



# The Semaphore

David N. Clinton, Editor-in-Chief



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Southeastern Massachusetts.....	Paul Cutler, Jr.
“The Operator”.....	Paul Cutler III
Boston <u>Globe</u> .....	Paul Bonanno
Western Massachusetts.....	Ron Clough
Rhode Island News.....	Tony Donatelli
“The Chief’s Corner”.....	Fred Lockhart
“Behind the Scenes”.....	Savery Moore
Mid-Atlantic News.....	Doug Buchanan

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Web Page .....	Savery Moore
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Guest Contributors.....	Ross Hall; 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  
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VOLUME 42 ■■■■■ NUMBER 9 ■■■■■ SEPTEMBER 2022

### CLUB OFFICERS

President.....	Jack Foley
Vice President.....	Rich Herlihy
Treasurer.....	Will Baker
Secretary.....	Eric Mercer
Chief Engineer.....	Fred Lockhart
Directors.....	David Galbraith (*24)
	Bob England (*24)
	Roger St. Peter (*23)
	Gary Mangalinkx (*23)

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**ON THE COVER:** New England Central’s GP38’s forward northbound through freight, across the “Georgia High Bridge” in Georgia, VT, about 10 miles south of its Saint Albans destination.. Location has been a favorite of photographers, since the days of steam. (Dave Clinton September 30, 1995)

## FORM 19 ORDERS

### SEPTEMBER B.O.D. MEETING

Monday, September 26<sup>th</sup> 8 p.m.

### OCTOBER BUSINESS MEETING

Monday, October 3<sup>rd</sup> 8 p.m.

### DCC & EQUIPMENT TUNE-UP CLINIC

Thursday, October 6<sup>th</sup> 8 p.m.

### OFFICIAL OPERATIONS

Monday & Thursday, October 10<sup>th</sup> & 13<sup>th</sup> 7:30 p.m.

### NEWSLETTER DEADLINE

Sunday, October 23<sup>rd</sup>

### Fall Show and Open House

Saturday, October 29<sup>th</sup> 9 a.m. – 4 p.m.

Sunday, October 30<sup>th</sup> 10 a.m. – 4 p.m.

### OCTOBER B.O.D. MEETING

Thursday, November 3<sup>rd</sup> 8 p.m.

## CONTESTS

Congratulations to “Gunny” on winning this month’s “50/50” drawing.

## CHIEF’S CORNER

Fred Lockhart

With the fall season here, not only does it represent leaf-peeping season but more time for model railroading season. For me, I look forward to finishing some projects that have been sitting idle all summer on my bench. I’m hoping, anyhow. On to things going on around the club. A couple of things I missed last month: first, the improvements to the waterfall near White River Junction--Chip Mullen did a great job of making those improvements and he used toilet paper for some of them (hope it was new! 😊) See his article in the August Semaphore for all the details. Next, Bob England has installed more dwarf signals with red/green LEDs to show turnout position on both ends of the Cedar Hill arrival/departure yard. Although not completely prototypical, they serve as a good aid to operating the yard. Other progress:



the new backdrop in the staging room, that also extends behind the future harbor scene, has been painted along with the short section behind the coach yard. Dave Galbraith and some helpers have organized the extra structures in the glass display cases, so they look displayed instead of stored there. They also straightened out the artifacts stored in the smaller case and Chip is displaying his modules he made a few years ago for marketing the club in another glass case. A great improvement over the previous condition!

We have our Fall Open House and Train Show coming up the last weekend in October. The usual clean-up of the club, getting out flyers, putting out signs, manning ticket tables and all the other jobs that need doing so we have a successful show means we need everyone to help out. Tracks will be assigned for the show; I will start that at the October business meeting. Also trains on the railroad that won’t be used for the show may have to be removed, but I won’t know that ‘til closer to the show. If someone knows they won’t be there Saturday or Sunday and can remove their train beforehand it will be appreciated.

Well, that is it for this month. If anyone has any questions or concerns, I would like to hear from them. Until next month, stay healthy and safe.

Fred Lockhart  
Chief Engineer

## Semaphore Memories

### SEPTEMBER 2017 (5 years ago)

- First Amtrak Midwest “Charger” locos unveiled.
- Amtrak to spend \$16-million extensive interior overhaul on their 450 40-year-old Amfleet coaches.
- Pan Am Railways partners with Canada’s Port Saint John in New Brunswick for direct intermodal to U.S. Northeast terminal at Ayer, Mass.
- Kodak agrees to start making 35mm color slide film again, with the return of Ektachrome 100.
- 18 private cars toured New England, as part of annual special train run by American Assoc. of Private Railroad Car Owners.

### SEPTEMBER 2012 (10 years ago)

- Work continues on freight side of Cedar Hill Yard.
- Mass. acquires Pan Am Railways ROW between Springfield and Mass. border, in order to facilitate passenger rail development in “Knowledge Corridor”.
- MBTA initiated pilot program to allow passengers to purchase and display their tickets on smart phones.
- Genesee & Wyoming in process of getting approval from the STB to acquire RailAmerica.

- Hyundai Rotem falls two years behind in schedule delivery of \$190 million worth of double-deckers for MBTA,
- MBTA prepares to acquire 90 miles of track from CSX, including 45 from Boston to Worcester, 37 from Taunton to Fall River & New Bedford and 8 through Cambridge, Charleston and Chelsea.
- Amtrak opens new bridge over the Niantic River.
- Amtrak reduces number of “free” bags per passenger from three to two.
- Two large companies submitting proposals for operation of MBTA Commuter Rail lines: Massachusetts Bay Commuter Rail Company and Keolis Commuter Services.
- NTSB notes dangerous design flaws in common DOT111 tank cars and asks for higher standards to be applied to the cars; cost is estimated at \$1 billion.
- Rick Pearson joins the SSMRC.

**SEPTEMBER 2007** (15 years ago)

- Canadian Pacific buys Dakota, Minnesota & Eastern.
- MBTA plans to purchase two hybrid locomotives.
- Greenbush Commuter Rail service set to begin in October, 10 years after the Plymouth/Kingston and Middleboro/Lakeville lines of the Old Colony opened.
- Representatives from the AAR and Cambridge Systematics provide report that details need for \$130 billion investment over the next 30 years in America’s freight railroad infrastructure.

