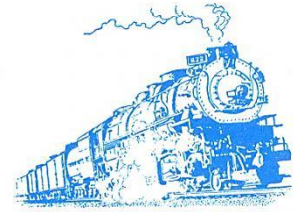


# The Semaphore

South Shore Model Railway Club

## NEWSLETTER

Home of the "East Coast Lines" since 1938



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NOVEMBER 28, 2016 ■■■■■■■■■■ VOLUME 36 ■■■■■■■■■■ NUMBER 11

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West Warren, Massachusetts on November 23, 2016

# The Semaphore

David N. Clinton, Editor-in-Chief



## CONTRIBUTING EDITORS

Southeastern Massachusetts.....	Paul Cutler, Jr.
“The Operator”.....	Paul Cutler III
Cape Cod News.....	Skip Burton
Boston <u>Globe</u> Reporter.....	Brendan Sheehan
Boston <u>Herald</u> Reporter.....	Jim South
<u>Wall Street Journal</u> Reporter.....	Paul Bonanno, Jack Foley
Rhode Island News.....	Tony Donatelli
Empire State News.....	Dick Kozlowski
Amtrak News.....	Rick Sutton, Russell Buck
“The Chief’s Corner”.....	Fred Lockhart

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Web Page and photographer.....	Joe Dumas

*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. ©2016  
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VOLUME 36 ■■■■■ NUMBER 11 ■■■■■ NOVEMBER 2016

### CLUB OFFICERS

President.....	Jack Foley
Vice-President.....	Dan Peterson
Treasurer.....	Will Baker
Secretary.....	Dave Clinton
Chief Engineer.....	Fred Lockhart
Directors.....	Bill Garvey ('18)
	Bryan Miller ('18)
	Roger St. Peter ('17)
	Rick Sutton ('17)

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**ON THE COVER:** Amtrak #449, the westbound *Lake Shore Limited* sporting two special P42 locos: one dressed in phase 3 “Heritage” paint and the other with the Veterans’ Commemorative scheme. (Photo by our friend Brian Solomon, professional photographer and author of over 40 railroad books.)

# FORM 19 ORDERS

## NOVEMBER B.O.D. MEETING

Monday, November 28<sup>th</sup> 8 p.m.

## DECODER & LOCO TUNE-UP CLINIC

Thursday, December 1<sup>st</sup> 8 p.m.

## DECEMBER BUSINESS MEETING

Monday, December 5<sup>th</sup> 8 p.m.

## ANNUAL AUCTION

Monday, December 5<sup>th</sup> AFTER Business Mtg.

## JUNK FOOD JOLLIES

Tuesday, December 13<sup>th</sup> @ Editorial Offices

## NEWSLETTER DEADLINE

Saturday, December 17<sup>th</sup>

## DECEMBER B.O.D. MEETING

Thursday, December 29<sup>th</sup> 8 p.m.

## CONTESTS

Congratulations to **Jim South** on winning this month's 50/50 Raffle!

**FOR DECEMBER: Name Amtrak's newest president and CEO. And where did he come from?** Drawing from correct answers, which can be placed on Contest Answer Forms, found inside the Train Room on the old wooden display case. Or, any piece of paper will do. Don't forget your name and good luck!

←————→  
**FOR JANUARY: Our ANNUAL CALENDAR CONTEST.** A tradition started many years ago with prizes being Train-related calendars going to all who successfully answer the contest question. Also a tradition are members supplying the winning calendars. So, if you're a member of a RR organization which produces calendars, or you're shopping for a RR calendar for yourself, please consider adding one for the contest. Here's the question: **What was the only "Streamlined" steam locomotive built for a New England-based railroad? Name the locomotive type, or wheel arrangement and the Railroad it was built for.** Newsletter contest answer forms or any piece of paper works. Don't forget your name and good luck!



## CHIEF'S CORNER

Fred Lockhart

I hope everyone had a great Thanksgiving with family and friends with plenty of good food, and looking forward to the next Holiday. Around the club we have approved some changes to the trolleys track work design and the Larson Branch. Both will be improvements. With the trolley, the design changes will add a few more sidings to add to the operational interest of those members who enjoy local switch jobs. The work can be an expanded operation of the Larson Job, or when there is actually overhead wire for the trolley, those switching jobs could be done as electric trolley freight operations. As for the Larson Branch: the approved plan is to move the beginning of the branch from the outside aisle side of the backdrop where it is now to the inside of the backdrop. The branch will come off the outbound passenger lead and parallel the coach yard drill track and go through the backdrop behind one of the steel mill buildings and re-connect to the branch. There will be a new crossover installed between the inbound passenger lead and the outbound lead to allow the Larson Job to depart the Freight yard, cross the bridge and the passenger leads to get to the branch. A couple of advantages to this change are: freeing up track 5 in the Arrival/departure yard for its



intended use as an icing track for refer cars, and the second is with the branch gone from the outside aisle it will eliminate unreachable track from future design plans.

