

The Semaphore

David N. Clinton, Editor-in-Chief



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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. ©2022
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CLUB OFFICERS

President.....Jack Foley
 Vice President.....Rich Herlihy
 Treasurer.....Will Baker
 Secretary.....Eric Mercer
 Chief Engineer..... Fred Lockhart
 Directors.....Bryan Miller ('22)
Bob England ('22)
Roger St. Peter ('23)
Gary Mangelinkx ('23)

ON THE COVER: Three very different pictures for a change. Do you know where these were taken? Do they bring back any memories? Any comments or reminiscing are welcome for future publication.

(Top left by John Wiesmann from Railpictures.net; Top right by Marty Bernard from Railpictures.net and bottom by Dave Smith from RRPicturearchives.net.)

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FORM 19 ORDERS

MAY B.O.D. MEETING

Thursday, June 2nd 8 p.m.

JUNE BUSINESS MEETING

Monday, June 6th 8 p.m.

ANNUAL BUSINESS MEETING

Monday, June 6th, after monthly meeting

Election of Officers and Directors

DCC & EQUIPMENT TUNE-UP CLINIC

Thursday, June 16th 8 p.m.

SUMMER NEWSLETTER DEADLINE

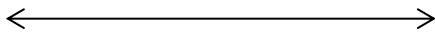
Sunday, June 26th

JUNE B.O.D. MEETING

Thursday, June 27th 8 p.m.

CONTESTS

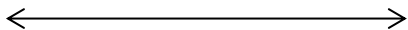
Congratulations to **Stan Rydell** on winning this month's "50-50 Raffle!"



Eight folks knew the six long-distance trains remain on a 5-day/week schedule and the one that is still discontinued entirely, running into the busy summer season. The *Silver Meteor* is still discontinued and these six trains will return to 7-day/week service this summer: *Empire Builder*, *California Zephyr*, *Southwest Chief*, *Lake Shore Limited*, *City of New Orleans* and *Crescent*. Here are the eight winners, who went home with an Amtrak travel bottle:

Savery Moore
Al Munn
Dan Peterson
Ron Clough

Jim Ferris
Chris Barlow
Doug Buchanan
Brendan Sheehan



For the August Business Meeting, we have a members' favorite type of puzzle...one of Al Taylor's "Word Find"; this one titled "Station Places". Even though Al is no longer with us in person, he still is in spirit and he left me several puzzles, which will be presented in his memory. Don't forget to put your name on the entry and good luck!

SAMPLE BALLOT

OFFICIAL BALLOT
OF THE

South Shore Model Railway Club & Museum

June 6, 2022

Instructions to voters: Vote for NO MORE THAN ONE (1) PERSON PER POSITION (except DIRECTORS--no more than TWO (2) people) by placing an "X" in the box next to the candidate of your choice. IF YOU MAKE A WRITE-IN CANDIDATE, you MUST PLACE AN "X" in the box next to the write-in candidate's name. If these instructions are not followed, your ballot will not be counted. Thank you!

PRESIDENT

JACK FOLEY*

VICE PRESIDENT

RICH HERLIHY *

TREASURER

WILL BAKER

SECRETARY

ERIC MERCER*

CHIEF ENGINEER

FRED LOCKHART*

DIRECTORS for 2-Year Term

VOTE FOR TWO (2) CANDIDATES

BOB ENGLAND*

DAVID GALBRAITH



*Denotes incumbent

If you will not be able to attend the June Annual Meeting, and wish to vote, please request an Absentee Ballot from Secretary Eric Mercer, either by phone or email:

774-994-7310 theericmerc@ gmail.com

Return to: Election Committee, SSMRC, 52 Bare Cove Park Dr., Hingham, MA 02043.

It must be received at the Club by June 6th (obviously!)

CHIEF'S CORNER

Fred Lockhart

Progress for this past month has been good. The industrial lead in the new area has been installed; it is now wired-up to the turnout for the team track. The members who have been switching in there will be happy to have that extra length of the lead for switching. In the



staging room: Doug has moved all of the armor cable off the upper walls, Bob England and I have relocated all of the Loco-Net cables off the surface to between the studs, and Roger and his crew have started putting up Masonite on the upper walls for the backdrop, that will get painted a sky blue. They also replaced the chopped-up piece of drywall on the outside of the wall and Doug is finishing the joints. Originally, the staging room was going to be totally enclosed and there was no need for scenery, but after we decided to make it walk-in, I knew we would need to dress it some. So for now, we are putting up the backdrop and painting it and will clean out all the stuff that has been stored in there for years and see how it looks. This, before we decide on any other cosmetic improvements.

Scenery work continues in several areas: the area between the Cedar Hill arrival/departure yard and the steel mill, near where the narrow gauge crosses the Mountain Division there has been quite a lot of work, like a small rural town that complements the stockyard and smelter factory. Speaking of the smelter, it now has an appropriate foundation and looks really good. I understand that work was done by Bob Farrenkopf; thanks Bob and the stockyard was built by Chip Mullin; thanks Chip. West Middleton backdrop area, which has been neglected and forgotten (we just get used to it over time), is in the planning stage off the railroad. Paul Bonanno is designing the buildings and their layout. At over eight feet long, it should fill the area between the finished scenery near the swamp and the backdrop just past the turntable. He and his crew do great work, so I know it will be an excellent improvement. Close by there, in the Mountain Division loop, is another village being developed by the Bob Farrenkopf and Chip Mullen team, and possibly others; so far it looks very good. It is in a temporary area, but my understanding is that we will be able to incorporate it into the permanent area, when we extend the Mountain Division peninsula.

