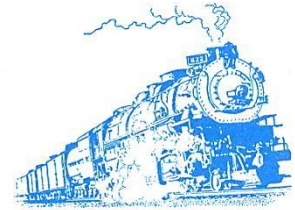


The Semaphore

South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938



SEPTEMBER 25, 2023 ■■■■■■■■■■ VOLUME 43 ■■■■■■■■■■ NUMBER 9



“Heading back down the Animas River Canyon towards Durango Colorado”, Savery Moore’s exciting travel report continues inside!

The Semaphore

David N. Clinton, Editor-in-Chief



CONTRIBUTING EDITORS

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

PRODUCTION STAFF

Publication.....	Al Munn
	Jim Ferris
	Bryan Miller
	Tom Ross
Web Page.....	Savery Moore
Club Photographer.....	Joe Dumas
Guest Contributors.....	Kevin Linagen

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. ©2023
E-mail: daveclinton@verizon.net Web page: www.ssmrc.org

VOLUME 43 ■■■■■ NUMBER 9 ■■■■■ SEPTEMBER 2023

CLUB OFFICERS

President.....	Jack Foley
Vice President.....	Ed Bulman
Treasurer.....	Will Baker
Secretary.....	Bryan Miller
Chief Engineer.....	Fred Lockhart
Directors.....	David Galbraith (*24)
	Bob England (*24)
	Roger St. Peter (*25)
	Gary Mangelinkx (*25)

ON THE COVER: Durango & Silverton’s K-27 #493 along the Animas River, heading south to Durango. (May 2023 by Savery Moore.)

BILL OF LADING

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FORM 19 ORDERS

SEPTEMBER B.O.D. MEETING

Monday, September 25th 8 p.m.

OCTOBER BUSINESS MEETING

Monday, October 2nd 8 p.m.

DCC & EQUIPMENT TUNE-UP CLINIC

Thursday, October 12th 8 p.m.

NEWSLETTER DEADLINE

Sunday, October 22nd

FALL SHOW & OPEN HOUSE

Saturday, October 28th 9-4

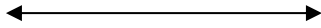
Sunday, October 29th 10-4

OCTOBER B.O.D. MEETING

Monday, October 30th 8 p.m.

CONTESTS

Congratulations to **Rick Pearson** on winning this month's "50/50" drawing!



This month's contest is a throw-back 20-years but there are so many new members I think it's worth doing for fun again. **Matching:** the **type name** of Steam Locomotive to the **wheel arrangement**. Also known as the "Whyte Notation". Drawing of all correct contest entries will be at the **November Business Meeting**. Maybe some of you newer members will learn something? Extra copies of the contest are available on the counter in the train room. Good luck!

CHIEF'S CORNER

Fred Lockhart

This month I'm breaking from my usual updates on progress around the railroad to just write about some other important issues.

First off, **very important**, broken or poorly operating items on the railroad, with our Fall Open House and Show at the end of October, if a member comes across something that is not working, please make sure to leave me a note in my mailbox; I check it every time I come to the club. We need to know

about any items so we can get them fixed for the show, **sooner than later is better!**

Next item is about the wood shop, this past Wednesday night it was found in a very messy way: floor was covered in saw dust. It was fine on Monday night so someone between those days used the shop, most likely for their own personal home project. Even if it was a club project **it is expected that the person who made the mess is to clean it up**. It is not fair to expect someone else to come in and clean up for you! This is a pretty simple courtesy to your fellow members. I'm sure we will hear from Gunny about this at the next meeting.

Last Item, **Fall Open House and Show:** I want the club ready for the show by **Monday October 23rd**, so all club projects should stop by **Thursday October 12th**, that will give us a week to clean up the club and the railroad, store items away, clean tracks and, lastly, members can put out their train for the show. As in past shows, I will be assigning tracks to members who have signed up to operate. Members that have been working on projects such as scenery, lockers, electrical etc., etc. should put their supplies away before we get too far along and someone else puts it away where it can't be found by the owner; I hear it after most shows that someone can't find their stuff. As always, if a member has a train on the railroad that won't be used during the show, it may be necessary to remove it to make room in the yards for others--see me if you have questions. I will give an update on show prep at the October Business meeting.

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

Fred Lockhart
Chief Engineer

Semaphore Memories

SEPTEMBER 2018 (5 years ago)

- Benchwork Committee working to connect Chicago Staging Yard to lead track.
- Model Board under construction for Staging Yard.
- After two decades of false-starts, restoration of B&M #3713 at Steamtown begins.
- Former covered bridge from B&M moved from museum site to Trout Brook on Wiscasset, Waterville & Farmington
- The first body shell for new Amtrak Avelia Liberty power car completed by Alstom in Hornell, NY.

● CSX is seeking to operate trains with one person crews on lines under the protection of one PTC.