With our recent Fall Open House and the week end Operations, a couple of problems were reported. One problem was a dead section of track in the Cedar Hill passenger terminal. Checking it out, I found a long turnout frog that was not getting power through the Tortoise switch machine. This seems to be an ongoing problem, since I have already (since September) replaced about a dozen switch machines for the same problem. The problem is inside the Tortoise, the movable part of the electrical switch wears out the pc board that it rubs against to direct power to the correct terminal. Further testing of the entire Cedar Hill Yard freight side, I found another five switch machines that were not powering the frogs. This problem is becoming a real maintenance issue, which I hope we can get under control.

That is it for this month.

Fred Lockhart  
Chief Engineer

## SEMAPHORE MEMORIES

### **NOVEMBER 2011** (5 years ago)

- Florida purchases 61 miles of track from CSX for "SunRail" Commuter line to be built.
- Amtrak completes year-long test of cattle-based biodiesel fuel used in P42s powering the *Heartland Flyer*
- 20 years after famous EMD plant in La Grange, IL, built its last locomotive, Progress Rail (owner of EMD) begins building locomotives in U.S. in Muncie, IN.
- Amtrak experiments with "e-ticketing" system on *Downeaster* service.
- Union Pacific unveils "AutoFlex" railcar, a 90-ft-long convertible, multi-level car for shipment of vehicles.
- Newest steam loco on the Valley RR in Essex, CT, Chinese-built 2-8-2 transformed into New Haven #3025, makes first test run.
- 15 members attend reception "Remembering John Governor" at Club.
- Contractor completes new roof on Building 51.

- MBTA plans to cut 23% of Commuter Rail trains during winter storms to reduce delays and shutdowns.

### **NOVEMBER 2006** (10 years ago)

- Last of the founders of the SSMRC, Bob Walsh, passes.
- NS purchases A-B-B-A set from KCS.
- LGB (G-scale trains) files for bankruptcy protection.
- Sprague Street Bridge in Readville replaced.
- Amtrak assumes full responsibility for *Acela Express* trains maintenance from Bombardier-Alstom.
- Pere Marquette 2-8-4 #1225 used as a pattern for locomotive in 3-D movie "The Polar Express".
- UP and CSX begin moving fresh produce from Washington State to Albany, NY in dedicated unit trains.
- MTH negotiates new UP licensing deal for all model train manufacturers in all scales.
- Travel agents in 40 countries able to purchase Amtrak tickets through Web-based system called RailAgent.
- MBTA Board approves fare increase for subways from \$1.25 to \$1.70 and 25% on Commuter Rail.
- CPR turns over 146-mile Esquimalt & Naniamo Railway to various groups on Vancouver Island. CPR owned since 1905.
- First Pan-Am painted loco unveiled.
- Refurbished "Cab-baggage" dummy locomotives used on the *Downeaster* get new paint scheme.
- Former Wilton Scenic RR RDCs (ex-British Columbia) journey from NH to new home in Newport, RI.
- Grand Canyon RR sold to Xanterra Parks & Resorts.
- Name "Metroliner" passes into history, when trains #2300 & 2301 between Washington and New York began carrying "Acela" banner.
- MBTA unveils first of a series of new, scratch-free windows on their fleet of passenger coaches.
- John Roberts joins SSMRC.

### **NOVEMBER 2001** (15 years ago)

- Weymouth and Braintree sign agreement with the MBTA for a "cut" through Weymouth Landing.
  - UP unveils giant flag paint scheme to adorn all road diesel units when shopped.
  - New 500-car parking garage opens at Albany/Rensselaer station in NY.
  - FRA announces new requirement for reflective stripes on freight car sides.
  - UTU votes to merge with BLE on January 1<sup>st</sup>.
  - VIA Rail Canada takes delivery of first of its order of GE P42 "Genesis" locos and painted in "Renaissance" scheme.
  - *Flying Yankee* restoration passes "halfway point".
  - New name for ex-BAR system unveiled: "Montreal, Maine & Atlantic RR".
  - Club installs flagpole from member donations.
- ### **NOVEMBER 1996** (20 Years Ago)
- Last of Amtrak's second order of "Superliners" delivered.

## ENGINE TUNE-UP CLINIC

Only four “victims” this month! **Joe Dumas** brought his Plymouth 25-ton switcher to replace the crappy factory couplers with “long shank” couplers, in order to make the loco more accommodating for switching, for which it was meant to operate.

**Bob Farrenkopf** brought an Atlas GP38 decorated in Conrail colors. He found that, due to a short, the wires going to one of the trucks had melted, so he replaced them and also reversed the power wires going to the decoder, as the loco was running backwards.

**Eric Tedeschi** brought his Athearn Genesis Union Pacific Turbine A&B to install one of the new 21-pin decoders, recently added to the stock of decoders in the Clinic. More and more off-the-shelf DC locos are coming with 21-pin sockets. So, he easily removed the “dummy plug” and inserted the new 21-pin decoder, for a successful “easy-peasy” installation.