What's next? This week, I will hand-lay the team track. I didn't want to use a piece of flex-track, with perfectly-spaced ties with all the same color; I want the end result to look like it has been there for fifty or more years. It represents the lead to the abandoned track at the factory adjacent to it. There will be a road between the end of the team track and the abandoned section, with the cut-off rails left in the road. Yes, I got Savery's approval on this! Then I will need to look at the trolley again, as the needed



track and electrical work on the part of the trolley by the steel mill is probably holding up scenery work in that area.

Well, that is all for this month, questions or comments are always welcome.

Fred Lockhart
Chief Engineer

Semaphore Memories

MAY 2017 (5 years ago)

- ✿ Member Fred Alexander passes.
- ✿ Designs prepared for parking lot side of Leg 3.
- ✿ Amtrak contractors spend the summer repairing and up-dating tracks at NYC's Penn Station. Some long-dance trains return to Grand Central on temporary basis.
- ✿ Crews at Durbin & Greenbrier Valley RR debut rebuilt EMD BL2, which they decorated in famous Western Maryland "Fireball" scheme.
- ✿ Quebec's Premier announces C\$100-million for rehabilitation of the Matapédia-Gaspé line in the Province. Service was suspended in August 2013, due to poor condition of infrastructure (many bridges).
- ✿ Canadian Pacific Rwy celebrates Canada's 150th anniversary, running "CP Canada 150 Train" across the Country.
- ✿ UP has special celebrations for the 150th anniversary of the driving of the "Golden Spike" at Promontory, Utah.
- ✿ Ringling Bros. and Barnum & Bailey Circus "Red Unit" train leaves Providence, RI, after its last performance ever. Equipment to Palmetto, Florida for sale, storage.
- ✿ MBTA opens "Boston Landing" Commuter Rail stop on Framingham Line. \$20-million station build as "public-private partnership" with New Balance Shoe Co.
- ✿ California's Metrolink modifies its "bicycle cars" to include mesh-wrapped carriers to handle surfboards.
- ✿ Fluorescent lamps changed to LEDs.
- ✿ New Shop Vacuum System installed.
- ✿ Ed Bulman becomes member of SSMRC.
- ✿ 20 visitors and their 15 vehicles visited from the "Model A Restorers Club of Mass."

MAY 2012 (10 Years Ago)

- ✿ Benchwork Committee completes connection of new peninsula to Steel Mill area. Both Divisions and part of Cedar Hill to operate for October Show.
- ✿ Mobile ticketing available on MBTA Commuter Rail.
- ✿ MBTA opens new Wickford Jct. Station in RI.
- ✿ State of Illinois announces "Union Pacific RR Day", honoring 150th anniversary of RR on July 1st.
- ✿ Housatonic RR ends permission of Berkshire Scenic RR to operate on its tracks.
- ✿ Dispute over who will pay to move Attleboro's New Haven tower; it remains today.
- ✿ Famed East Broad Top narrow gauge RR will not operate for summer tourist season; a 52-year first.

- ✱Talk between U.S. and Canada customs to remove customs stops on *Adirondack* and establish screening area at Central Station in Montreal.
- ✱Ribbon-cutting ceremonies in Freeport and Brunswick, marking completion of new station platforms for expected fall start-up of service from Boston & Portland.
- ✱NS announces that their "Heritage" locos will gather for a "family portrait" at the North Caroline Transp. Museum in Spencer, NC, during the July 4th weekend.
- ✱Europorte Channel runs first freight service through "Chunnel", between mainland Europe and Britain.
- ✱Kasgro Rail of New Castle, Penn., completes largest RR car ever built in North America: a 36-axle Schnabel car 231' long and 18' high.
- ✱Al McCarty becomes member of SSMRC.

MAY 2007 (15 years ago)

- ✱Bath, Maine RR station completely rehabbed.
- ✱MetroNorth RR retires last former New Haven FL9 on its books; number 208.
- ✱NJ Transit to build 2.5-mile spur to Meadowlands Sports and Entertainment Complex.
- ✱Danville Jct., near Auburn, Maine, to lose diamond crossing of St. Lawrence & Atlantic and PanAm (MEC).
- ✱R.J. Corman Railroads purchases Chinese QJ 2-10-2 locomotive for excursion duty.
- ✱Leg 2 re-worked, to allow better access for operations.
- ✱Test train on Greenbush Line attracts crowds, seeing the first commuter train to travel the line in 48 years.