SEPTEMBER 2013 (10 years ago)

- 88 members & friends attend the 75th Anniversary Banquet, held at the Weymouth Elks Hall.
- Amtrak's last remaining dome car, ex-GN "Great Dome" begins operation on *Adirondack* route for a month.
- Amtrak's newest locomotive, ACS-64 "Cities Sprinter" begins testing on Northeast Corridor from Boston.
- New Hampshire Northcoast rehabs 42 miles of rail between Rochester and Ossipee, NH.
- Western Maryland Scenic RR investigates potential acquisition of ex-C&O Mallet 2-6-6-2 #1309 from the B&O Railroad Museum in Baltimore.
- Groundbreaking for new Salem, MA station.
- Amtrak sells out within minutes two weekend excursions from Philadelphia to Harrisburg on freight-only trackage. First Amtrak-sponsored excursions.
- Progress Rail of Muncie, IN, releases first new SD70ACE-P4 locomotives, with same traction as SD70M-2 locos but with four traction motors (idler axle in the middle) instead of six traction motors.
- New Paint Booth installed.
- First season of *CapeFlyer* service exceeds expectations and considered a success.
- Most of trackwork installed in passenger yard at Cedar Hill; still to be wired. To be "staged" with cars for Show.

SEPTEMBER 2008 (15 years ago)

- Good Morning America "Whistle Stop '08 Train" stops at Palmer, MA, for speeches and photos.
- Amtrak "out of space" on *Acela Express* trains. Plans on raising fares and adding cars—somehow.
- NS orders first A.C. locomotives: 24 GE ES44AC.
- Owner of Grand Canyon Railway drops fires in steam locomotives, "owing to its impact on the environment".
- MBTA spends \$1.6 million to fix drawbridge connecting Salem and Beverly; built in 1886.
- MBTA adds capacity on Blue Line subway by replacing 4-car trains with six-car trains.
- Athearn purchases tooling from Tower 55 division of Overland Models.
- Britain's "A1 Steam Locomotive Trust" debuts its brand-new 4-6-2 steam locomotive, named "Tornado". Built at a cost of \$6 million.

SEPTEMBER 2003 (20 years ago)

- MBTA purchases 1.5-miles of track from CSX in E. Braintree, completing their ownership of entire Greenbush right-of-way to Scituate.
- P&W signs contract to haul coal from Port of Providence to Mt. Tom generating station in Holyoke.
- Maine Eastern, owned by Morristown & Erie RR, to receive stable of Alco locos.
- Red Sox use *Acela Express* several times on their trip to Yankee Stadium.
- NJ Transit opens "Secaucus Transfer" station in the Meadowlands, connecting 10 of their 11 commuter rail lines.
- Athearn produces CF7 and Genesis SD70MACs.
- Kodak announces plans to discontinue manufacture of slide projection products.

● GM puts EMD on the market.

SEPTEMBER 1998 (25 Years Ago)

- David Fink takes over as president of Guilford Transportation, Inc. and Pan Am World Airways. Colon Pease leaves Guilford.
- St. Lawrence & Atlantic RR named "Short Line of the Year" by Railway Age magazine.
- Viewing platform for railfans opened at Rochelle, IL.
- P&W celebrates 25th Anniversary.
- Engineering firm chosen to design new Mansfield, MA station. "Temporary station" has been in use 50 years!
- SSMRC celebrates 60th Anniversary.

SEPTEMBER 1993 (30 Years Ago)

- Paul Cutler III voted into membership in SSMRC.
- Quinoil Tank Cars available Club Car.
- GE garners 70% of new locomotive market.
- RailTex granted permission to take over ex-CN line on Cape Breton in Nova Scotia; to be named "Cape Breton & Central Nova Scotia Railway".
- Morrison-Knudsen moves into new locomotive market, using Caterpillar engines.
- Worst crash in Amtrak's history occurs when Sunset Limited derails off bridge hit by barge into Alabama bayou.
- Amtrak receives first "Superliner II" cars.
- Edaville equipment moved to Portland, ME, aboard antique truck convoy.

SEPTEMBER 1988 (35 Years Ago)

- SSMRC celebrates 50th Anniversary
- Membership votes to add \$5/mo. assessment for a "building fund".
- Central Vermont Railway officially takes over, by court order, 49 miles of dilapidated Guilford (ex-B&M) track between Brattleboro and Windsor, VT. To be rehabilitated for return of Amtrak's *Montrealer* service.
- Ex-New Haven president George Alpert dies.
- CN shuts down Moncton, New Brunswick diesel shops, which handled Alco-MLW power.
- Canadian government gives railroads permission to do away with cabooses.
- Last piece of Wolfboro RR equipment leaves property for new home in Renova, PA.
- Missouri, Kansas, Texas RR ("The Katy") purchased by the Union Pacific RR.
- MBTA conducts engineering study to determine feasibility of 37-mile extension of Stoughton Commuter Rail line to Fall River and New Bedford.

SEPTEMBER 1983 (40 Years Ago)

- *The Semaphore* sponsors first photo contest.
- Guilford's Maine Central RR discontinues daily freight from Portland, ME to St. Johnsbury, VT, which traversed "The Mountain Division" of the MEC.
- Amtrak announces it will start *Auto Train* service between Virginia and Florida.
- "Quincy Adams" MBTA Red Line station opens.
- "Real People Express" travels to Boston on Amtrak.
- Santa Fe expresses interest in purchasing Conrail.