**Paul Agnew** brought his old Monon BL2, the first loco produced by P2K many years ago. Before installing a DH126 and L.E.D. lighting, Paul had to replace all the axle gears, as they were all cracked. He also had to clean the “peanut butter” out of all the gear boxes—what happens over the years to the crappy lubrication that the Chinese use, or hopefully, used to use! He tore down the whole chassis, to make sure that the motor is isolated from the frame. A real project!

Thanks to **Paul Cutler III** for his assistance and for preparing the Model Shop beforehand. Our next clinic will be **Thursday, December 1<sup>st</sup>**. Sign-up sheet on Bulletin Board. Everyone is welcome!

- Iron Road RR's Bangor & Aroostook RR named “Regional Railroad of the Year” by Railway Age.
  - CP discontinues “dual flag” logo.
  - QBT runs over “new Old Colony” tracks to service Boston Globe paper needs.
  - Amtrak takes delivery of RoadRailer equipment for mail.
  - Cumbres & Toltec hires new manager, George Barfolemew of Bay Colony RR fame, amongst much pissing and moaning. (Doesn't last a year-Ed.)
  - Athearn announces premium line of equipment called “Genesis”
- NOVEMBER 1991** (25 Years Ago)
- Amtrak plans to import Swedish, high-speed, tilting train for testing on Northeast Corridor.
  - MWRA and P&G spend \$710,000 rehabbing Fore River RR.
  - MA Governor Weld tells group in Augusta, ME, that he is optimistic rail service can begin between Boston, Portland and Augusta by early 1993. (Boston-Portland started 12/2001-Ed.)
  - Ex-B&M F7A #4268, sans internal working, arrives at Conway Scenic RR.
  - Amtrak Boston to NYC round-trip fare: \$79.
- NOVEMBER 1986** (30 Years Ago)
- Operations Chairman John Governor declares first “All Alco Night”.
  - Amtrak's “Arrow” reservations system linked to United Airlines' “Apollo” system.
  - GE decides against assembling 58 new Red Line cars at the old GSA building in Hingham Shipyard, due to neighborhood complaints.
  - MBTA meets with Newburyport Selectmen to discuss restoring Commuter Rail Service to Boston.
  - U.S. Government decides Conrail to go private, with stock offering next year.
  - Steamtown in Scranton, PA in dire financial straits. National Park Service decides to take over operation.
- NOVEMBER 1981** (35 Years Ago)
- Portable layout (original) journeys to Maine in Chet Price's station wagon to “Wally World”.
  - 300 miles of former Rock Island RR torn up, after the RI goes out of business.
  - Ossipee Aggregates and the State of New Hampshire join to restore 12 miles of Conway Branch south of Ossipee.
  - New railroad called Lehigh, Erie & Walkill System formed to study repair of Poughkeepsie Bridge over the Hudson and restore service between Connecticut and eastern New York. (Idea died-Ed.)



**POTPOURRI**

**FEDERAL, STATE AND LOCAL** officials gathered on Oct. 25 for a groundbreaking of a New England Central Railroad's (NECR) that will upgrade infrastructure to accommodate freight carloads of up to 286,000 lbs. NECR, part of Genesee & Wyoming's shortline group, is contributing \$4.6 million to the \$12.8 million project. The Connecticut Department of Transportation (ConnDOT) was awarded a \$8.2-million Transportation Investment Generating Economic Recovery (TIGER) grant during the seventh round of awards in 2014 for the work. The project will upgrade the existing line between New London and Stafford Springs, Conn., with 7.5 miles of new continuous welded rail, 15,000 new crossties and 15,000 tons of ballast. Once complete, the current 263,000 lb. per rail car weight limit of the NECR main line in Connecticut will be increased to 286,000 lbs. Officials said this will provide Connecticut industry dependent on this rail line much better shipping efficiencies, allowing them to fully utilize the rail freight network throughout North America. "After the rail line upgrades are completed, it will greatly expand the freight capacity of the eastern Connecticut rail network. That is an enormous increase from the current capacity and will allow the Port of New London to greatly expand the amount of freight cargo that can be shipped in and sent out by rail across the region. This development is bound to expand industry and create new jobs across eastern Connecticut as shipping expands," said U.S. Rep. Joe Courtney (D-CT-2). (RA)

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**LAST MONTH**, the Connecticut Department of Transportation announced that Connecticut would become the first state in New England to install automated horn systems, commonly known as wayside horns, at various rail at-grade crossings. Installed as part of the department's noise mitigation efforts along the CTrail Hartford Line, the first horn became operational today at the Cooper Street crossing in Meriden. Department