**SEPTEMBER 2002** (20 years ago)

- Newport Dinner Train gets ex-G&U GE 44-tonner.
- NYS&W takes delivery of 6 ex-Southern Pacific SD40T-2 “Tunnel Motors”.
- Model Power acquires all of former Mantua Metal Products’ HO tooling.
- Athearn enters N-scale market with F59 locomotive.
- Hyannis Transportation Center dedicated, without rail connection.
- Amtrak rolls out “Phase 6” paint on Amfleet cars.
- New Mansfield Station goes out to bid.
- State Environmental officials approve MBTA plan to extend Stoughton Commuter Rail line to Fall River and New Bedford.
- 1<sup>st</sup> test run of rebuilt “Turbo Train” from Super Steel Schenectady.
- Bombardier mothballs Barre, VT plant and moves work to newer Plattsburgh, NY plant.
- Holland America Cruise Line orders four 89-foot dome cars from Colorado Railcar for use on Alaska tourist train
- BC Rail announces elimination of all passenger services.
- Bankrupt Bangor & Aroostook system to be sold at auction in Portland.
- Restored trolley line begins operation in Scranton, PA using mile-long Laurel Line Tunnel.
- Bill Garvey and his sons install A/C in “members’ area” of the Club

**SEPTEMBER 1997** (25 Years Ago)

- “New” Old Colony Commuter Rail begins service from Boston to Middleboro and Kingston/Plymouth.
- BNSF donates “Executive” F-units to Illinois Railway Museum.

- Work starts on enlarging Hoosac Tunnel in Florida, MA to accept double-stacks.
- Canadian Pacific unveils new corporate logo, which includes “Golden Beaver”.
- Alaska RR purchases eight SD70MACs, only the second RR to order this model (after BNSF).
- Delaware North Corp. begins demolition of North Station.
- Operations “phase out” begins at SSMRC, with last Operations scheduled for 8/98 (actual was 7/98).

**SEPTEMBER 1992** (30 Years Ago)

- Metro North Commuter Rail Road rebuilds its ex-New Haven FL9 locomotives.
- New Hampshire’s state transportation commissioner is lone voice against restoration of Boston-Portland Amtrak service.
- EMD introduces SD70 locomotive; NS orders six.
- Conway Scenic RR adds their first dining car, “The Chocurua”, an ex-Lackawanna “MU” car.
- Amtrak begins carrying vans in converted tri-level autorack cars on the *Auto Train*.

**SEPTEMBER 1987** (35 Years Ago)

- Summer rail ridership “booming” on Cape Cod, with Cape Cod & Hyannis seeing a 90% increase and a 50% increase on Amtrak’s Cape Codder weekend service.
- Commuter Rail service along “Southwest Corridor” resumes, after being shut down in 1979. “Midland Branch” retains “shuttle” service.
- MBTA orders eight more F40PH-2Cs from EMD, bringing order to 26.
- CV proposes \$16 million car-rail-truck depot and paper mill in Erving, MA.

**SEPTEMBER 1982** (40 Years Ago)

- Grand Trunk Railway acquires Milwaukee Road.
- Maine Central announces that David Fink, VP of Guilford Transportation, will become president.
- J.F. White awarded \$2 million to rehabilitate Plymouth and West Hanover branches for Bay Colony RR freight service.
- ICC approves merger of UP, Missouri Pacific and WP.
- Amtrak takes delivery of its final AEM7 “Mighty Mouse” electric locomotive.
- 4 ex-New Haven FL9s rebuilt by Chrome Crankshaft.
- New Pinsley railroad, “Pioneer Valley”, begins operation out of Westfield, MA to Holyoke.

**POTPOURRI**

**GRANITE BRIDGE ABUTMENT** slabs and concrete culvert pieces from the Fall River Commuter Rail line emerged in July from 3 years of storage in New Bedford to enlarge an artificial reef located 2 miles offshore from Harwich in Nantucket Sound. The materials became available through the replacement of all bridges and culverts between Taunton and Fall River during the current rebuilding project. One of two artificial reefs in the Sound, it

was first constructed in 1978 on barren sea floor 30 ft. deep, creating a thriving habitat and popular recreational fishing spot. To date, some 4,000 cu.yds. have been placed in a 5-acre section of the 9.88-acre site. (Cape Cod Chronicle)

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**FOLLOWING A SAFETY MANAGEMENT**

Inspection of the MBTA's rail transit system, the Federal Transit Administration (FTA) issued a report of findings on Aug. 31 and informed both the MBTA and the Massachusetts Department of Public Utilities (DPU), the state agency charged with Authority oversight, that safety changes, in addition to those announced in June, are needed. According to FTA, the new Special Directives—which require an FTA-regulated transit agency or oversight agency to “take immediate action” on safety issues within a specific period—call for MBTA to “address personnel, deficiencies and inadequate operating conditions, policies, procedures and training that compromised a culture of safety at the agency.” (RA)

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**THE MBTA HAS APPROVED** an \$811 million contract for new light rail vehicles to be built by CAF USA, the American affiliate of Spanish rail equipment manufacturer CAF (Construccion y Auxiliar de Ferrocarriles). A CAF news release says the order will be for 102 vehicles, two driving simulators, parts, tools, and test equipment, as well as three years of warranty service. It also includes an MBTA option for additional trainsets. The new Type 10 trainsets, for use on the MBTA's Green Line, will be 40 feet longer than the current equipment on that line. They will have a low-floor



design with seven modules and feature priority areas for passengers with reduced mobility. Plans call for four pilot vehicles to be delivered in spring 2026, with the first production vehicle a year later and the last to be delivered in spring 2031. (TN)

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**AN AUG. 25<sup>TH</sup> HEARING** before a Maine Department of Transportation advisory council

heard conflicting proposals to use 25 miles of idle state-owned tracks for a Portland-Auburn commuter rail system, or to remove those tracks to create a trail. Meanwhile, a Canadian-based organization, the Night Trains Foundation, has suggested yet another use: as a key link in an overnight passenger train from Montreal to Boston. (TN) “Pie in the sky”-Ed.