MAY 2002 (20 Years Ago)

- ✱Nova Scotia-born David Gunn named Amtrak President and CEO.
- ✱Hyannis Intermodal Transportation Center opens.
- ✱Maine Narrow Gauge Museum steams Monson #4 for first time, since move from Edaville in 1992.
- ✱Acadian Railway Co. plans on running 27 all-inclusive escorted trips through New England and the Maritimes in the summer and fall. (Didn't happen-Ed.)
- ✱NJ Transit restores 6 ferry slips at the old Hoboken Terminal, restoring ferry service to lower Manhattan.
- ✱Old Orchard Beach gets summer stop on the *Downeaster*.
- ✱MBTA looks into extending Blue Line to Lynn and Salem.
- ✱New Alban/Rensselaer Station to open.
- ✱New MBTA "Silver Line" to open.
- ✱Cog Railway installs power switches on its three passing sidings.
- ✱Amtrak's *Twilight Shoreliner* loses its sleeping cars, ending sleeper service on Northeast Corridor trains, which started in 1917.

MAY 1997 (25 Years Ago)

- ✱MBTA's first GP40MC loco undergoes tests on various Commuter Rail lines.
- ✱Missouri Pacific consolidated into Union Pacific.
- ✱Commuter Rail extension to Nashua, NH, proposed by New Hampshire politicians.
- ✱State officials approve plans for new stations on Worcester Line at Southboro, Ashland and Westboro.
- ✱Amtrak's *Night Owl* to be extended to Richmond and Newport News, Virginia.

- ✱Bidding being accepted for restoration of Worcester's Union Station.
- ✱Athearn announces first "Genesis"-series locomotive: SD70MAC as a kit.
- ✱Amtrak cuts New York-Hyannis *Cape Codder* service.

MAY 1992 (30 Years Ago)

- ✱Jeremy Cahill becomes member of SSMRC.
- ✱Maine Coast RR begins excursion trains from Newcastle to Wiscasset.
- ✱Morrison-Knudsen begins \$4-million renovation of old Pullman-Standard plant in Chicago, with plans to build "California Cars".
- ✱Western Maryland Scenic RR acquires 2-8-0 from Lake Superior & Ishpeming RR in Michigan.
- ✱Federal officials begin study of rail link between North and South Stations.
- ✱State gives MBTA final go-ahead to restore two Old Colony line: Middleboro and Plymouth/Kingston.

MAY 1987 (35 Years Ago)

- ✱MBTA reverses position on dropping Greenbush restoration and decides to "vigorously pursue" resolving problems with the line, deciding to run temporary "shuttle" trains from Middleboro and S. Hanson to Braintree Red Line, until Boston-Braintree can be built.
- ✱"Farewell to the L" trip on the Orange Line.
- ✱Cape Cod & Hyannis RR operating 5 round-trips Braintree to Hyannis on a daily basis.
- ✱Amtrak's *Montrealer* suspended indefinitely because of bad Guilford track on Connecticut River line.
- ✱EMD announces it will discontinue locomotive production at LaGrange, IL, and move all production to London, Ontario.
- ✱Oldest RR in the U.S., Baltimore & Ohio, officially becomes CSX Corporation.
- ✱Kodak announces "Kodachrome 200" slide film.
- ✱Conrail single-tracks ex-Boston & Albany main from Westboro, Mass. to Selkirk, NY yard; double track retained over Berkshire mountains.
- ✱Toronto, Hamilton & Buffalo absorbed into CP Rail.

MAY 1982 (40 Years Ago)

- ✱ICC approves Timothy Mellon's (Guilford) plan to acquire the Boston & Maine RR for \$24-million.
- ✱Bay Colony RR selected by the State to operate freight service over about 100 miles of State-owned lines
- ✱Canadian LRC (Light-Rapid-Comfortable) train, on loan to Amtrak for testing, is returned to Bombardier.
- ✱ICC approves merger of Norfolk & Western and the Southern railroads.

POTPOURRI

THE MASSACHUSETTS EAST-WEST rail plan is gaining steam, as federal and state officials agreed on a path forward to extend passenger rail service west of Worcester to Springfield and Pittsfield, during a meeting on April 26th in Springfield Union

Station. No timetable was set but Governor Baker finally seems to be “on-board” with the idea. (PL)

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UNION PACIFIC RAILROAD and the non-profit Railroading Heritage of Midwest America announced an agreement that will see Challenger No. 3985, 2-10-2 No. 5511, DDA40X No. 6936, and other equipment from UP’s Heritage Fleet donated to RRHMA, which plans to restore both steam locomotives to operating condition. Also being donated are an unrestored former E9B locomotive, four coaches, a diner-lounge car, ex-Western Pacific business car *Selma*, former Southern Pacific business car *Stanford*, a baggage car, and a caboose. The equipment will be moved by UP to RRHMA’s recently acquired shop complex in Silvis, Ill. later this year. Railroading Heritage of Midwest America President and Chief Operating Officer Steve Sandberg signs the donation agreement with Union Pacific. RRHMA plans to return the steam locomotives to service in a multi-year, multi-million-dollar restoration project at Silvis, which has the space for the work and the large overhead cranes needed to lift the locomotive boilers off their frames for restoration. No. 3985 will be restored first to UP’s specifications, similar to how the company rebuilt Big Boy steam locomotive No. 4014. No. 5511, which last ran in the mid-1950s, will be restored after 3985 is complete. With Iowa Interstate’s two Chinese-built QJ 2-10-2s now out of service, No. 5511 will be the only the only operating 2-10-2 in the United States when completed. Union Pacific determined the equipment was surplus, but sought a way to preserve it as part of the railroad’s history. UP emphasized in a press release that is not ending heritage steam operations and will continue to operate Big Boy No. 4014 and 4-8-4 No. 844. With RRHMA’s long experience as owners and operators of Milwaukee Road steam locomotive No. 261 and a fleet of historic passenger cars, transferring them to the non-profit is a win-win for UP and RRHMA. (TN)