POTPOURRI



VIA RAIL CANADA is in the midst of spending more than C\$80 million to preserve and upgrade four heritage stations across its network, the company said. That includes C\$25 million at Winnipeg, where work is expected to be completed later this year. That money is being spent between 2020 and 2025 for renovation of four classic structures — Winnipeg Union Station, built in 1911; Vancouver Pacific Central Station, which dates to 1917; Halifax Station, completed in 1928; and Gare du Palais in Quebec City, dating to 1915. “These iconic stations embody the history of railroading, and by extension the creation of Canada, which we have a responsibility to protect,” VIA Rail CEO Mario Péroquin said. “With this announcement we are ensuring that VIA can continue to maintain these landmark buildings and that we improve the customer experience by making these stations more accessible and sustainable for future generations to enjoy.”

Winnipeg Union Station



GULF & ATLANTIC RAILWAYS LLC (GAR) announced it has entered into an agreement to acquire the rail assets of Pinsky Railroad Co. The transaction includes the 18-mile Pioneer Valley Railroad (PVRR) and Pinsky’s Railroad Distribution Services Inc. (RDS), a rail-served warehousing and distribution business. The purchase is subject to regulatory approval. PVRR runs from Westfield to Holyoke, a former New Haven RR line, with interline access to CSX and Pan Am Southern. The railroad operates 27 miles of former New York, New Haven & Hartford trackage, including 18 mainline miles, all in Massachusetts. Together with RDS, the railroad serves more than 30 customers. RDS operates two rail-served warehouses with 140,000 square feet of indoor storage and 3.5 acres of outdoor storage. As part of its strategic plan, GAR is focused on growth

from existing customers and through acquisitions, company officials said. Earlier this year, GAR acquired three short lines in Ohio, Indiana and Illinois. ([Progressive Railroading](#))



NEW GENESEE & WYOMING shortline Berkshire & Eastern began operating New England regional Pan Am Southern on Sept. 1st. Berkshire & Eastern’s startup date had been pushed back several times due to delays in obtaining the necessary labor agreements. But a G&W spokesman confirmed that the railroad will begin operations replacing current operator Springfield Terminal. Pan Am Southern is the joint venture that Pan Am Railways and Norfolk Southern launched in 2009 to provide NS with direct access to New England via the former Boston & Maine main line between Mechanicville, N.Y., and Ayer, Mass. CSX Transportation became NS’ partner in the joint venture when it acquired Pan Am Railways last year. As a condition of the Surface Transportation Board’s approval of the Pan Am Railways acquisition, G&W was named the neutral operator of the Pan Am Southern. Besides the B&M between Mechanicville and Ayer, the 414-mile Pan Am Southern includes north-south trackage rights routes in the Connecticut River valley in Vermont, New Hampshire, Massachusetts, and Connecticut, plus isolated Pan Am trackage in Connecticut. (TN)



AMTRAK HAS RESUMED selling tickets for the much-interrupted *Adirondack* to Montreal and plans to resume service on Sept. 11, but an Amtrak spokesman said the company still needs to “work out several operational details to make that date happen.” Operations north of Albany were halted June 24th, only about seven weeks after the train began operating to Montreal after a three-year hiatus, because of heat-related speed restrictions imposed by Canadian National on the Canadian portion of the route. In subsequent statements, the host railroad and Amtrak were at odds on the state of Amtrak payments to maintain the track north of the Canadian border and the imposition of the heat restrictions. The train was subsequently extended to Saratoga Springs, N.Y., in July. Communities along the train’s route have decried the impact on residents and tourism from the train’s absence, so it was no surprise that Garry Douglas, president of the North Country Chamber of Commerce, said his organization welcomes “indications that Amtrak will resume the *Adirondack* service.” But given the on-again, off-again nature of that service, he also called on Amtrak and Canadian National “to define the track improvements needed and how and when they will be undertaken so we can hopefully avoid future

summer stoppages.” Service on the New York-Montreal route was suspended in April 2020 during COVID-19-related cutbacks but remained suspended long after other routes had returned. Amtrak cited “challenges with operations, border facilities, security and staffing” for the inability to restore cross-border operations, and “servicing, staffing, and train operations challenges” for not running the U.S. portion of the route as far as Plattsburgh. (TN)

●●●●●

NORFOLK SOUTHERN has made a \$250,000 contribution to help create an interactive exhibit at the Pullman State Historic Site and Pullman National Historical Park that will give visitors a chance at a close-up experience with historic railcars, including those once manufactured at the site. The Historic Pullman Foundation and Illinois Department of Natural Resources announced the commitment on September 1st, coinciding with the second anniversary of the Park’s Labor Day weekend grand opening. It recognizes Pullman’s significant historical impact on the American labor and civil rights movements as well as U.S. railroading. The exhibit is still in the planning phase but is expected to restore about 1,000 feet of track and an accompanying yard, as well as a display structure over the yard, in front of the Rear Erecting Shop adjacent to 111th Street to protect the exhibit cars.