Commissioner James P. Redeker states, "As we gear up for service launch on the Hartford Line, we are eager to be at the forefront of wayside horn system installation in Connecticut and recognize the benefits it brings to communities along the line." A wayside horn system consists of stationary horns mounted on poles at active rail at-grade crossing. The system is designed to provide a consistent audible warning to motorists and pedestrians upon the approach of a train to the at-grade crossing. Wayside horns take the place train-mounted horns, which typically are activated up to a half mile in advance of the crossing. By focusing audible warnings toward the roadways approaching at-grade crossings, wayside horns reduce noise associated with railroad at-grade crossings. The installation of wayside horns helps the department satisfy one of the conditions of the 2012 Environmental Assessment prepared for the New Haven-Hartford-Springfield Rail Program, which requires noise associated with the enhanced rail service to be mitigated near sensitive noise receptors, such as residential neighborhoods, educational institutions and recreational areas. "The installation of wayside horns is consistent with the department's commitment to safety at grade crossings and fulfills our obligation to reduce noise associated with the Program, thereby improving quality of life for our neighbors along the corridor," said John Bernick, department assistant rail administrator. "We will look to install additional systems along the Hartford Line in specific areas to reduce train horn noise as we approach service launch." (TN)

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**SHAREHOLDERS** for the Providence & Worcester Railroad voted Oct. 26th , to approve the railroad's sale to shortline railroad holding conglomerate Genesee & Wyoming. The P&W owns more than 163 miles of track in Rhode Island, Massachusetts, and Connecticut and has operating rights on more than 350 miles of additional track, including exclusive freight access on the Northeast Corridor between Providence, R.I., and Queens, N.Y., in New York City. The railroads announced the deal in August that is valued at \$126 million. The deal awaits final approval from federal regulators. (TN)

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**AMTRAK ANNOUNCED** last month that passengers are no longer able to take their Samsung Galaxy Note 7 phones on trains or

railroad property, the Washington Post reports. Amtrak joins a number of travel companies, including most U.S. airlines, to ban the phones that are prone to battery failure and fires. In one extreme instance, a phone carried by a man bound for Baltimore overheated and caught fire. NJ Transit issued a similar ban in September. Samsung has since recalled the phone but some people still have them. (TN)

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**THE RAILROAD MUSEUM** of Pennsylvania in Strasburg is now a Smithsonian Institution affiliate. To celebrate the new association, the museum will host a ceremony on Friday, Nov. 4 at 11 a.m., announcing its new status as a Smithsonian affiliate museum. The Railroad Museum of Pennsylvania is now the first Smithsonian Affiliate museum within the state's Pennsylvania Historical & Museum Commission, the 11th within the Commonwealth of Pennsylvania, and the 215th within the United States. "Smithsonian Affiliates represent the diversity of America's museum community," says Harold A. Closter, director of Smithsonian affiliations. "As one of the foremost representatives of the rich heritage of railroading, the Railroad Museum of Pennsylvania is a vital partner in the Smithsonian's effort to serve the public through educational outreach, artifact loans, traveling exhibitions and collaborative research." (TN)

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**A NEW \$13 MILLION LAYOVER** facility is expected to open at the northern terminus of Amtrak's *Downeaster* service this month. The new 60,000-square-foot facility in Brunswick will enable Amtrak to keep trains at the former Maine Central yard overnight instead of deadheading them from Portland, Maine. The new facility will mean Amtrak will be able to operate a third train between Brunswick and Boston, the Portland Press Herald reports. The three-track facility is large enough to house three passenger train consists, comprising of a locomotive and six coaches each. The Northern New England Passenger Rail Authority began construction on the facility in October 2015 and unveiled it to the public last month during an open house. A decade after Amtrak returned to Maine, the *Downeaster* was extended from Portland to Freeport and Brunswick in 2012. (TN)

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**A MASSACHUSETTS** state representative is calling on the Massachusetts Bay Transportation

Authority to take a closer look at its contract with commuter rail operator Keolis Commuter Services after the state agency forgave hundreds of thousands of dollars in fines levied during the contractor's operation of the commuter railroad through winter 2015. State Rep. William Straus, a Democrat, says the eight-year, \$2.7 billion contract is deeply flawed, the Boston Globe reports. Keolis has been losing millions of dollars since it took over commuter rail operations in 2014. To compensate for that, MBTA officials opted to pay the contractor at least \$66 million more during the next eight years. But critics, including Straus, say the additional payments and fine forgiveness are unwarranted because Keolis hasn't been keeping up its end of the bargain. During the winter of 2015, rail service was run at a reduced level for weeks because of a series of crippling snowstorms. (TN)

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**AMID DECLINING FREIGHT** traffic, the Alaska Railroad is looking for new revenue from real estate holding, including leasing space to marijuana retail stores, the Alaska Dispatch News reports. Legislators recently legalized the drug meaning that marijuana sellers are looking to establish retail shops. However, finding the right spot can be challenging since the stores have to be away from schools and residential areas. That makes industrial areas, such as buildings near a rail yard an ideal place for a store, the newspaper reports citing a railroad representative. The railroad has already leased space to one marijuana store in Fairbanks, Alaska, and railroader managers expect to work with more stores elsewhere, the newspaper reports. While leasing space to cannabis sellers is unlikely to replace profits lost from declining traffic, it will undoubtedly help the bottom line. A sharp drop in coal traffic on the railroad has forced the Alaska Railroad to cut as many as 300 jobs in recent years. (TN)