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**RIDES ON VIRGINIA RAILWAY EXPRESS (VRE)** trains are free system-wide for the entire month of September, the commuter railroad announced. Passengers will not need tickets to ride between any of VRE's 19 stations. In a statement, the railroad says suspension of fares is designed to “thank loyal passengers, welcome new riders, and help mitigate the effects of the closure of Metrorail's Blue and Yellow line stations south of Reagan National Airport, slated to begin September 10.”(TN)

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**AMTRAK WILL RESUME** single daily round-trip Cascades service between Seattle and Vancouver, British Columbia, today--two years after trains were suspended because of the Covid-19 pandemic. (TN)

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**THE TRANSPORTATION SAFETY** Board of Canada has called for implementation of a form of positive train control on Canadian railroads and new crew training measures as a result of its investigation into a 2019 collision of two Canadian National trains near Portage la Prairie, Manitoba. The United States has fully implemented a positive train control system on all high-hazard track required by its federal legislation. This includes the U.S. operations of both CN and Canadian Pacific, which have invested significantly in their locomotive fleets and infrastructure,” TSB Chair Kathy Fox said in a press release following a Wednesday news conference. “The railway industry must act more quickly to implement a similar form of automated or enhanced train control system on Canada's key routes to improve rail safety and avoid future rail disasters.” (TN)

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**FOR THE SECOND TIME**, the MBTA will launch a pilot program offering extensive weekday commuter rail service to the Foxboro station, which generally has only seen service for events at the adjacent Gillette Stadium, home of the New England Patriots. The one-year pilot will offer 11 inbound trips and 10 outbound trips between Foxboro and South Station on weekdays via the commuter rail Franklin Line. The MBTA had previously launched

an 11-month Foxboro pilot program beginning in October 2019, but it was halted in spring 2020 because of the COVID-19 pandemic. (TN)

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**THE EXCITEMENT AND ACTIVITY** from Sheepsfoot Station to the new Trout Brook Station with the August 6<sup>th</sup>, Mountain Extension Grand Opening on the WW&F. Preparations for this unprecedented event had everyone at the Museum making sure we put on a party worthy of the WW&F Railway. I consider this to not only be a celebration of the culmination of five years of planning, building, moving, grading, track laying, ballasting, tamping and more, but also of the 30+ years of growth our museum has undergone. Perhaps only Harry Percival (founder) himself could have foreseen this day in the glint of his eye. Looking back to our humble beginnings when those first telephone pole ties were laid just north of Cross Road to the almost 3½ miles of mainline track we now have, one can't help but be impressed and proud of all that we have accomplished. And we've had fun accomplishing it. (470)

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**CANADIAN PACIFIC** has donated the former Milwaukee Road twin-span turntable from Bensenville, Ill., to Railroading Heritage of Midwest America (RRHMA) for use at its Silvis shop complex. On Sept. 8, the turntable, constructed in 1937, was successfully split in two and loaded onto trucks for the move across Illinois to Silvis. Project managers Erik Hoffnagle and Dennis Daugherty coordinated the move for RRHMA. While Silvis once had a turntable that served the Rock Island shop complex, it was removed and the turntable pit filled in decades ago. RRHMA plans to install the turntable in the footprint of the original, but the pit will have to be enlarged since the Rock Island turntable was 90 feet while the Milwaukee Road table is 110 feet. (TN)

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**NEW NORTHEAST CORRIDOR TUNNELS** connecting New Jersey to New York's Penn Station will not be completed before 2035 — three years later than previously planned — and will cost at least \$2 billion more than previously projected, the commission overseeing the project said last week. The New York Times reports that the cost of the Gateway Tunnel project will rise to \$16.1 billion, and the delay with the new tunnels under the Hudson River mean rehabilitation of the existing tunnels — significantly damaged during Hurricane Sandy — would not be complete until 2038, also three years later than prior projections. (TN)

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It took an all-night bargaining session in the Washington, D.C., offices of Labor Secretary Marty Walsh, but as dawn approached Thursday, Sept. 15, three rail unions, representing almost 60% of unionized rail workers and which had been holding out for a better deal than was reached by nine others, came to terms with the National Carriers Conference Committee (NCCC) that represents most of the nation's Class I railroads and many smaller ones. It means there will be no nationwide rail work stoppage beginning Friday, Sept. 16, or for the next few weeks, but the threat of a management lockout or labor strike is not over as memberships of only two of the 12 unions have so far ratified tentative agreements. All tentative agreements, however, contain "me too" clauses, meaning the sweeteners reached during the all-night bargaining session will apply across the board. They also will be offered to one union that has rejected a tentative deal accepted by its leadership, with expectation that its members will ratify on a second attempt. (RA)

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**CSX ON SEPT. 15** reported that as "part of a planned succession process," Joseph R. Hinrichs will become President and CEO, succeeding James M. Foote, effective Sept. 26. Foote, CSX said, will retire from the top leadership roles, as well as from the Board, but will remain with the Class I railroad through March 31, 2023 as an advisor "to facilitate a seamless leadership transition." Hinrichs served previously as President of Ford Motor Company's automotive business. In that position, he led the company's \$160-billion global automotive operations, after having held the positions of President of Global Operations, President of the Americas, and President of Asia Pacific and Africa. Hinrichs has also served in executive roles in global manufacturing, materials planning and logistics. (RA)

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**PROGRESS RAIL WILL BEGIN** offering diesel-battery-electric hybrid locomotives, with the first two such units to be delivered this year to Rumo, a Brazilian railway and logistics company. The company announced the addition of the hybrid locomotive to its offerings on Tuesday at the InnoTrans rail trade fair. Rumo will begin testing two GT38H hybrid locomotives in regional freight service later this year. The units feature a modular design allowing adaptation to future fuels and are capable of both regenerative and external battery charging, while retaining the capabilities of the diesel counterparts, Progress said. (TN)



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**NEW YORK CITY TRANSIT** will install security cameras on its entire fleet of subway cars, Gov. Kathy Hochul announced Tuesday. “I am proud that we will be installing cameras on all Subway cars — expanding our security capabilities, deterring crime, and providing our law enforcement with support,” Hochul said in a press release. “As we continue welcoming riders back to the transit system, we will continue doing everything in our power to keep riders safe.” (TN)

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**THE WESTERN MARYLAND SCENIC** Railroad has unveiled this heritage-schemed GE Dash 8 locomotive. (TN)