“Displaying these railcars will truly bring to life the story of rail innovation celebrated at the national park and state historic site,” said Joseph C. Szabo, president emeritus of the Historic Pullman Foundation former administrator of the Federal Railroad Administration. At the request of the National Park Service and with Illinois support, Szabo is facilitating an extensive collaboration involving Norfolk Southern and a range of experts to explore exhibiting railcars at the site, which would respond to great visitor demand for a railcar experience at Pullman. “If this proposed project is approved, visitors would be able to get a first-hand view of what passenger train travel was like during its heyday,” Szabo said. “There is still much work to be done, but the generous support of Norfolk Southern is a vital first step towards the long-term vision for Pullman.” (TN)

●●●●●

A MASSACHUSETTS LEGISLATOR has announced plans for a bill that would revive daily commuter train service to Cape Cod, currently served by the summer-weekend-only *CapeFlyer* service. The *Cape Cod Times* reports state Rep. Dylan Fernandes said that the service would ease congestion on the Cape’s

major roadways and bridges across the Cape Cod Canal, and, according to a 2021 study, would generate 1,700 to 2,500 daily boardings while reducing carbon emissions by 3,400 metric tons. Restoration of Cape service would come in two phases. The first would begin service from South Station to Buzzards Bay, where infrastructure is already in place and service could begin within 12 months of the bill’s passage. The second would establish the feasibility of daily service to the towns of Falmouth, Bourne, Barnstable, Yarmouth, and Sandwich, and the cost of improving the current rail infrastructure to handle regular passenger service. The *CapeFlyer* service currently takes up to 2 hours, 38 minutes for the approximately 70-mile trip from South Station to Hyannis. State House News Service reports the bill would require the MBTA to operate at least three round trips daily to launch the service to Buzzards Bay. About 11,000 people have ridden the *CapeFlyer* this season, Cape Cod Regional Transit Authority Administrator Thomas Cahir told the *Cape Cod Times*. The train offers one Boston-Hyannis round trip on Fridays, Saturdays, Sundays, and Labor Day from Memorial Day weekend through Labor Day. Daily Boston-Hyannis service was last offered by the New Haven in 1959.(TN)

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PAN AM SOUTHERN quietly wrapped up operations on August 30th. Shown is one of the final trains, EDBF, making a late-afternoon departure from the former Boston & Maine yard at East Deerfield, Mass., for to Bellows Falls, Vt. Effective



today (Sept. 1, 2023), Pan Am Southern lines in Massachusetts, Connecticut, Vermont, New Hampshire, and New York — jointly owned by CSX and Norfolk Southern — will be operated by new Genesee & Wyoming subsidiary Berkshire & Eastern. Guilford Rail System, owner and operator of B&M and Maine Central since the early 1980s, changed its official name to Pan Am Railways in

2006. Three years later, Pan Am entered into an agreement with Norfolk Southern, under which the two railroads shared ownership of the western end of the Pan Am system – designated Pan Am Southern. CSX’s purchase of Pan Am in 2022 left PAR east of Ayer, Mass., as a subsidiary, with operations under the CSX name. The sales agreement also resulted in the ownership of Pan Am Southern being split between CSX and NS, with operations to be handled by the new Berkshire & Eastern. After more than a year of negotiations with labor, the transfer to B&E has occurred. (TN)

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UNION PACIFIC’S FREIGHT CAR and locomotive inspection and maintenance practices pose a “significant risk to rail safety,” the head of the Federal Railroad Administration said in a letter sent Friday to top railroad executives. FRA Administrator Amit Bose said the agency conducted a focused inspection of UP’s mechanical operations and rolling stock in July and August, which found that the defect ratio of freight cars and locomotives was twice the national average. “The compliance of the rolling stock ... on the UP network is poor and UP was unwilling or unable to take steps to improve the condition of their equipment,” Bose wrote to UP CEO Jim Vena, President Beth Whited, and Eric Gehringer, executive vice president of operations. “Additionally, it was clear throughout the focused inspection that UP did not take steps to improve the condition of their rolling stock as the defect ratio did not improve over time,” Bose said. UP in August furloughed 94 locomotive mechanical employees and recently furloughed 44 carmen across the system due to lower freight volumes and the storage of 200 locomotives. “This begs the question — was UP’s failure to act to improve the condition of their rolling stock during the FRA’s focused inspection a result of not having the personnel to make the necessary repairs because of the recent furloughs?” (TN)

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THE LAUNCH OF TWO DAILY AMTRAK round trips between New Orleans and Mobile, Ala., depends on when design and construction of a pocket track at Mobile is completed and 3 miles of positive train control is installed through CSX’s Gentilly Yard east of New Orleans. But that means service will not come until sometime in 2024 — a setback from an earlier estimate that it would start this year. (TN)

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In an unexpected move, CN has resurrected an iconic Canadian National logo on one of its newest locomotives, 100 years after it initially appeared on its steam fleet.



CN 3309, a Wabtec AC44C6M rebuild upgraded to AC traction and 4, 500 hp in 2022 from DC-traction Dash-9 2598 built in 1998, has been assigned to CN’s Executive Train for the past few months.