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**AMTRAK HAS EARNED** accreditation by the Emergency Management Accreditation Program (EMAP), a recognition typically awarded to federal, state, local and tribal emergency response agencies. Amtrak is the first railroad ever to earn the five-year accreditation. To achieve voluntary accreditation, an applicant must demonstrate through self-assessment, documentation and peer assessment, verification that its program meets

industry standards. EMAP recognizes the ability of emergency management programs to bring together personnel, resources and communications from a variety of agencies and organizations in preparation for and in response to an emergency, in addition to obtaining the ability to measure those capabilities. Within Amtrak, the Emergency Management and Corporate Security (EMCS) department manages the security and preparedness program at Amtrak to help better prepare customers and employees throughout the rail system for emergencies. (RA)

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**THE MONUMENTAL SIGN** spelling out Santa Fe once perched atop the railroad's Chicago headquarters will light up again on Saturday, Oct. 29, marking completion of its extensive renovation. The Illinois Railway Museum has announced the



first public lighting of the 70-foot-long sign for 5 p.m. that day. The sign will be on public display at museum, located at Union in McHenry County, during Happy Holiday Railway events in November and December. Owners of the Railway Exchange Building donated the seven letters to the museum in 2012, and a donation from the BNSF Foundation contributed to the restoration, according to an IRM news release. (TN)

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**AMTRAK'S LONG-AWAITED** CAF-built Viewliner II Dining Cars and Sleepers are one step closer to seeing revenue service. The first diner – #68001, the “Annapolis” – shipped from CAF's Elmira, N.Y.,

plant the first of this month and was moved to Hialeah, Fla., on the southbound Meteor the following day. Given the many issues brought up on previous inspections of the new design, Amtrak plans to take an extended period of time to test the car and be sure CAF has resolved any lingering issues. However, Amtrak management tells NARP they're confident the problems are behind them. Sometime after the first of the year CAF will begin rolling out cars at a rate of two or three per month, Amtrak tells us, with all 25 diners delivered in the first half of 2017. The new Viewliner sleepers are next and Amtrak expects to get a final schedule for the production rollout of these cars within days. (NARP)

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**DICK KOZLOWSKI** sent this picture of the first Central Maine & Quebec (CM&Q) locos to be painted. They look like ex-Amtrak F40s, with 6-wheel trucks! –Ed.



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**EX-BAR DERBY SHOPS** complex has been sold to the town of Milo, ME. The complex was still owned by previous rail operator Montreal, Maine & Atlantic and leased to the Central Maine & Quebec, which does not need them now. (RP)

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**DOT-111** tank cars are no longer permitted to haul crude oil in Canada. Canadian Minister of Transport Marc Garneau says that all legacy DOT-111 tank cars were completely removed for crude oil service at 12:01 a.m. on Nov. 1. The safety directive, known as Protective Direction 38, accelerated the phase out of unjacketed DOT-111s six months earlier than expected. Jacketed cars of the same



model are also being phased out about 16 months early, Transport Canada says. By 2025, DOT-111s will not be permitted to haul any type of flammable liquids in Canada. (TN)

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**800 MILLION GALLONS** of water flow through Maine aquifers for the Poland Spring company each year. Since January of this year, containers full of that water flow south from Maine by rail. Presently, trucks bring palletized bottle water 20 miles from their plant in Hollis to the Portland Intermodal Terminal. 45 containers on a Pan Am Railways train are moved to Ayer, MA, where the containers are unloaded and moved to distributors. Starting this past April, Poland Springs expanded the initiative to bring an additional 60 containers by truck from the plant in Kingfield to Waterville, then by train to Portland where they join the train traveling to Ayer. The 105 containers are broken up between three trains a week, which run on Fridays, Saturdays and Sundays. (RA)

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**NICE PICTURE** from Kevin Berkholder showing the “Heritage” paint applied by the Central Maine & Quebec RR, who operate over much of the ex-BAR trackage. Don’t know the loco designation but some think it is an ex-CP “Red Barn” SD40M. (Koz)

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**Trains MAGAZINE** has awarded its \$10,000 2016 Preservation Award to the Museum of the American Railroad for the restoration of the last surviving Santa Fe-painted Alco PA diesel locomotive. The award was announced at the Association of Tourist Railroads & Railway Museums annual meeting in Savannah, Ga., on Nov. 12. The grant will sponsor the transferring of engineering documents of the carbody, nose, and cab contours

to a scalable, digital, three-dimensional format so replacement parts can be fabricated quickly and accurately for Santa Fe No. 59L at Frisco, Texas. The work will focus on the cab area, speeding the day when the famous Santa Fe silver, red, and yellow Warbonnet paint scheme can be reapplied to this historic locomotive. The award was made from more than 50 applicants in this, the 17th year, for the *Trains* \$10,000 grant. (TN)