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AMTRAK WILL LAUNCH SEASONAL service between New York and Pittsfield as part of a two-year pilot program beginning July 8. The *Berkshire Flyer*, operating in partnership with the Massachusetts Department of Transportation, will offer Friday service from Penn Station to Pittsfield via Albany-Rensselaer, N.Y. Return service will operate on Sundays. The Friday train will depart Penn Station at 3:16 p.m. and arrive in Pittsfield at 7:12 p.m., making the same intermediate stops as Empire Service trains. The return trip will depart Pittsfield at 3 p.m., making the same station stops

and arriving in New York at 7:05 p.m. “We’re appreciative of the support and cooperation of CSX for the *Berkshire Flyer* service, which will offer a more comfortable and convenient transportation option, that’s also more environmentally friendly, for people traveling between New York City and Berkshire County, along with easy access to musical performances at Tanglewood,” Amtrak CEO Stephen Gardner said in a press release. The pilot program will be assessed to determine demand, its schedule if it continues, and identify infrastructure improvements that may be necessary. (TN)

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THE TAHAWUS SEGMENT of the former Saratoga & North Creek Railway has a new owner. Again. Revolution Rail will pay \$2.7 million for the 30-mile segment of the line north of North Creek, which was not part of regular S&NC tourist operations. That portion leads to a former titanium mine in Newcomb, N.Y. Revolution had been the No. 2 bidder in a bankruptcy auction for the rail line, but the winning bidder — Doc N Duchess Railway, owned by New Mexico residents John and Carol McLean Wright — failed to produce a required down payment. Doc N Duchess had bid \$3.3 million for the line earlier this year, and the Wrights had said they would also buy the titanium mine and revive production. But bankruptcy trustee William Brandt Jr. told the newspaper it is now unclear whether the Wrights had the necessary financing. Revolution Rail, which already has operated a rail biking operation on the line, has provided a deposit and made a request to the Surface Transportation Board for common carrier status. Revolution will work with New Jersey’s SMS Rail Lines, a shortline operator noted for its continued use of Baldwin diesels, to provide freight service, according to Revolution’s operations director, Edward LaScala. (TN)

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TEXAS GOV. GREG ABBOTT’S crackdown on border crossing inspections has Mexico drawing a line in the sand. Make that a line in New Mexico. Mexico wants to build a rail line that would extend all the way to the Pacific Northwest, and originally had plans to go through Texas. However, after Abbott’s move on the border Mexican officials met with U.S. Secretary of Homeland Security Alejandro Mayorkas and are now talking building a rail line with the San Jeronimo-Santa Teresa crossing in New Mexico. The rail plan is called the T-MEC Corridor and would connect the Pacific port of Mazatlan to Winnipeg. The project will cost billions.

Abbott's increase in border inspections with trucks caused massive delays and cost millions of dollars. Abbott lifted the inspections after reaching agreements with neighboring Mexican states that outline new commitments to border security. Mexico officials took to social media to convey the new plans. Mexico Director for North American Affairs Roberto Velasco Alvarez wrote on his Twitter page that infrastructure with New Mexico will allow his country to develop immediate alternatives to commercial traffic that currently passes through Texas. (RA)

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THE MBTA IS WORKING on significant upgrades to their Wellington Yard and Maintenance Facility, located in Medford, Mass. The agency released details about the work in the following press release. As part of the MBTA's Capital Transformation, the Orange Line Transformation (OLT) team has made substantial progress at the Wellington Yard and Maintenance Facility. The OLT team has rehabilitated the maintenance facility with modern fixtures and equipment, and replaced over four miles of track and 55 units of special track work in the yard. As the only yard on the Orange Line, Wellington is responsible for the overall upkeep, maintenance, and primary storage for Orange Line vehicles. (RA)

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TRANSPORTATION OFFICIALS in Washington state and Oregon are protesting an announcement by Amtrak that it does not plan to restart Amtrak *Cascades* service between Seattle and Vancouver, British Columbia, before December 2022. Ray Lang, Amtrak vice president of state-supported services, informed the rail directors in both states that the passenger railroad does not have enough conductors, onboard service staff, and mechanics to operate the trains. A joint response from Washington State Department of Transportation Secretary Roger Millar and Oregon Department of Transportation Director Kris Stricker said Amtrak's "lack of support for the Amtrak *Cascades* service cannot continue and Amtrak's plans to delay the restart of Canadian service for seven months or more is not acceptable to WSDOT and ODOT." They suggested at least partial service in the interim. (TN)

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BNSF RAILWAY has joined the group seeking to restore passenger rail service in southern Montana, a move welcomed because of the railroad's role as primary host railroad for the proposed service. The railroad is now an ex officio member of the Big Sky Passenger Rail Authority, which seeks to bring

back Amtrak service on the route, last operated in 1979, that would serve three of the state's four largest cities. (TN) Amtrak's service was called the "North Coast Hiawatha", after the Northern Pacific's *North Coast Limited* operated before Amtrak. -Ed.