President and CEO Tracy Robinson and her team made a trip from Montreal to Eastern Canada in August 2023. After the trip, the Executive Train returned to the shop for some special preparations. Emerging last week, 3309 sported a major carbody change, with the red and white Canadian National emblem as it was introduced by the company in 1923. When CN was incorporated by an act of Canada’s Parliament in 1919, the railroad introduced a logo inspired by the Canadian Northern, which Canadian National had absorbed following a bankruptcy. In 1923, the much larger Grand Trunk Railway became part of CN, and a new logo, now seen on 3309, was created. It reflected the tilted lettered box of the Grand Trunk’s prior logo and was used for 20 more years until World War II. (RA)

●●●●●●

WABTEC HAS COME UP WITH a creative way to produce power at its Grove City, Pa., engine plant: It's tapping the electricity generated during testing of the thousands of new locomotive and marine engines the factory builds each year. Wabtec tests up to 3,000 engines at the Grove City plant annually, with each engine generating between 1.8 and 4.7 megawatts while undergoing testing. Over the course of a year, the combined power output of the new engines is enough to provide 40% of the plant's power or to produce enough energy to power 1,000 homes. Wabtec is now tapping the 9.8-gigawatt hours of power produced annually rather than simply burning it off the energy as heat. (TN)

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THE GREENBRIER COMPANIES boosted its order book by 15,300 railcars in the fiscal fourth quarter, ending Aug. 31, 2023. Customers operating in "various commercial sectors" are purchasing a "range of railcar types" with an aggregate value of \$1.9 billion, the manufacturer reported Sept. 21st. Greenbrier did not disclose the types of railcars or the customers.

"Broad demand" across all railcar types led to its highest quarterly orders in nearly a decade, and the orders demonstrate its "lease origination capabilities balanced with its direct sale expertise." (RA)

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SAFETY ISSUES continue to plague the MBTA. The commuter service is now investigating a near miss between a train and workers on the Red Line on Monday the 18th and a second incident on Monday, Sept. 11th, along the same tracks. Last week the Federal Transit Administration admonished the MBTA for the spate of recent safety issues. In light of the two new incidents, Maura Healey, Massachusetts governor, met with FTA officials to assure them that her administration is taking the situation seriously. Of the latest near miss, a MBTA spokesman says it was reported that "a flagger signaled for an approaching train to stop, but it did not." No one was injured. During the MBTA's investigation into this latest safety incident, a worker mentioned that a similar incident had occurred along the same tracks the previous Monday. Both incidents were reported to the FTA and the Department of Public Utilities. The MBTA is investigating both. In a Sept. 14 letter, the FTA cited two other recent near misses on the Red and Green lines. Additionally, FTA warned the MBTA that a "combination of unsafe conditions and practices exist such that there is a substantial risk of serious injury or death of a worker." (TN)

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CALTRAIN HAS COMPLETED the installation of all the poles necessary to support its overhead catenary between San Francisco and San Jose. It also upgraded the signal system, and successfully tested electric trains at maximum track speed of 79 mph. The commuter railroad said the three major milestones bring the Caltrain Electrification Project closer to passenger service in fall 2024. (TN)

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THE FIRST BIG TEST of whether privately-owned high-speed passenger train service can prosper in the US launched last Friday, when Florida's *Brightline* began running between Miami and



Orlando and reached speeds of 125 MPH. It's a \$5-billion bet *Brightline's* owner, Fortress Investment Group, is making, believing that eventually 8 million people annually will take the 3.5-hour, 235-mile trip between the state's biggest tourist hubs. This is about 30-minutes less than the average drive between the two cities. *Brightline* is the first private intercity passenger service to begin US operations in a century. It's also building a line connecting Southern California and Las Vegas, that it hopes to open in 2027 with trains that will reach 190-MPH. (BG)

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I ENJOYED THESE ARTICLES in this month's RR magazines and can suggest them for your reading:

TRAINS

Behind the Badge

In My Own Words

Riding a Yellowstone with New Friends

Travel

The Seashore Trolley Museum

MODEL RAILROADER

A First Generation Layout by the Next Generation

Prototypical Operations on the Yosemite Valley

Installing Ditch Lights in an NW2

Step by Step

How to Make Trees from Natural Materials

MODEL RAILROAD CRAFTSMAN

Pixels Before Plywood

Train Simulator to Design Layout

Canadian Pacific 4-Hatch Tank Hopper

Diverging Points
Industry Update
Collector Consist
Athearn Stem Locomotives of the 1960s
PASSENGER TRAIN JOURNAL (2023-3)
Alaska 2023
Alaska Railroad's Whittier Shuttle
The Michigan *Timerliner*
The Amtrak Diaries, Part 8
Rail Users' Network
Status of state-owned tracks in Maine
Capitol Unlimited
Tick-tock, Tick-tock

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

DCC & EQUIPMENT TUNE-UP CLINIC

Dave Clinton

Four folks participated in this month's fun.

First off, **Jeff Griesemer** worked on "Bad-Order" equipment from the shelf in the Model Shop, under the watchful eye of Ed Carter, who is training him as a new member of the Committee.

Ed Carter was working on his Spectrum PRR Combine car, determining the feasibility of installing a capacitor in the lighting system to lessen the "flickering" of the interior lighting. The use of incandescent bulbs in the factory lighting and that they are track-powered (AC) excludes the use of a capacitor, which is only used with DC power. A complete new lighting system, which includes a Bridge Rectifier and LEDs with resistors is the way to go here, as capacitors can easily be included in the DC circuit. (I have one for you for next month, Ed.)

Paul Cutler III worked on a brass New Haven 4-6-0. He drilled the headlight and smokebox front for installation of an LED and also re-soldered some parts, which had "cold" solder joints. All of this is necessary before painting a brass piece.