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**CSX TRANSPORTATION’S** annual Santa Train is headed for the former Clinchfield main line this week in preparation of the 74th running of the holiday train on Saturday, Nov. 19. CSX EMD SD40-3 No. 4384 and executive F40PH No. 9999 will supply power to this year’s train. A deadhead move spotted in Jacksonville, Fla., on Nov. 15, showed that CSX had equipped CSXT No. 4384 with a special Clinchfield Railroad emblem on the on the conductor’s side’s cab nose. Throughout the past year, CSX has applied the heralds and logos of predecessor railroads onto locomotives that are repainted at its locomotive shops across the system.

The Santa Train will leave Pikeville, Ky., on the morning of Nov. 19 beginning its 110-mile journey to Kingsport, Tenn., with stops at communities along the way in eastern Kentucky, southwest Virginia, and eastern Tennessee. (TN)

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**MBTA IS EXPECTED** to offer weekday commuter rail service between Boston and Foxboro, Mass., starting in late 2018. The service will be part of a year-long pilot program to connect downtown Boston with Gillette Stadium, home of the New England Patriots professional American football team. The service is being paid for by a public-private partnership with the Kraft Group, which

owns the stadium and the football team, and will be providing \$200,000 for the new service. MBTA only runs to Gillette Stadium on game days and during special events, but the new service would see trains running to Foxboro four times a day, the Boston Herald reports. (TN)

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**DIRE PREDICTIONS** that falling gas prices might hurt Amtrak's patronage and pricing failed to materialize as the company's fiscal year drew to a close on Sept. 30, 2016. Yet other trends continue to impact the passenger railroad as President and CEO Wick Moorman settles into his new job. Ridership rose to a record 31.2 million passengers while generating \$2.1 billion of ticket revenue — both slightly ahead of last year's numbers. (TN)

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**ON MONDAY, THE 21ST**, The Downeaster celebrated another milestone, with the addition of a mid-day round-trip from Brunswick to Boston; now there are three RTs a day between the endpoints, with two other RTs between Boston and Portland.

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**AMTRAK EMPLOYEES** will soon train in the newest dining cars on the continent now that the first of 25 new Viewliner II dining cars has arrived at Amtrak's Hialeah Maintenance Facility north of Miami. Production problems at the CAF USA plant in Elmira, N.Y., delayed the cars more than two years after they were scheduled for delivery. As was the case with the 70 Viewliner II baggage cars now operating, maintenance protocols have to be developed and subsequent employee familiarization must take place before the new fleet is deployed throughout the system. Hialeah shop forces maintain all single-level long-distance equipment that runs on the *Silver Meteor*, *Silver Star*, *Palmetto*, *Crescent*, and *Lake Shore Limited*, but workers at other servicing terminals in Chicago, New Orleans, and New York's Sunnyside Yard must also learn how all systems work. Once that occurs and more dining cars are shipped from Elmira, new Viewliners can replace Amtrak's dwindling fleet of heritage dining cars. In 2015, the aging relics were removed from the *Silver Star* as part of an initiative to test sleeping car pricing that doesn't include meals. Earlier this year, Amtrak substituted Amfleet II lounge cars for diners on the *Lake Shore Limited* after four cars were found to be structurally unsound. That means only the *Crescent* and *Silver Meteor* currently operate with full-service

dining cars in the East. Amtrak spokesman Marc Magliari tells *Trains News Wire* that once a sufficient number of new dining cars are accepted, they will be deployed on routes throughout the country. (TN)

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**THE BACKERS** of a proposed \$64 billion high-speed bullet train from Los Angeles to San Francisco have announced that they will build the trains in the United States, the LA Times reports. The announcement comes a week after the California High Speed Rail Authority caused uproar when it asked for a waiver from the Federal Railroad Administration's Buy American requirements. The rail authority had said it would be cost prohibitive to build components such as passenger cars, brakes, wheels, axles, and undercarriages in the U.S. and that it would be cheaper to import them. The authority formally withdrew its request for a waiver last week. A representative for the rail authority tells the LA Times that they hope the "United States manufacturing industry will rise to the challenge of producing what is needed to build high-speed trains in America," the newspaper quotes the representative saying. (TN)

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

### TRAINS

- Transcon Mergers
- Rewriting the Playbook
  - Florida's "Brightline" Service
- Trip with a Capital T
- They Don't Train Them Like They Used To

### MODEL RAILROADER

- Electrical Troubleshooting
- Build a Curved Passenger Platform Shelter
- Quick and Easy Utility Poles
- Hide a Backdrop Opening with Structures

### RAILROAD MODEL CRAFTSMAN

- A Tall Tale—Tell-tales
- Railroad Signals—Part 11

News sources: Boston Globe, Boston Herald, Amtrak "News", Trains Newswire, Railway Age, Railpace Newsmagazine, RRE "Callboy", "The 470", Patriot Ledger, National Association of Railroad Passengers.