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**Vermont Rail System**, operator of five railroads in Vermont and New York, is rolling out freshly painted locomotives in its new image. But you will need to look closely to notice the minor change being introduced as the company paints power for the first time in a decade. The repaints will carry the Vermont Railway’s bright red with white stylized mountain peaks logo that was introduced when the company began operations on abandoned Rutland Railway trackage in 1964. The new spotting feature? Hood lettering and logos now read “Vermont Rail System” rather than “Vermont Railway.” Vermont’s “VTR” reporting marks remain in use on the repaints. System president Selden Houghton says no other scheme was considered

for the repainting program. The first engine out of the shop was recently acquired GP40FH-2 No. 313,



one of 15 cowl/hood hybrids built by Morrison-Knudsen for NJ Transit in 1987. It later was leased to Montreal-area Agence Metropolitaine de Transport for commuter service, and subsequently was owned by Iowa Pacific Holdings, which ran it on the Chicago-Indianapolis *Hoosier State* and on the Saratoga & North Creek in New York. No. 313 is awaiting further mechanical work before entering Vermont Rail System service. It will be used primarily for passenger trains. (TN)

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**THE NEW OPERATOR** of the ex-MEC Rockland Branch, Midcoast Rail Service, Inc., is looking for business along the line and, in particular, for Dragon Products to return to transporting cement powder in covered hoppers from its Thomaston plant to the south end of Rockland for transfer to barges. The owner said the focus is currently on freight but he hopes to follow through on the proposal to offer passenger service to the Amtrak station in Brunswick. He had hoped the service could begin this year but now the goal is for the spring of 2023. ([Courier-Gazette](#) via Ken Buck)

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**THE PROSPECTS** for a number of transformative passenger projects, as well as the potential for more rail electrification, have the CEO of Siemens Mobility in North America upbeat as he considers his company’s future. The company has grown rapidly in North America, with its Sacramento, Calif., manufacturing site employing about 2,500 people, up from 800 less than a decade ago, with another 1,500 people nationwide, mostly in signal plants and software centers in Kentucky, New York, and Pennsylvania. (TN)

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

**TRAINS**

- Deeper than the River
- A Reading Steam Revival
- Brightline’s Big Build

**MODEL RAILROADER**

- One Night in Spokane

30 Minutes to Better Vision

### **RAILROAD MODEL CRAFTSMAN**

Easy Removable Lumber Loads

Capturing the Trackside Perspective

Diverging Points

Next Time Take the Train

Collector Consist

From Varney to Life-Like via Penn Line?

### **CLASSIC TRAINS** (Summer 2022)

Early Electro-Motive

Miniature Model 40

Underdog GP40

*Aerotrain* and the GP9

One-unit Wonders

### **PASSENGER TRAIN JOURNAL** (2022-3)

VIA's New Corridor Fleet

Return of a Rambler

Reading 4-8-4 #2102

What Was It the Red Caps Were Saying?

Jonesy's Big Adventure, Part 4

Trip Report: Opportunities Missed?

Electro-Motive's Alphabet, Part 1

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

## **LIBRARY CORNER**

**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.**

New this month:

### **Classic Locomotives Vol. 2: EMD SD45**

By Bob Warren; H&M Productions; 1994

This 82-page, softcover book is loaded with color photos of this ground-breaking, 2<sup>nd</sup>-generation diesel of the late 1960s. Great research info!

### **George Corey's Boston & Maine**

By George C. Corey; Boston & Maine RR Historical Society; 2022

This 132-page, softcover book celebrates George Corey's photographic genius, going back to beautiful pre-WWII B&W photos. Now in his 90s, George and his friend Stan Bolton take the reader on a reminiscent trip across the B&M's lines from Boston to Upstate NY, Maine, New Hampshire and Vermont. George and Stan share the same photographic status of Jim

Shaughnessy, famous for his love of the D&H. Most photos are B&W steam but even today's B&M enthusiasts will be impressed with the quality of the photos. Another great research tool for the B&M modeler!

**Don't forget we have a great DVD collection in the mailroom.** Filed alphabetically. No need to sign out but please return to the books 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 clinic, **Eric Mercer** continued his work on the NP Athearn F7. He cut metal out of the chassis, so that his replacement can motor and flywheels would fit. He also purchased adjustable universals to fit between the flywheels and new trucks, which he has ordered. The new motor came with a pc board attached and he found that it works just fine, using the DC capabilities of the test cart. The project is coming along nicely!



**Chris Barlow** brought a Bochmann B&O EM-1 articulated 2-8-8-2 and an Athearn R-T-R MEC RS3, both with sound and both had previously had issues. He was able to tweak them back to life. Good going, Chris!

**Will Baker** purchased two used P2K New Haven PA-1s to decoder. He was lucky, as they were the "2<sup>nd</sup> Run" and had 8-pin plugs, so he simply plugged in the DZ123P decoder and away he went! He replaced the crappy, plastic couplers, while he had them apart.



**Dan Peterson** brought a P1K Milwaukee DL-109, which had to be hard-wired, using the DH126D decoder. He found that the factory light did not need the usual 270-ohm resistor and don't forget to cut the pc board at the three "X" marks!



**Jeff Griesemer** brought his Bowser-PennLine PRR 4-4-4-4 T-1



“Duplex” (not articulated). He wanted to install DCC but found that there were two DC70X open-frame motors—one over each set of drivers. It was determined that a decoder would be needed for each motor but isolating the motors from the chassis presented a real problem. A suggestion of replacing them with can motors was given with the problem of matching them up with the massive “Bull gear” over the gear boxes. Jeff will probably try something different for the next clinic!



**Dom Mirabello** showed up with three used Intermountain SD40-2s in the same road name. He had problems getting them to work. After assistance from **Paul Cutler III**, all three were found to have sound and DCC factory-installed, so he was on his way to a fun time with a big freight!



Thanks to Paul for his assistance with the big crowd! The next clinic will be Thursday, October 6<sup>th</sup>. Please feel free to email or speak to me with any questions about the clinic. (Photos courtesy Joe Dumas.)

## BEHIND THE SCENES

Savery Moore

The Scenery Committee held a meeting on Monday, September 19<sup>th</sup>, to discuss current project status, the next projects on the “to-do” list, plus a look ahead to leg 3 and beyond. The meeting was very well attended, with more than 20 members present.

The first order of business was to ask people to take a close look around the layout and clean up/repair any scenery issues that can be completed prior to the Open House the weekend of October 29/30.