Ed Bulman brought his new Rapido U25b, decorated for the New Haven. This was the last new locomotive purchased by the railroad. The model is "museum quality", with all the RR-specific details. An attempt to get it to operate was not successful, until Paul 3 reset the decoder to factory-specs. Setting CV8 to 8 is the way to do that on the majority of DCC

models. With that accomplished, the model worked perfectly and Ed programmed his own number into the address and broke it in by running around the layout a few times, which takes about 15 minutes for each circle!

All-in-all, a good evening with things learned, as usual.

The next clinic will be Thursday, October 12th. Please contact me with any questions about the clinic.

LIBRARY CORNER

I have donated several new railroad books to our collection this month:

Burlington Northern in Color Volume 3 by Jim Boyd. All-color, 128-page, hardcover book with pictures and rosters of the railroad's first and second-generation diesels.

Chama/Cumbres with a little Chili by Richard L. Dorman. 206-page, b&w, hardcover book covering the history of the narrow gauge railroad between Chama, New Mexico and Antonito, Colorado.

New Library books are introduced on the Breakroom table for 30-days and then placed in the library. They may be checked-out (and back in) anytime by using the form on the return tray in the breakroom. Happy reading!

Dave Clinton, Librarian

EDITOR'S NOTES

1. "**Foliage in Motion**" is the title of a very interesting, multi-page article from the Globe Magazine of September 10th. The ten best ways to see New England foliage from ten different trains. (On the break room table.)
2. **Thanks to Ron** for getting us a gratis subscription to the Boston Street Railway's magazine Rollsign. This will be displayed in our magazine rack and is published six times a year.



3. I hope that you enjoy **Savery Moore's trip report**, continued from the Summer issue, as much as I did. There's more to come, too!
4. This month marks our **85th Anniversary**, since being formed in September 1938. Congratulations to us—one of the oldest, continuously-operating model RR club in North America!

.....*David N. Clinton*

"For if you forgive other people when they sin against you, your heavenly Father will also forgive you." (Matthew 6:14)

MEMBER NEWS

Our sympathies to **Paul Agnew, Jr.** on the passing of his father, Paul, yesterday. May our thoughts and prayers help you get through this sad time, Paul.

Welcome aboard the East Coast Lines to our newest member **Chris Wheeler** from Cambridge. Over the past three months, Chris has been an active and enthusiastic applicant, completing the requirements in the minimum amount of time. Chris is also an enthusiastic and knowledgeable Amtrak enthusiast.



(Maybe that's why I sponsored him? LOL!) Glad to have you with us, Chris!

Bryan Miller is recuperating at rehab, after successful brain surgery this month. He hopes to be back at the end of next month. Our prayers and best wishes continue your way, Brian!

(Note: For 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 next month:

Eric Mercer.....	October 1 st
Dan Peterson.....	October 17 th
Paul Bonano (H)	October 17 th
Bill Hallsen	October 28 th



UNDER THE WIRE

RON CLOUGH

It has been a while since I've written this column, so to bring all up to date I have some items to report.

First, as most of you know, I took sick in early June and was in and out of hospital and rehab for most of the summer and that sort of slowed progress with the Committee. Personally, I want to thank all those who visited, called or sent well wishes. They all meant so much to me.

For the trolley line itself, much happened over the summer, mainly thanks to Al Munn and Fred Lockhart. The loop from the "beach" to the city is now operable Fred has kept us up-to-date with much of this progress through his monthly "Chief's Corner" column.

The committee has met a couple times recently. Our main goal now is to operate the trolley line to uncover any glitches before scenery and trolley poles get worked on. We also wanted to have an operating trolley for the upcoming October show. Other items discussed that all members could help with are the need to be on the lookout for "used" cantilever style poles and "eyes" for hanging the overhead, as both are no longer manufactured new. Members can also be on the lookout for both passenger trolleys and freight motors, as both are needed. For trolleys that we can operate in the DCC-mode, as decided, I am working on getting some of my own ready. The club equipment, in general, is not very good in quantity, quality or appropriateness for our layout. We will discuss this further at our next meeting on Dec. 11th

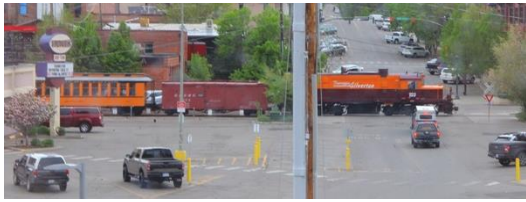
Ron

A Trip to Durango The Trip of a Lifetime-2

By Savery Moore

At the end of Part 1 of this series, my train was just about to arrive in Silverton, Colorado, after a 45-mile ride, and a climb of 2,785 feet. Silverton sort of magically appears in this large valley between towering mountains. One minute you're crammed into a canyon with the Animas River, and the next you're out in the open with grand vistas all around.

The Durango & Silverton runs two round trips per day to Silverton, with both 8:00 a.m. and 9:00 a.m.



departures from Durango. The 8:00 trip is a shorter train, with fewer passengers, and was powered by a diesel locomotive three of the four days I was there. (The diesels were former White Pass & Yukon DL-535E locomotives. On the last day I was there, which was the Wednesday before Memorial Day weekend, both departures were steam-powered.)