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Check out this interior of the private car "Francis L. Suter", which features the only working fireplace on an active private railcar certified for Amtrak service.



Owner Richard Stewart says he fired it up on a January 2022 trip from its base in Philadelphia to Niagara Falls, NY. The car was one of several on display at "Railroad Days 2022" at Chicago's Pullman National Monument earlier this month. (TN)

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IN THE FIRST PUBLIC SHOWING of the combined cab, boiler shell, and prow of its new streamlined steam engine, No. 5550, the Pennsylvania Railroad T1 Steam Locomotive Trust displayed its progress on a project whose backers hope to see it running by 2030. The Trust trucked the 30-ton assembly 1,200 miles from its fabrication site in St. Louis to a Harrisburg hotel where the Pennsylvania Railroad Technical & Historical Society is holding its annual convention this weekend. The Trust's goal is to create a new member of the iconic 52-engine fleet of PRR



T1-class 4-4-4-4 high-speed passenger locomotives, all of which were scrapped. Trust General Manager Jason Johnson reported that the group has raised \$1.715 million to date and the engine is 39% complete, as measured by weight of components. Completed, the engine will weigh 1 million pounds and the tender 200,000 pounds. (TN)

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The Station Inn, a longtime railfan landmark bed & breakfast in western Pennsylvania, has been sold to Alex and Leah Lang of the Pittsburgh area. The inn's founder, Tom Davis, died Oct. 5 and it remained open while the family deliberated over its future. Davis had been the popular proprietor and innkeeper for 28 years. Facing Norfolk Southern's Pittsburgh Line, the inn's front porch has been a favorite hangout for generations of photographers and train-watchers. It is one of a long string of railroad sites along the former Pennsylvania railroad main line, both on the East Slope and West Slope of the Allegheny Mountain summit. A frequent guest at the Inn over the years, Lang has deep roots in the railroad industry. He is chief information officer for Transtar LLC, which owns and operates seven former U.S. Steel Corp. switching railroads in six states, including the Union Railroad in Pittsburgh. He was formerly vice president of equipment and technology at Carload Express, Inc., also based in Pittsburgh. He is active with the Traffic Club of Pittsburgh and the American Short Line and Regional Railroad Association. In a statement posted on the Inn's web site, Stew and Joe Davis wrote: "We are thrilled that our primary objective in the sale has been achieved: Our brother's dream will live on, the Inn will continue to operate as a B&B for railfans." (TN) Excellent news. Staying here is so much fun!-Ed.

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KALMBACH MEDIA CO. has named veteran railroad editor and journalist Carl A. Swanson as the new editor of TRAINS, the nation's largest-circulation magazine about the railroad industry. Swanson succeeds the late Jim Wrinn, who died March 30, 2022, and served as editor for more than 17 years. Kalmbach has published TRAINS monthly since its founding in November 1940. Swanson joins the TRAINS staff from MODEL RAILROADER, where he served as editor for the past three years. Before that he led Kalmbach's CLASSIC TOY TRAINS for 13 years. He relishes the opportunity now to lead what is known as the magazine of railroading. "No industry has a richer history or a more dynamic future than railroading, and no one covers it better than Trains," says Swanson. "As a lifelong railfan and avid reader of the magazine, I am excited and humbled by this opportunity to continue TRAINS' tradition of excellence in informing, delighting, and serving our customers." (TN)

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A PLAQUE ADDED to the cab of Western Maryland Scenic Railroad 2-6-6-2 No. 1309 honors the contributions of late Trains Editor Jim Wrinn to

both the restoration of that locomotive and rail preservation in general.



WESTERN MARYLAND SCENIC 2-6-6-2 No. 1309 steams around famous Helmstetter's Curve on Feb. 27, 2022, in a *Trains Magazine* photo charter. (Jim Wrinn)

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THE EUROPEAN COMMISSION has published an action plan to establish "Solidarity Lanes" to ensure Ukraine can export grain and import the goods it needs. Russia's invasion of Ukraine and its blockade of Ukraine's Black Sea ports have prevented the export of grain and other agricultural goods. To overcome this threat to global food security the European Union (EU) says there is an urgent need to establish alternative logistics routes using all relevant transport modes. "20 million tons of grain have to leave Ukraine in less than three months using the EU infrastructure," says the EU's transport commissioner, Ms Adina Vălean. "This is a gigantesque challenge, so it is essential to coordinate and optimize the logistics chains, put in place new routes, and avoid, as much as possible, the bottlenecks." Normally, 75% of Ukraine's grain production is exported, generating around 20% of national annual export income. Before the war, Ukrainian Black Sea ports accounted for 90% of grain and oilseed exports, with around one-third of the exports destined for Europe, China and Africa respectively. The EU says that despite efforts by the EU to ease border crossings between Ukraine

and the EU, thousands of wagons and lorries are waiting for clearance on the Ukrainian side. The average wait time for wagons is 16 days and up to 30 days at some border crossing points and more grain is still stored in Ukrainian silos awaiting export. Among the challenges is the change in track gauge between 1520mm in Ukraine and 1435mm in most of western Europe, which means most goods need to be transshipped to standard-gauge wagons or lorries. This process is time-consuming and transshipment facilities at the borders are scarce. (RA)