While there is excitement surrounding starting the scenery on the new leg 3, the emphasis was placed on the need to finish areas on the current layout. The punch list of items with the highest priority, along with the member(s) who volunteered to work on them, is as follows:

- Steel Mill (Ed Carter)

- Larson standard gauge yard and industries (Bryan Miller)
- Service road along Essex Junction interchange tracks (Will Baker)
- West Middleton/Middleton backdrop (Mike Dolan, Bryan Miller, Paul Bonanno)
- Trolley line and car barn area near the Moxie plant
- Open gap on Boston Line below Highland Oaks – to be worked on after completion of the trolley barn area.
- Cedar Hill Passenger Terminal platforms and canopies
- Hill area between new, small town behind Highland Oaks steel mill – behind curved backdrop which will be removed (Savery Moore)

We had preliminary discussions on the vision for leg three, which will include a rural area between Bryant City and the Mountain Division bridge, the industrial switching area, the harbor and its associated surroundings, and the park/beach area where the new trolley loop is.

The disarray of the scenery table was brought up, and we’ve decided to give storage boxes to each person working at the table so they can clean up the area they’re working in when they finish for the day. Obviously the ideal situation would be to have assigned seating at the table, but we have more people working on things than we do spaces at the table, so for the time being we’ll need to share seats.

Other highlights of the meeting:

- There was a conversation regarding the backdrop behind Cedar Hill and the passenger yard. It was decided that we will do a photographic backdrop on our own, including recognizable structure and areas from New England (think Cordage Park in Plymouth, mill buildings in Lawrence, etc.) All club members are asked to provide any high-resolution photos they have of New England structures that can be incorporated into the montage.
- The Thursday morning scenery crew – Chip Mullen, Bob Farrenkopf and Dave Galbraith – were thanked for their ongoing work creating a small town in the Mountain Division “return loop,” as well as the work they’ve done at the far end of leg 1 and 2.

- Paul Bonanno, Dave Galbraith, and others, brought up the idea of working as teams to help some of the new members get used to the layout and our methods of installing scenery
- The team was reminded that the scenery table will be dismantled on Monday, October 17<sup>th</sup>, to make way for the vendors at the Open House, and probably won't be back up and running until November 14<sup>th</sup>. Anything still on the table on October 17<sup>th</sup> will be placed in boxes which will be inaccessible until the table is open again.

I am planning to make "Behind the Scenes" a regular column in the newsletter, where details of each project, including plans and drawings, will be available.

One more thing.... If anyone is interested in joining the scenery team, please see Bryan Miller or me at the club and we'll get you started.

Thanks!  
Savery

## EDITOR'S NOTES

1. **Sister Mary David** is thrilled that so many members are enjoying the "Break Room". She wanted me to ask the members to please clean up after they have enjoyed food at the tables. Dropping crumbs from cakes, crackers and sandwiches attracts wildlife from outside; spilled sweet soft drinks call to them, too. Where clean-up isn't done on an every-day basis, it makes it harder to keep the wild things out, as well as bending over to clean is getting harder and harder! Thanks for being considerate!
2. We still **recycle toner cartridges**, even though the box has been removed from the meeting room. Just place them in my mailbox or on the table behind the Candy Counter. This activity helps pay for the ones we use to print this newsletter. Thanks!
3. Our next "**Official Operations**" is on the second week of October, the 10<sup>th</sup> and 13<sup>th</sup>...good "training" for our up-coming Fall Show and Open House! Duty **sign-up sheets** for the Show are in front of the Office.

4. So nice to have a new columnist with this issue! **Savery Moore** has agreed to write a monthly column concerning Scenery on the RR. I will look forward to reading "**Behind the Scenes**" about the progress and issues with this aspect of our hobby and hope you will, also! Thanks Savery.
5. Newer members should find **Ron Clough's** interesting short **history of "Building 51"** informative and eye-opening, especially how we look today. Thanks for the memories, Ron!
6. Nice to have "The Operator" back. Thanks Paul!

.....*David N. Clinton*

"Do nothing from selfish ambition or conceit, but in humility, regard others as better than yourselves." (Philippians 2:3)

## MEMBER NEWS

**Welcome aboard** our newest applicant, **Chris Sylvester**, from Quincy. Chris is a friend of Gunny, who will be his sponsor.

(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:

- |                    |                          |
|--------------------|--------------------------|
| Eric Mercer.....   | October 1 <sup>st</sup>  |
| Dan Peterson ..... | October 17 <sup>th</sup> |
| Paul Bonanno.....  | October 17 <sup>th</sup> |
| Bill Hallsen ..... | October 28 <sup>th</sup> |



## HOW WE GOT HERE Ron Clough

Since we have many new members in the Club, and to refresh memories of long-time members, I thought a little review of the history of how and why we got to the location that we are currently in, now known as 52 Bare Cove Park Drive, might be of interest. (My memory of the club only goes back to

1982 when I was voted in as a regular member. Maybe some long time members can correct or update my errors or omissions on the history.)

In the 1980's we were located in a basement under a block of stores in Central Square in Weymouth, and for many years prior. I believe we moved in just after WWII. It served our needs at the time comfortably. Originally we occupied one room (North Division), expanded next door (South Division), prior to me joining the club by drilling two holes through the concrete foundation walls to run track and wires through, and finally, into a back half of an adjacent room (West Division), but only through a wood wall. The arrangement worked well as the rent was reasonable; we had no heating bill as we were in a basement and it was something we could afford. But there were issues with the location. Parking was limited, and if you got there late for a meeting, you were forced to find a parking spot on the street and that was tough in the winter! The only water (cold) was a sink in the meeting room, thus no toilet, (other than a coffee "Pee" can!). The ceiling was low (about 7 feet high), and no room for expansion. The biggest drawbacks to the location were being in the basement under businesses, limited parking, no restroom, and we being tenants at will. Over the years we suffered at least one flooding issue from the pizza shop above the North Division and also one small fire that also caused water damage. All of these issues caused us to discuss moving to another location or buying the building we were in.

Due to some great planning by some intelligent leaders of the club in the mid 1980's, it was decided to create a "building fund" by assessing members an additional monthly \$2.00 fee on top of the dues. Through the '80's we continued in our location in Weymouth and I remember more than one Open House where the lines were out to the street in the worst of weather! Finally, another water leak from the pizza shop above damaged the layout again and caused us to really get serious about finding another location to move to or buy the building. And our building fund continued to grow!