Silverton stays alive because of the train, and there's a carefully choreographed "dance" to get all the passengers in and out of restaurants and souvenir stores in the allotted time. There's not much time for "railfanning!"

Rearranging both trains for staggered arrivals and departures is an art within itself. The 8:00 train pulls into Silverton's street-running unloading area, then backs into the wye to wait for the 9:00's arrival. The



9:00 heads to the unloading area upon arrival, and the 8:00 train pulls forward off the wye track and heads a train length down the main line toward Durango. The 9:00 then backs into the now-empty wye track to wait. The 8:00, already facing Durango, now backs onto the street unloading area for its 1:00 p.m. departure south. Once the 1:00 has departed Silverton, the 9:00 train pulls forward off the wye

down the main, then backs into the station area to await its 2:00 departure to Durango.

Upon the 9:00's arrival in Silverton, there is a mad rush by the passengers to get to the few restaurants in town, which are already full with the 8:00 passengers finishing up their meals. Since there are sometimes more 4-people tables than four-people customers, the restaurant owners ask two couples who don't know each other if they'd be ok sitting with each other. That's what happened with my friend Jan and me, and we ended up having lunch at "Handlebars" with a nice young couple from Seligman, Missouri. As soon as we paid the bill, Jan headed for some "retail therapy" and I headed back to the tracks. I was able to photograph the train backing into the station prior to our 2:00 departure. I also managed to speak with the crew for a little while, which included a husband-and-wife engineer/firewoman team, and a fireman trainee. The trainee fired the locomotive on our return trip, and firewoman Kayla took the throttle down the hill.

We left on time, and our trip back down the mountain was just as exciting as the trip up, although the

heavy chuff of the locomotive pulling the train uphill was replaced by a lot of squealing brakes. Some of the highlights I noticed on the return trip were the Elk Park Bridge, which



formerly carried the railroad over one of the streams feeding the Animas. The railroad moved the tracks to higher ground after numerous flooding incidents. We passed a courageous group of kayakers navigating the level 5 rapids of the Animas River, and subsequently picked up some others at the Rockwood stop. They use the train for transportation to and from the river. Rockwood also housed some maintenance equipment and some derelict freight cars.

The weather also changed, and the beautiful morning we had enjoyed on our trip to Silverton was replaced with a gray, chilly rain on our way down. That was fine with me as it kept all but the hardy off the rear platform, allowing me more time out there. Upon our return to Durango, we learned that there had been heavy thunderstorms and hail in town while we were up north.

A visit to the museum was in order, and there were some very nice exhibits and helpful staff. One of the displays was the 3-foot private car “General Palmer” belonging to Al Harper, Chief Executive Officer/Chairman of American Heritage Railroads. American Heritage owns the Durango and Silverton, as well as many other heritage railroad-related entities, including The Polar Express franchise rights.

About a month prior to my trip, I was speaking with Jon Delli Priscoli, owner of Edaville (and my former next-door neighbor), and I mentioned I was heading to Durango. He suggested that I contact Al when I was in Colorado just to talk about trains. Recently, Al had visited Edaville with the thought of possibly adding it to American Heritage’s portfolio, but the deal never happened.

On the day after my trip, I headed to the Durango station to find Al, and was successful. We had a great half-hour conversation about all things rail-related, and he gave me some interesting insights

on the Durango & Silverton. (For instance, in 2022, The Durango & Silverton made more money than the Denver & Rio Grande Western did in its final year of operation!) He even mentioned that he had given Jon Delli Priscoli a ride home when he visited Carver, and we talked about



Savery Avenue and Sampson’s Pond. A small world!!

I managed to be trackside for all the steam arrivals and departures for the balance of my stay in Durango and took many photos and videos.

In conclusion, the Durango & Silverton Railroad was everything I had expected it to be, and more. If you love trains, and you love steam, this is the place to add to your bucket list. I was extremely happy riding the parlor car because of the access to the rear platform, but if I ever get a chance to go again, I will ride much closer to the locomotive to hear it better.

My next, and final, installment of my Colorado Chronicles will focus on the Cumbres & Toltec in Chama, New Mexico. Stay tuned!

Running Extra

PENN CENTRAL RUNAWAY—August 21, 1969

(Article and photos courtesy Kevin Linagen)

About 3 p.m. on August 21, 1969, when two GP40s decided to visit the northbound side of the SE Expressway! The engines were coupled together at the Dover Street enginehouse, with a mechanic performing a “self-load” on one of them, when some electrician inadvertently plugged in an MU jumper and off they went. It is said that the Cops were trying to get some traffic around the knuckle of the Geep and the loco was still motoring in forward with all the wheels spinning! (Imagine if this happened today...the traffic would be backed-up from South Bay to Braintree! Just look at the southbound side in the photos—and that was 54 years ago!-Ed.)





Train delays are rising in the East. It won't get better soon.

Construction projects disrupt Amtrak routes

By Luz Lazo
WASHINGTON POST

Amtrak disruptions are on the rise in the Northeast and are likely to linger for years as extreme weather events become more frequent, Amtrak's aging fleet requires more upkeep and reconstruction projects begin on the nation's busiest passenger rail corridor, railroad officials say.