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READING & NORTHERN accumulated more break-in mileage for its former Reading Co. T-1



steam locomotive No. 2102 on a short freight movement Friday (May 20, 2022), ferrying 100 empty coal hoppers to be delivered to an anthracite shipper near Tamaqua, Pa. It was a follow-up to the April 26 break-in run with 50 empty hoppers from North Reading, Pa., to Jim Thorpe, Pa., which is a prelude to a sold-out May 28 passenger excursion over the same route. No. 2102 coupled on to the 100-car train at R&N's headquarters and steam shop at Port Clinton and moved them 20 miles to Tamaqua. There, it cut off while two SD40-2s pulled the train north and shoved it eastward on the former Lehigh & New England Railroad to LNE's Arlington Yard to be spotted for loading. Running tender-first, No. 2102 then returned to Port Clinton pulling 50 hoppers loaded with anthracite and destined for delivery to Norfolk Southern at North Reading. (TN) Memories, Savery? Looks good, doesn't it!-Ed.

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THE MBTA'S CONTRACT operator of commuter rail service, Keolis, has announced the return of weekend CapeFlyer Service between Boston and Cape Cod. The seasonal service will begin its 10th summer of operation on Friday, May 29, and will operate through Labor Day weekend. The service is a

partnership of the MBTA, Cape Cod Regional Transit Authority, and Massachusetts



Department of Transportation. Cape Cod ferry operator Hy-Line is also coordinating its schedule, with its final boat to Nantucket leaving at 8:40 p.m. to accommodate the CapeFlyer's 8:20 p.m. arrival.

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SIXTEEN OF 43 AMTRAK ROUTES — none of them long-distance operations — met the 80% customer on-time performance threshold established by the Federal Railroad Administration in first-quarter 2022 statistics released by the FRA. The latest quarterly stats are the first to use all of the metrics established by the FRA. They measure on-time performance and train delays, customer service, financial performance, and public benefits. Most of the stats had been included in the report on the fourth quarter of 2021. "Customers deserve high quality, reliable passenger rail service without interference from freight trains that can cause substantial delay," FRA Administrator Amit Bose said in a press release. "This report provides a meaningful tool for everyone — including customers, communities, and other stakeholders — to review comprehensive data on passenger rail performance." The best on-time performance for any Amtrak route during the first quarter belonged to the Chicago-Milwaukee Hiawatha service, which recorded 95.1% customer on-time performance. The worst was Auto Train, with an on-time rate of just 24.2%. Eight long-distance trains recorded on-time performance of less than 50%; closest to the 80% FRA standard among long-distance trains was the City of New Orleans, missing by the narrowest of margins at 79.9%. (TN)

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

TRAINS

- Into the Royal Gorge
- In the Eye of the Beast
 - WM Scenic Mallet #1309
- Rocky Mountaineer's Colorado Adventure
- Brian Solomon
 - Erie's Enigmatic Triplex

MODEL RAILROADER

7 Tips for Dealing with Corners

14 Ways to Make Fast Tracks Turnouts Faster
Step By Step

Realistic Water Under the Bridge

RAILROAD MODEL CRAFTSMAN (March)

A More Colorful Past

Colorizing photos for backdrops

Diverging Points

Lone Wolf Modelers

PASSENGER TRAIN JOURNAL (2022-2)

Steam Dream on the Old Western Maryland

Trail Blazer: PTJ Heads for Cape Cod

Jonesy's Big Adventure—Part 3

News sources: Boston Globe, Boston Herald, Trains
"Newswire", Railway Age, Railpace Newsmagazine,
RRE "Callboy", "The 470", Patriot Ledger, Rail
Passenger Assoc.

LIBRARY CORNER

Dave Clinton. Librarian

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.

This month's new book was donated by **Doug Buchanan** and is: **Amtrak—An American Story** by the National Railroad Passenger Corporation (Amtrak) on its 40th Anniversary in 2011. This 144-page, softcover book is full of great, color, historical photos and information. Just thumbing through the book, I saw stuff I'd forgotten about, from the 10-year period I'd first read it. For example, you might have known that Amtrak's *Superliners* were the last production at Pullman Standard's huge Chicago plant and P-S went out of business, after completing the Amtrak order. But did you know that Bombardier bought the plans and produced the *Superliner II's* at their new plant in Barre, Vermont? Yes, today's *Acela Express* trains were built there, too!

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!

DCC & EQUIPMENT TUNE-UP CLINIC

Four members attended this month's clinic—all with different projects.

