, station on the Rutland RR (now Vermont Rail System) before the move. See article on next page.



New Haven Depot moves on down the road

From RRE "Callboy" February 2022

by C.B. Hall, Vermont Business Magazine

The depot that has stood beside the railroad tracks in New Haven Junction since the mid-1800s has a new home – almost.

At the cost of about \$1 million, a contractor has moved the handsome Italianate structure to the parking lot of New Haven's municipal building. It will remain there until springtime – and the requisite additional funding – allow for building a foundation atop which the 200 tons of depot will take up permanent residence on land adjacent to the parking lot.

Over three days, the contractor, East Montpelier's Messier House Moving & Construction, hauled the brick structure across the mile and a half of fields intervening between the junction and New Haven village, culminating in its arrival at the municipal building, on North Street, Thursday afternoon.

Jason Messier used a joy-stick and a console the size of a laptop computer to pilot the 32-foot high behemoth – the shell of the building, a lot of reinforcing steel and wooden beams, and 10 powered dollies with a total of 80 wheels.



He told VBM that the power just sufficed to get through the fields. "It's been a little bit more complicated than some people thought," he said, alluding to the unexpected challenges that such a unique undertaking is bound to entail.

Still, Matt Young of Stockbridge-based Ascent Consulting, who has overseen the project for the town, said the move went "really like clockwork."

The depot in fact arrived on the street – closed for the occasion – a couple of hours ahead of schedule. While the antique structure sat on its dollies, occupying the full width of the street,

workers set about moving utility lines out of the way to allow it into the municipal building's parking lot.

Messier hadn't kept precise count, he said, but the expedition across the frozen fields involved about ten stops to raise or temporarily cut utility lines. Young said that that task would have been far more problematical, however, if the depot had traveled along the obvious route from the junction – Route 17 – since the Vermont Electric Cooperative had said getting it past utility lines there would cost \$100,000.

So the alternative was chosen to take the building through five or six different properties to the north of Route 17, and that in turn delayed the project until a hard freeze allowed the fields to support the massive load.

In all VBM counted about 35 workers busying around the depot on North Street, braving a chill wind as the process proceeded.

By 5 pm, however, Messier and his colleagues had maneuvered the structure into the municipal building's parking lot and left it there, on wooden cribbing, to weather the elements for the next few months.

One brick reportedly came loose from the antique building, but its journey apparently occasioned no other damage.

Readying the structure for its move consumed more than two months. Floorboards, floor joists, wainscoting, all the depot's windows and its two chimneys were removed prior to its departure from the junction, where it sat just a few feet from the tracks at their crossing of Route 7. Those materials are now in a storage container at the municipal building, awaiting their use in the project's next phase, the building's restoration.

The town, which in December purchased the depot from the state's Division for Historic Preservation for one dollar, has not yet obtained all the funding required to complete the project; at the moment, \$900,000 – almost all of it in public monies – has been secured. Young anticipated that the costs of the undertaking would eventually total about \$1.5 million.

The state insisted on the building's removal from its former site as a prerequisite to the extension of Amtrak's *Ethan Allen Express* service from Rutland to Burlington later this year: The structure's proximity to the tracks would have blocked the sight of the engineer on the southbound train as it approached the busy highway crossing.

The alternative of slowing the train down from its 59 mph cruising speed to 40 mph – the speed at which the Vermont Rail System's freight trains rumble through – would have added a minute or two to the southbound train's schedule – discouraging ridership, in the estimation of the Agency of Transportation, which subsidizes Vermont's Amtrak service.

Amtrak, however, never recommended or demanded that the structure be removed.

Generally, New Haven's townspeople appeared pleased that the depot has been preserved.

The community expects ultimately to turn it over to some civic use, which will likely include a historical museum.

"It's very cool," resident Patty Lewis said of the spectacle of 200 tons of history moving across the landscape. "It's fascinating to watch them use a joy stick to maneuver. I'm so happy that the building is staying in the community ... keeping old Vermont alive into the future."

From February 2017 *Semaphore*. Construction just started on this travesty on South Station!-Ed.



The future train platform closest to Atlantic Avenue, facing east, with the entrance to the station through the sliding glass doors at left. Fidelity's headquarters are in the distance. (Rendering: Pelli Clarke Pelli Architects via Curbed.com)

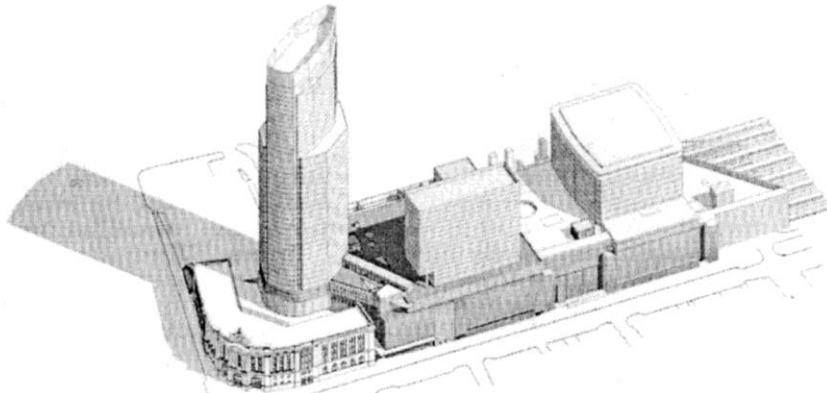
EDITED FROM BLDUP.COM

About the South Station Air Rights project

The South Station Air Rights project will bring three new buildings to Boston's Financial District above the existing South Station transit center:

- A 51-story, 677-foot tall, 1,032,000 square foot tower (Phase One) consisting of office, residential and retail space. 175 residential condominiums will be located above 704,000 square feet of office space and 7,000 square feet of ground-floor retail.
- A 17-story, 334-foot tall, 438,000 square foot building (Phase Two) with one of the following four compositions, in addition to 8,000 square feet of ground-floor retail:
 - A mix of hotel and residential space;
 - 360 hotel rooms;
 - 260 residential condominiums; or
 - 375 residential rental units
- A nine-story, 249-foot tall, 511,000 square foot building (Phase Three) consisting of office space and 12,000 square feet of ground-floor retail.

As part of the project, the South Station bus terminal will be expanded by 106,000 square feet, and the existing parking garage will be expanded by 895 spaces. Construction of the 51-story Phase One tower is expected to commence in the second quarter of 2017 and last four years.



In addition to the 51-story tower, when completed the South Station project will expand the bus terminal and fill in the space over the train platforms between the bus terminal and the existing South Station head house.