Delays have plagued travelers from D.C. to Boston in recent months, many attributed to heat-related speed restrictions and train breakdowns. Track work has also hampered trips up and down the route.

"This is really part of the conundrum we face," Amtrak president Roger Harris said, citing decades of deferred maintenance. "Now we have the money to do work. And to do work, you have to do things like take tracks out of service to get the work done."

The carrier, which transports more passengers in the Northeast than airlines, is launching major construction projects along various segments of the route as it begins to use some of the \$66 billion made available for rail in the infrastructure law.



DANIEL SUDIM/APP VIA GETTY IMAGES

Delays have plagued travelers from D.C. to Boston in recent months, many attributed to heat-related speed restrictions and train breakdowns.

Most of the money, federal transportation officials say, will go toward upgrading track and replacing century-old tunnels and bridges along Amtrak's Northeast Corridor.

Massive projects, such as the construction of a new Hudson River tunnel between New York and New Jersey and a replacement for the 150-year-old Baltimore and Potomac Tunnel, have received federal funding and will require years of construction.

On Wednesday, train delays varied from 20 minutes to more than an hour across different sections of the Northeast Corridor. A trespasser south of Boston delayed an Acela train by an hour. A Northeast Regional train departed Washington 40 minutes late because of mechanical issues.

Systemwide, more than one-quarter of Amtrak passengers encountered delays in June, according to performance data, with an average delay of 54 minutes. Disruptions are more pronounced for travelers on long-distance routes — which are late more than half the time — and in parts of the country outside the Northeast Corridor. The share of delayed customers is also trending up, Amtrak's data shows.

Delays also have stemmed from a July derailment in Washington, collisions at rail crossings and trespassers entering restricted areas along the track. The work — combined with weather-related speed restrictions — have meant longer trips

for passengers.

"They've got all sorts of excuses. Bottom line is, it's not just bad, it's unacceptable," said Si-nan Ciddi, an Alexandria resident who takes a Northeast Regional train most weeks to Quantico, where he teaches security studies.

Rarely is his train on time, said Ciddi, who has experienced delays of 15 minutes to more than an hour this summer. On a recent morning, he said, his train was delayed 90 minutes because of a signal problem at Union Station. When he travels to New York, he flies because of concerns over the rail network's reliability.

Amtrak said its fleet, which includes trains about 50 years old, is requiring more frequent maintenance. Amtrak purchased new trains for the Northeast, including 28 Acela trains that were planned to enter service in 2021, but now are in line to debut next year. The company decommissioned four Acela trains during the pandemic because they were past their life span.

The rising challenges come as demand for Amtrak service has surpassed 2019 numbers, while the carrier has said it's constrained to increase capacity because it doesn't have enough trains. Amtrak served more than 1.1 million Northeast Corridor passengers in June, up slightly from June 2019.

Sean Jeans-Gail, vice president of government affairs and policy at the Rail Passengers Association, said it's a terrible time to have more service breakdowns, considering the surge in ridership and that new passengers are experiencing rail for the first time. Passengers are reporting frustration across the network, he said, and in the Northeast in particular, raising questions about effects from maintenance work.

"Yes, it's going to get worse," he said. "We are in for more significant disruptions to the way we move around the country."

During the summer months, Amtrak is issuing daily alerts to passengers that trains might experience delays because of excessive heat and weather-related disruptions. Officials say rail congestion and speed restrictions can reverberate across the entire system.

Advocates are pressing Amtrak to take steps that could reduce the delays, while passengers say the railroad isn't communicating the problems effectively.

Amtrak said it is working to improve communications and has taken steps to compensate the rising number of passengers who experience problems. Passengers can use a self-serve process for ticket refunds when a train is canceled or to change trains when they are delayed.

STEAM LOCOMOTIVE CLASSIFICATION BY WHEEL ARRANGEMENT

4-4-0 <u><i>American</i></u>	ALLEGHENY
4-4-2 _____	PACIFIC
4-4-4 _____	MOUNTAIN
0-6-0 _____	UNION
2-6-0 _____	DECAPOD
2-6-2 _____	MASTADON
4-6-0 _____	SIX-COUPLED
4-6-2 _____	JUBILEE
4-6-4 _____	HUDSON
0-8-0 _____	MIKADO
2-8-0 _____	PRAIRIE
2-8-2 _____	EIGHT-COUPLED
2-8-4 _____	CONSOLIDATION
4-8-0 _____	TEXAS
4-8-2 _____	BIG BOY
4-8-4 _____	TRIPLEX
0-10-2 _____	MOGUL
2-10-0 _____	ATLANTIC
2-10-2 _____	AMERICAN
2-10-4 _____	CHALLENGER
4-10-0 _____	YELLOWSTONE
2-6-6-6 _____	12-WHEELER
4-6-6-4 _____	NORTHERN
4-8-8-4 _____	10-WHEELER
2-8-8-4 _____	SANTA FE
2-8-8-8-2 _____	BERKSHIRE
2-8-8-8-4 _____	

1. The first number is the number of pilot wheels; the middle number(s) are the number of drivers; the last number is the number of trailing wheels.
2. One name is used TWICE.
3. Write the name of the loco next to the wheel arrangement.

Your name: _____