## EDITOR'S NOTES

1. **Next month's *Semaphore*** will be published one week early, due to the Christmas weekend. Please have news and articles to me by Saturday, the 17<sup>th</sup>.
2. **Don't forget** our two fun functions coming up during the next few weeks: the Annual Auction and "JFJ". Hope to see you at both!
3. **Photos** of our fun Sunday Operation this month will appear in next month's issue.

.....*David N. Clinton*

## MEMBER NEWS

Condolences go out to **Jim Fabyan** on the death of his father, James E. Fabyan over the weekend. He was also **Peter Palica's** brother-in-law. Our thoughts and prayers go out to both families.

### Birthday Celebrations

The following members have made it through another year and deserve congratulations:

Bill Garvey ..... Dec 2<sup>nd</sup>  
 Jay Pease..... Dec 2<sup>nd</sup>  
 Tom Ryder (H)..... Dec 2<sup>nd</sup>  
 Nick Nickerson (H)..... Dec 3<sup>rd</sup>  
 Paul Patev (H) ..... Dec 6<sup>th</sup>  
 Stan Rydell ..... Dec 6<sup>th</sup>  
 Chris Barlow ..... Dec 12<sup>th</sup>  
 Paul Feeney ..... Dec 13<sup>th</sup>  
 Will Baker ..... Dec 14<sup>th</sup>  
 Ron Clough ..... Dec 15<sup>th</sup>  
 Bill Sims ..... Dec 21<sup>st</sup>



As has been a tradition for many years at the SSMRC, Bill Garvey, USMC, has set up a box in the meeting room to collect Toys for Tots. This is an extremely worthwhile cause, which was started many years ago by a Marine wanting to help make Christmas special for less fortunate children. The drive has blossomed into a huge, country-wide collection, which helps thousands of children experience the joys of Christmas. **Donated toys are to be new and unwrapped.** Please place in the yellow box marked "Toys for Tots". The collection will continue until the weekend before Christmas. (If you need some ideas for toys, speak with Dan.) Thanks to Bill and all who participate in this cause!



## Junk Food Jollies

When: Tuesday, December 13<sup>th</sup>  
 Where: Editorial Offices, 11 Hancock Rd., Hingham  
 Time: Anytime after 6 pm  
 Who: **All members welcome**

Come and enjoy hot mulled cider, cookies, crackers, cake, cheese and lots of other not-so-good-for-you food! A time for camaraderie with your fellow members away from the RR Club...but still in a RR atmosphere!

About 8 pm, we'll enjoy movies, slides and CD's made by the photographers in our group.

Come and have fun with your friends.





# THE OPERATOR



Nov. 13/16

ECL OPERATING DEPARTMENT

NO. 171



## OPERATION REVIEW

By Paul A. Cutler III

For the second time ever, we held an all-day operation on a Sunday. That's when we run two 2-hour sessions with a 1-hour lunch break in between. Participation was good with 16 members signed up for both shifts.

### Operations Review - Sunday, November 13<sup>th</sup>, 1<sup>st</sup> Shift

**Yours truly** was Chief Dispatcher and **Paul Pando** was the Trainmaster for both shifts. All trains ran, but most were late (except for the one that was really early).

Engineer **Al Munn** said everything went well with his four trains. "I didn't run into anybody," said **Al**. But he did leave E-10 red with train 502.

**Dave Clinton** ran only two trains and had signed up for a third when people started to realize that no one had ordered lunch. So **Dave** put down his throttle, took lunch orders, and drove over to get food for everyone. Thanks, **Dave!** While running trains, he had to Bad Order a UP diner due to a low glad hand. This caused a near riot as the passengers were, ironically, denied food for most of their journey.

Six train engineer **Jay Pease** commented that the Chicago train CH-2 was "pretty depressing". Why? Because he put his new steam engine on the front (all proud and happy) yet it only went about four train lengths to get to Cedar Hill. ☺ *Next time, let me know in advance if you're going to bring an engine and I'll leave room.* He had a couple commuter jobs that couldn't make the schedule because the steamers were too slow. In my defense, one of these jobs had their passenger engine replaced with **Jay's** 2-10-2 freight loco by **Jay** himself. *Ahem.* Also, **Jay** left Middleton with MS-9 about 30 minutes early.

My father, **Paul Cutler, Jr.**, operated five trains. On #101, he found E-10 left red in Middleton (he had to back out of the yard) and then in Mt. View, E-54 was red against him. On his second train, the C&O 4-8-2 died enroute while climbing the grade into the Gallery (we had to air-lift a replacement GN steamer from Middleton).

**Doug Buchanan** only operated for the first shift with four trains under his belt. "No problems" **Doug** got over the road without trouble, but I think he does like to watch his trains majestically (*slowly*) roll by.