We formed a Search Committee in the late 1980's to look for another location or purchase the building we were currently in. Purchasing the building would make us the landlords, something the club was not comfortable with, and so the search was on for another location for us to move to. The Committee came up with a number of possibilities, all which were deemed to not meet our needs for one reason or another. Then one very favorable location the Committee found was a building in the Brookville section of Holbrook (a

former Grange Hall?) that was for sale. A number of us made a visit to inspect the building. It was in pretty good shape, decent size, had ample parking, and consisted of two stories. We thought the downstairs would make a great layout room and the upstairs would provide a hall for meetings, our shows and possibly renting out to create some income. The biggest drawback was that it was upstairs/downstairs and not accessible and would have required an elevator of some sort. The club decided to pass on this location.

The Search Committee continued their work until suddenly member Rick Sutton (by mention from Fire Museum member Paul Bonanno), now deceased, told us there was an abandoned warehouse building in Bare Cove Park in Hingham that we might want to look at. A number of members made a visit to what was known as building 51. We found a rather large building, fairly structurally sound but overgrown by trees and brush, three large holes in the roof where the ventilators rotted through, broken glass block windows and no doors thus the building being open to the elements. It appeared to be used for some indoor skateboarding and there were signs of small camp fires inside also. It seemed like a huge undertaking if we were able to get permission to use the building. Benefits were parking was ample, plenty of room for a large layout and all on one floor, but the drawbacks were no utilities (water, sewer, electricity, telephone, etc.) nearby, the roof had hazardous asbestos shingles and we were not able to own the building. After much discussion, the club members thought we should proceed with getting permission to occupy this building as it was a project we thought we could do, both physically and financially. A vote at a business meeting in 1992 was nearly unanimous to allow the club to proceed with negotiations with the Town of Hingham to allow us use of this building. Thus began the negotiations between us and the Town of Hingham. And the building fund continued to grow through both the dues assessment (which had now risen in amount to \$5.00/month) and additional donations.

(To be continued next month)



**PROJECTS/ACTIVITIES**

From **Steve Wintermeier:**

"I missed most of August at the club because I was flying the SSMRC flag on my back on top of Mt. Kilimanjaro in Africa! As you can see, I successfully



summitted and am now back in the saddle prepping the White Elephant Table for the October Open House.

**Mike Dolan:** "I have attached a photo taken in Ridgley, WV at the WM Shops. I attended the B&O Annual convention this year. The convention included a day long journey from Cumberland, MD up to Frostburg, MD behind the 1309. Day began with a 2 hour visit to the WM Scenic Railway shops while they prepped 1309 for the day's activities. We saw the progress on restoring WM 734. This Consolidation should be done within a year or 2, depending on funding. Beautiful weather and just a great day."

**OPERATIONS PHOTOS**





# THE OPERATOR



AUG. 15 & 18/22

ECL OPERATING DEPARTMENT

NO. 188



## OPERATIONS REVIEW

by Paul A. Cutler III

Our last official operation was in November 2021 when we ran only the local freights due to the layout expansion going on at the time. The last operation we ran with mainline trains was in February 2020. I expected some rustiness with this session and while there was some, things went about as well as could be hoped for. We certainly had enough operators with 19 signed up on Monday and twelve on Thursday.

We tried something new; the Monday operation was the regular timetable with all the mainline trains while Thursday was just the local freights. We also attempted to do some car forwarding for the first time, which sort of worked. The main problem was that we ran out of registered equipment! ☺

### Operations Review: Monday, August 15<sup>th</sup> 2022

The dispatcher for the session was **yours truly**, mainly due to the new ECL Timetable (Version 5.0) that had eliminated some trains and added others. For the first time, we got to use the new staging yard (temporarily called “Chicago”) which was a tremendous help in creating the new schedule. We also added the new switching area on Leg 3 (train BX-9) and much longer mainline runs to Boston and Great Lakes staging yards.

Over in Middleton, **Savery Moore** was both the yardmaster and the engineer of local freight MX-4 (East Middleton). He had one self-induced problem that he humorously blamed on the Operations Set-Up crew. LM-4, the ore train, came in on Track 4 with a pair of Guilford U25Bs. These engines must be run around the train in the yard because the ore train goes out later as MS-9. Meanwhile, general freight MC-7 was sitting in the yard on Track 7 ready to go with a pair of Guilford U23Bs. **Savery**, with a quick look, moved the wrong engines. The error wasn’t discovered until the engineer for MC-7 showed up and asked why his power was facing the wrong way. ☺ **Savery** reports that the LEDs on the Middleton yard panels are intermittent (probably dirty Tortoise contacts), switch Blue 8W has both dead and wide points that caused a few derailments, and switch Orange 1 (R.E.A. siding) has a dead spot. **Savery** finished switching MX-4 on time.

Engineer **Dan Peterson** had new member & operator **Dom Mirabello** as his fireman. **Dan** ran two trains and had **Dom** run two, who did so well that **Dan** said he didn’t need any more training. Together, they ran 101, 43, 725, and CM-8. Everything ran pretty well, he said, but **Dan** complained about the momentum in a new Rapido EP-5. This caused him to hit the emergency brake on his throttle a few times, which

also shut the layout down by pausing it with a “Global Stop” (we’ll have to reprogram your throttle, **Dan**). There was also an incident where Train 725 took a turn at Bethlehem Jct. and headed for Cedar Hill freight yard instead of the passenger station. **Dom** said that he had fun, and that it was “pretty smooth” for his first operation session. “It was more exciting than I thought it would be,” he said. *Excitement is our middle name, Dom!*

The Cedar Hill Stationmaster, **John Sheridan**, got all the trains in and out of the station. For extra skill points, he also turned all the passenger trains around using the one-way turntable (it only rotates in one direction). **John** reported he had no other electrical or track issues.

The Cedar Hill Yardmaster, **Fred Lockhart**, got the freight trains set up to leave, including digging the trains out of the yard, adding power, etc. He said that he set up the local way freights leave on Thursday, and that BIC-1’s steel mill cars never left the yard (only because I never told the rookie steel mill operator to go get them). **Fred** pointed out that the RoadRailer train that came in as train BH-7 could not be pushed into the yard because there’s no coupler on the rear (the train will have to be wyed). We, the Operations Set-Up Crew, totally forgot about the new Cedar Hill ice rack. We set out the reefers at the rack and each one had a car card, but the rack wasn’t included in the inventory list and therefore we forgot to make any pick-up waybills or assign any cars to be set out there. “Oops!” **Set-Up Crew**. **Fred** reported that he had no layout issues in Cedar Hill.