Ed Carter brought his BLI Pennsy Mountain, 4-8-2, to install a new washer around the motor, which had become loose. He was successful but now the motor was extra noisy. With a little more work and adjustment, he was able to quiet things down.

Eric Mercer brought his Athearn Blue Box F7, dressed in the attractive Northern Pacific freight scheme. He was hard-wiring the DH126 decoder and wanted to replace the awful, stock headlight assembly with dual LEDs. He found that a couple of 5 mm LEDs fit right into headlight openings, with some slight filing with a round file. Now it was time to get into the wiring for the decoder—for another day!

Joe Dumas brought two 70-tonners by Bochmann; one ran very good and the other didn't; both had DCC. He swapped shells between the good-running factory-painted model and the custom-painted model, which he had gotten from Barry's estate and which was decorated in Barry's home road "The C&L Lines". All went well and Joe replaced the crappy plastic couplers with Kadees.

Paul Cutler brought his Overland New Haven EF-3 electric, which was giving him fits with shorting. Not unusual for brass models, as there's so much metal body to come in contact with things it's not supposed to! After spending the whole evening back-and-forth to the layout, with various theories, he still was not able to find the problem(s). Again...another day. Sometimes when you leave a project and come back later you have "new insights" and solve the project's challenges immediately!

The next clinic will be Thursday, June 16th. In order to reserve a spot at the clinic, please email, call, text or see me and let me know what you want to work on (such as "Atlas GP38") and what you want to do with it (such as "install decoder"). I will confirm all requests. For reservations--email me at: daveclinton@verizon.net.

Please feel free to email or speak to me with any questions about the clinics and what they offer.

EDITOR'S NOTES

1. Savery's and Tom's attendance at the **Edaville celebration event** (see "Projects" next page) brings back happy memories of visiting Edaville in the "way back years". First as a child and then as a teenage uncle of a young nephew and then as an adult at the annual "Edaville Railfan Weekends". So much has changed, since those days and so many different owners and now it's on the market again. Let's hope it stays narrow gauge train-oriented.
2. **Next month's Semaphore** will be our "Summer issue", as the next newsletter will be in August. Our deadline for all your summer news will be June 26th.
3. I'm **looking for pictures** that I can put on the cover of future issues. If you have any favorites, that you think would "fill the bill", please send to me at: daveclinton@verizon.net. Thanks for looking through your collections!
4. I'm still **collecting used toner cartridges**—any and all types/sizes. The collection box was removed but you can leave them in my mailbox or on the table behind the candy counter. We use the rebate we get on the cartridges to help offset the cost of new toner. Thanks for keeping us in mind!

.....David N. Clinton

"Let them turn away from evil and do good; let them seek peace and pursue it." (1 Peter 3:1)

MEMBER NEWS

Welcome aboard to **Domenic Mirabello**, from Quincy. Dom has been "learning the ropes" for several months and is a great addition to our membership, being voted into the SSMRC this month.

Welcome aboard to **Jeffry Griesmer**, also from Quincy and voted into membership this month. Jeff has been an enthusiastic applicant and another great addition to the SSMRC roster.

Welcome back to **Ken Berlo**, who left the Club in the 1980s and remained friends with Mark Hall, who helped convince him to re-join this month. Ken

is a great modeler and we're very happy to have him be a part of our happy group again!

Our latest applicant, **John Dinger**, comes to us from Quincy and is a skilled carpenter...attention Roger! We look forward to getting to know you, John, over the next several months!

Savery Moore is recuperating from leg surgery and sent a photo with the caption "This is me for the next six weeks!" Best wishes for a complete recovery and look forward to seeing you rushing around the layout, as we're used to!



(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:

Al Munn.....	June 7 th
Ken Berlo	June 8 th
Matt Sisk	June 10 th
Mike Dolan	June 11 th
Dave Clinton.....	June 13 th
Rich Herlihy.....	June 14 th
Savery Moore.....	June 20 th



PROJECTS

Peter Palica: "While I was disappointed that the Walt Disney Steam train that circles the Magic Kingdom is temporarily not running, our family did get to ride an African steam train that runs through Disney's Animal Kingdom Park. The approximate 15 minute, narrow gauge ride



emphasizes conservation as well as the facilities that house and care for Disney's massive wild life collection which roam freely through a large natural habitat. Jan and I are treating our family of 10, including 4 grandkids, to a celebration of 50 years of marriage delayed one year due to Covid.

Savery Moore: "The month of April was quite busy for me, most of it dealing with two-foot narrow gauge steam at Edaville Railroad. April 7, 2022, marked the 75th Anniversary of the driving of the golden spike at Edaville. To commemorate this achievement, an anniversary celebration was organized by Maine Locomotive and Machine Works out of Alna, Maine. (MLMW built Edaville's current steam locomotive from pieces of two Porter 0-4-0s. They have also rebuilt Conway Scenic's #7470, Maine Narrow Gauge/ex-Edaville #7, and are currently working on Maine Central #470 4-6-2 restoration.)

Brian Fanslau and Hannah Sofia-Miller, who comprise MLMW, chose the weekend of April 23&24 for the event and, through an arrangement with Maine Narrow Gauge in Portland, were able to bring ex-Edaville 0-4-4T #3 back to South Carver for the first time in 25 years. Brian and Hannah also gathered a group of dedicated volunteers, me included, to help make the weekend a success. My role was two-fold.