**Larry Strumpf** stopped by to run a train. He ended up with BS-3, the coal train from Boston to the Steel Mill (one of the longer runs). He left on time but ended up about 80 fast minutes late after taking time to relearn how to use his radio. ☺ *Hey, it’s only been 2½ years since he last used it!*

**David Galbraith** ran HC-1, 701, 716, and 734 along with a brand new applicant named **Ed**, as his fireman. It was literally **Ed**’s very first time in the club building, handing in his application just before the operation started. ☺ *What an introduction!* They had a late departure leaving Cedar Hill on passenger train 716 due to an overabundance of inbound and outbound passenger trains ahead of them. **Ed** got to run a train and he stated, “The operations were wonderful!”

**Ed Carter** ran four trains around the layout: 100, BH-7, 533, and CH-4. The first one had some issues. Upon leaving Cedar Hill Passenger, he found that not all the switchers were thrown for him the hard way; by running into them. When he got to Bethlehem Jct., he discovered that he was missing the last car of his train because it was still sitting in Cedar Hill. *The car was flown out to him by a cargo helicopter.* Next, he found that E-53 at Mt. View Pass was thrown against him by running past the red semaphore signal. The good news here was that it prevented him from hitting **Dan**’s oncoming train head on. **Ed** got into Boston about an hour and a half

late, which also meant he had to wait for the NYC-equipped Train 29 to leave (more on that later). The RoadRailer BH-7 had a derailment of the loco enroute, but it was just a one-time thing. Commuter 533 was on time both departing and arriving. Freight CH-4 left 5 minutes early but arrived 25 minutes late as the last train of the night. **Ed** reported an attempted case of “train theft” when **Chris Barlow** was deputized to run CH-4 by **Fred Lockhart** while **Ed** was making a pit stop. **Ed** returned in time to take the train back from **Chris**, but then the train left half of itself behind in Chicago. This involved a long back-up move to get the train recoupled, which explains the long delay on such a short run.

**Will Baker** had a couple interesting experiences. He took RDC train 510 out of Middleton, but the two-unit train was un-MU’d. It turns out that between Saturday afternoon and Monday night (perhaps while waiting for Rod Stewart?), someone cleared the Digitrax brain which erased all the MU’s. We went into the operation thinking everything was MU’d and nothing was. This caused many delays and one major problem (more on that later), but in **Will’s** case here, we just pulled off the 2<sup>nd</sup> RDC. When he got to Boston, **Will** attempted to park his train on the old “Hole-in-the-wall” track instead of Track 6. His reasoning was that Switch 6 must lead to Track 6; he was incorrect. ☺ To add to the fun, **Will** accidentally bumped the throttle open 7% while still on the train address, which caused the Rapido RDC to grind up against another parked train for about half a real hour (!). “**Oops!**” **Will**. While there was no apparent damage to the Budd car (*My car...whew!*), it was very, very warm to the touch when discovered. ☹ Next, **Will** took MC-7 out of West Middleton to the Mountain Division but got directed towards Great Lakes instead by the yardmaster. “**Oops!**” **Savery**. This was found when **Will** called for E-1 instead of E-2, which confused the dispatcher. To fix this, **Will** had to back all the way into the yard to clear E-3 but both of us forgot to clear E-2 when he left. This caused **Dom** to enter the freight yard with eastbound passenger train 734. “**Oops!**” **Will** and **I**.

And now for the star of tonight’s show: **Rick Pearson** with his grandson (and future member) **Adam**. They started with 502 out of East Middleton and immediately the FL9 derailed over multiple switches; they got into Boston 40 minutes late. Then they attempted to run the NYC 20<sup>th</sup> Century Limited on Train 29 out of Boston’s track 3. They started on time, but ground to a halt over Switch 2 leaving the yard. Seems a “switch bandit” snuck up and threw the switch against him. ☺ Coincidentally, Train 100 was waiting out on the mainline to get into Track 2. *Hmm...* **Rick** gets slowly going and opens up it up only to derail the rear of the train at Minot Jct. After a crew was called in to re-rail the train on the curved crossover, I handed **Rick** a club throttle to replace his as it didn’t work wirelessly. He arrived an hour late at East Middleton, and when proceeding up the Mountain Div., the dispatcher told him to speed up but **Rick** was already at 99% throttle. It was discovered by the train’s owner that one of the E-units had been un-MU’d and got dragged from Boston to Cedar Hill (see above about someone clearing the Digitrax brain of MUs). Then, when approaching Bethlehem Jct., **Rick** stopped his train to figure out where to go. The answer was straight ahead, but he was worried he’d collide with an outbound passenger job from Cedar Hill...even though they were on different tracks. So while **Rick** was figuring out how

to steer a train, **Dan Peterson** on train 43, **Dave Clinton** on train 58, **Will Baker** on train HB-8, and **David Galbraith** on train 716 were all stopped waiting for traffic in and around Bethlehem Jct. You wouldn’t think it was possible for five trains to be jammed up around just one switch, but we managed it. The dispatcher was frantically calling Train 29 to find out why he stopped for no apparent reason, but **Rick** had left his working radio back in Boston. He did have a second radio, but he could talk but couldn’t hear. The dispatcher’s urgent pleas for information went unheeded. We’ll just say... “**Oops!**” **Rick**. Next, they got the trash train, BC-5: Boston to Chicago. The only problem was that **Rick** didn’t know where Chicago was. ☺ He convinced himself that they had to go through Cedar Hill passenger terminal to get there and that the directions on the train order telling him to use E-64 around the freight yard were wrong (spoiler: the directions weren’t wrong). This took some time to figure out, and then he had to wait for Dom to pull a train out of Chicago. When **Rick** finally pulled in to the Windy City, his track was occupied. All of these delays meant that **Rick** was almost 3 hours late.

**Marlowe Fairhurst** ran 34, 524, and CB-6. He said he didn’t have any trouble. My only note with him is that he kept calling his train by the DCC address instead of the train number. ☺ We figured it out pretty quickly.

**Dave Clinton** had fireman (and new member) **Jeff Griesemer** as his trainee. They had trains HC-3, 58, 525 and 547. **Jeff** operated the middle two trains while **Dave** did the first and last. **Dave** said they didn’t have any problems and that **Jeff** told him, “It was exciting!” *Usually at this club, exciting means something wrong has happened; good to know that’s not always the case.*

Another first timer was new member **Tom Ross**. He took on the practically new Steel Mill job BIC-1 with minimal instruction by **yours truly**. He did get all the “captured” steel mill cars moved to their proper places inside the mill, but because I didn’t tell him, he didn’t move the interchange cars nor did he get the set out cars from Cedar Hill. “**Oops!**” **me**. After finishing up at the mill, he jumped (crawled) into Hudson Falls to work JX-2.