First, I was in charge of identifying the locations along the track for photo run-bys. Having ridden my bike around those rails most of



my childhood, and my car later in life, I was well-qualified. My second task was to put together a historical photo presentation of Edaville's early years. On Saturday,

April 9th, both Edaville #11 and MNGRR #3 were steamed up, and the logistics of running the trains was played out in full scale and real time. I was like an "Ops" switching job, but with real live steam locomotives. I was there and some of these photos are from that day. On Friday, April 22nd, we did a "dress rehearsal" for the train crews who traveled from near and far. Then, the two day event on the



23rd and 24th went on without a hitch, and some of the photos from all three days are included here, as well. My presentation on Saturday afternoon was well-received, too.

The South Shore Model Railroad Club was represented both days with a small display on the platform, with show flyers and applications available. A special thanks to **Tom Ross** for manning our booth both days. As it turned out, Tom knew one of the engineers from his job, and was rewarded with a cab ride in #11.



There were quite a few Edaville alumni there, and the event took on more of a reunion-type feel than a celebration. I was able to see many familiar faces for the first time in years, and the smiles on everyone's faces was instant verification of the event's success.

While Edaville's future is uncertain, for one magical weekend in April, it was just like old times. May, on the other hand, has gotten off to a different start for me. I had ankle surgery on Friday the 13th to repair two torn tendons (softball injury) and am unable to walk on it, or drive, for six weeks. See you in July! (Thanks to both Savery and Tom for the pictures of the weekend.-Ed.)



Fred Foley writes: "First trip since March 2020. Aruba... One Happy Island... One happy guy!_"

He looks it—lucky him!-Ed.



Kurt Kramke: "I have been working an On30 and HO layout for smaller locomotives, I seem to have acquired several smaller steam locomotives and need a place to run and store them. I am also trying to decide if I should hand lay third rail trolley lines or just go with flex; hand laying is looking better."

Steve Wintermeier: "I've been very happy to get back to some more normal SSMRC activities. Enjoyed working at the white elephant table in March and my schedule has allowed me to



get to the club pretty regularly. A couple of years ago I purchased an old 3-in-1 rotary snowplow kit at the white elephant table and have been working diligently on the kitbash version of that model. Wrapping up the construction this week and then I'll just need to paint and letter the model. Planning on an homage to the White Pass and Yukon rotary in Skagway, AK (black with red cowling and window trim). I'm going to letter it for the ECL and number it X-25 (my and Don Piece's birthday!). I also hope to power it and make it DCC compatible. Should have it ready for a seasonally inappropriate inaugural run on the layout sometime this summer."

Jack Foley and our friend **Kevin Linagen** have



been busy helping paint and "decal" his ex-NYC bay-window caboose. Of course, the work was done with the help of professionals. This



caboose was retired to the Old Colony & Newport RR Museum display in Fall River and sat for many years.



When the Museum closed several years ago, Joe purchased the caboose and moved it to the MBTA Boston area, where it was used in work train service for a while. Its paint and windows were in pretty tough shape, so Joe asked

for Kevin's assistance, since Kevin had restored his own PRR caboose and had experience. After the painting, Jack's company was hired to create the 3M adhesive lettering and logos. Special order items like this take time but the wait was worth it,

as you can see in the picture of the finished product.

Ready for Service!



Joe Dumas: "I have attached pictures of the two boards I am testing for the Wi-Fi camera. I also attached a picture of the chassis for the F7 dummy locomotive I plan on using to house the camera."



RUNNING EXTRA

Auto Train Oddity Rescue Effort

By Eric Berger

An effort is underway to save one of the most unusual remnants of the original Auto-Train operation of the 1970s, a combination car carrier and



caboose that was rostered as AT 3. Funds are being raised by Florida Adventures in Railroading to cover the estimated \$30,000 of acquiring, preparing and moving the car from an at-risk location in California to a new home in its native Florida. The company converted former FEC boxcars into cabooses to trail the original trainsets for the Louisville service. A crew cabin and a cupola were added at the tail end the former CN 730027 and two others. It would spend just three years in its role as AT 3, increasing costs and both bad publicity and liability issues arising from accidents contributed to the company's demise in 1981. The service was revived by Amtrak two years later. (Railfan & Railroad Magazine, May 2022. White River Productions. Courtesy Doug Buchanan.)

STATION PLACES

Find the words in the grid. Words can go horizontally, vertically and diagonally in all eight directions.

L	N	B	C	C	D	K	J	M	X	N	Q	L	H	R	H
T	T	R	M	M	L	K	J	Y	B	N	X	N	G	T	M
B	D	C	H	O	B	A	R	B	A	R	S	H	O	P	O
C	L	D	B	O	O	M	L	J	T	T	Y	O	B	B	O
M	A	B	R	R	V	R	R	H	M	X	B	K	F	T	R
O	Y	F	N	H	J	P	G	V	Y	N	B	X	C	I	E
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I	A	E	R	A	L	E	C	R	A	P	W	J	X	Q	H

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