Local way freight connoisseur **Chris Barlow** ran the local BX-7 and train CH-2. For the very first time, he switched out the Bryant City Freight House, which he had forgotten to do in the last few operations before the pandemic. When he got to Richmond Mills, he discovered that all the freight sidings were electrically dead. I suggested he use reach cars (which worked for the westbound main), but this is clearly not ideal. **Chris** had no problems with CH-2.

Photographer du jour **Joe Dumas** expressed minor disappointment that the new schedule results in fewer collisions for him to take pictures of. *Boo hoo. Joe, we all must suffer for our art.*

I talked new returnee member **Ken Berlow** into being our Trainmaster for the night. He handed out all train orders in chronological order and wrote down the names of the engineers he gave them to. The one thing I’ll have to get **Ken** to use next time is a radio so he can tell me who got what train *before* they leave the yard. It’s just more convenient for the dispatcher to know ahead of time.

As dispatcher, **yours truly** only had to come downstairs four times to fix things. *Meh. It’s been worse.* I started the night with no LocoNet upstairs in the tower. It

seems that when the layout is paused, the tower loses LocoNet connectivity. I don't know why, but as soon as the layout is un-paused, everything worked upstairs. *Strange.* Until I figured it out, it delayed the start of the operation by about 10 minutes. Then we had to shut down and restart the layout power to get the Fast Clocks to operate, which worked, but caused another 5 minute delay. Throughout the night, the clocks kept jumping forward an hour...but they'd reset back to the correct time within 30 seconds or so. Still, the major issue with the dispatcher's office is that our operations camera system is completely broken. During the pandemic, the system was unplugged. When I plugged it back in for this operation, none of the cameras seem to work anymore. Hopefully it can be made to function again. I also have some dispatcher paperwork to fix as there are a few errors to correct; only to be expected with a new timetable. Overall, the layout ran great, and while we had some rusty moments and had some new members and a new layout expansion to run over, things went very well indeed.

### Operations Review: Thursday, August 18<sup>th</sup> 2022

Now for something completely different... Instead of running a full timetable mainline operation, we just ran all remaining local freights. This got to be a challenge in Larson because HX-1 hadn't run on Monday, which meant both HX-1 and HX-3 were in Larson at the same time (more on this later). It also meant that several experienced operators who had never run a local freight before got to experience something new...with varying rates of success.

MX-3 in Middleton was tried out by **Ed Carter**. Not only was it his first local freight ever, but it was also his first time operating in Middleton yard. It went about as one would expect – not great. 😊 **Ed** expressed that he felt confusion on which switch was which and asked for more on-layout identifiers of track and switch numbers to help new operators. He said that he got all the pick-ups done and about half the set outs to make.

Our brand-new local freight, BX-9 on the new Leg 3, was captained by our most experienced way freight engineer **Chris Barlow**. He had two brakemen to start, with **Larry Strumpf** and **Dan Peterson** learning the new industrial switching area. Chris and Co. got all the work done, but there were a few hiccups. Notably, the 3<sup>rd</sup> siding at the future scrap yard doesn't have a switch machine or a button to operate it. Now, to be fair, this switch was always meant to be a dummy switch to a dead track where we would park railroad engines and cars being scrapped. However, the dead siding is actually alive because it got wired. 'Great! I'll use it,' I thought. It never occurred to me that there was no Tortoise installed. The car spotted there and the car going there had to have the switch held open by hand. "Oops!" me. We will have to solder that switch shut or add a ground throw or something. **Chris** also noted that there was no map of the area on his clipboard, that Switch 5 to the Fish Piers is splitting cars at the points, and that Switch 9 is not throwing all the way over. One last thing was the switch to the mainline closest to Bryant City is inoperative; they hit the button, and nothing happens.

My father **Paul Cutler, Jr.** hasn't been at the club in a while, and decided to tackle HX-4, the Cedar Hill local. He

reported that everything worked fine; no problems with the layout or with DCC. I managed to chip in and help **Dad** do some of the set outs in the engine facility when I wasn't answering questions or fixing problems that other operators had. All pick-ups and set outs were completed before the end of the session.

Down on Leg 2, HX-3 was sent into the chaos that is Larson by engineer **Dave Clinton** and his brakeman **Jeff Griesemer**. HX-1 had already arrived in Larson and having both trains there at the same time has never been attempted in my recollection. Apparently, there's a good reason for that. It really messed things up having both trains (and crews!) trying to maneuver in the tight confines of Larson, especially with two guys who had never done that job before. **Dave** ended up having to finish the job later that week. He reported that Switch 8 into the Moxie Plant is sticky and needs help to throw all the way.

Speaking of HX-1, engineer **David Galbraith** and brakeman **Dom Mirabello** worked with and around HX-3 as best they could to get their part of the job done. Fortunately, both **David G.** and **Dave C.** had the assistance of **Will Baker** who has switched the area a bunch of times during shows and the occasional operation. **Will** was able to offer help and advice to both train crews before the frustration level grew *too* high. 😊 **David** and **Dom** did get all their switching done before the end of the session and made it back to Cedar Hill. They didn't report any problems.

**Savery Moore** handled the Mountain Div. mainline switcher, HX-2. He said that Switch E-344 in the Cedar Hill arrival / departure yard is dead between the frog and the gap, and that the St. Louis-Southwestern (SSW) hi-cube boxcar hit the roof overhang at Hallmark. *Hmm...might have to add a low overhead clearance restriction to that industry.*

Bringing up the rear, **Bob England** operated the narrow gauge. This is the first time anyone has ever run the narrow gauge during an operation session. He didn't have any paperwork, but he moved stuff around. Of course, this did add to the bodies in and around Larson. 😊

The remaining trains that didn't finish are JX-2 and BIC-1. They were both started on Monday but didn't complete all the car movements.

At the end of the day, only four local freights out of ten didn't finish within the confines of our two sessions, but at least all were attempted. Not bad, considering the newness of it all. I think this format works well, and we'll do it again next time. See you then!

**Paul Cutler III** 