**Paul Agnew** also ran four trains. Most were okay with timely arrivals (considering the chaos around him). The

last one ran the best with a certain someone's NJ/CB NH I-4 on train 547. **Paul** reports that the old warhorse can do 102 mph through the speedometer. He had no trouble making the advertised time. ☺

**Bob** "Generally No Defects" **Farrenkopf** did not have anything hit the floor with his four trains. *A goal we should all strive for.* He did have a runaway with my NH 2-10-2 that almost led into a crash at E-5/E-6. As a passenger train was crossing over in front of him, **Bob** lost control. Physical force was required to prevent what would have been a spectacular wreck.

One thing we added to this operation was a designated pusher assigned to West Middleton. This loco, a club-owned ECL 0-10-2, had the front coupler jimmied open to prevent string-lining. It was used at least once, with **Al McCarty** at the controls, to push BH-7 up the grade. Thanks, **Al!**

On the local wayfreight side of things, **Al Taylor** was up in Cedar Hill with HX-4. On the first trick, he got all the pick-ups done. He had to bad order a car when the coupler fell off. **Al** could have used an 0-4-0T or 0-6-0T on the transfer table, and unknown to him there actually was one over in Middleton. Too bad no one told him until the end. ☺

**Jeremy Cahill**, engineer, and **Bryan Miller**, his conductor, switched the Larson Branch with HX-1. They initially had a little trouble getting there due to the oncoming train of CH-2 at Hillside Jct. After a little switching around, they got to Larson and experienced a number of random derailments "all over the place", especially at the dual gauge grade crossing. **Jeremy** said that switch #12 on the industrial side is inoperative and the vertical curve on the coal tipple is too abrupt for 2-8-2's. It seems that the pilot and trailing wheels bridge the slope, lifting the drivers right up off the rails! *Hint: use a smaller engine (without a trailing truck) or more reach cars.*

The Stationmaster at Cedar Hill was **John Sheridan**. He didn't have much to say about the first shift, so we'll wait until the next chapter.

Cedar Hill Yardmaster **Fred Lockhart** was busy all shift. Most trains were dispatched on time or nearly so. **Fred** says that the yard could use an engine hostler, especially with all-steam ops, as every loco needs to be spun on the turntable. **Stan Rydell** was the Cedar Hill brakeman, and said he was busy while learning the yard.

Over in Middleton, **Savery Moore** not only did his yardmaster duties, but also ran MX-3 to switch out the local industries. He says there is a dead spot between red 4 and 5 and between white 1 and 2. **Savery** requests a fast clock for

the yard as he was getting his exercise climbing a chair every time he wanted to know the time. Also, he'd like a shelf under the river at East Middleton for clipboard storage, etc. **Savery** had ordered a sand gondola that was missing a coupler.

Trainmaster **Paul Pando** reported all trains run.

As dispatcher, it went pretty well. The radio comms were okay, there were some close calls, and some interesting meets made. The worst issue was the engine dying on the hill, which caused a cascading issue of late trains. Fortunately, we had seven mainline engineers and we were quickly able to get back on schedule. If we had had only four engineers, that would not have happened.

## Operations Review - Sunday, November 13<sup>th</sup>, 2<sup>nd</sup> Shift

After a bunch of running around resetting trains and eating a nice lunch, once again, **yours truly** was dispatching and **Paul Pando** was the Trainmaster.

First up is my dad, **Paul, Jr.**, who ran six trains. On his second train, the PRR Decapod slipped climbing the grade out of Boston, which I've never seen before. This train made it all the way from Cedar Hill to Boston on the first shift, but couldn't make it out of Boston. I had to come down from the tower and add a C&O 2-6-6-2 on the head end. Oddly enough, they ran fairly well together. His other trains had some meets that were...interesting...but things worked out okay. **Dad** even ran an Extra freight around the whole layout.

**Bill Garvey** ran two trains, #701 and #58. The UP long distance train, #58, ran into trouble on the Mountain Division. The train order called for E-59 to be red, but the dispatcher forgot to throw it and the engineer didn't call for it. The result was a derailment at E-58, the end of the double track and thrown against the train. This meant a long delay as multiple derailments (due to it being a 4-6-6-4) and uncouplings came about. While all this is going on, I had three other trains trying to pass through the area. *Yikes!* This resulted in a different passenger train backing onto a coal tipple. *More on that later.*

Four train engineer **Al Munn** was pretty on time leaving, but ran into a few meets, holds, and stabbings that delayed his trains a smidge. Still, no real troubles for **Al**.

**Jay Pease** ran the "lackluster" ML-1, which has a short run of only 20 fast minutes. After another train, he got #725, the coal-hauling passenger train. He left Middleton on time, but almost got into a head on with the aforementioned #58 coming down the Gallery. The quickest solution, since **Jay** had a short train, was to back him into the coal tipple siding. *Let's just say it was a good thing there wasn't one more car on his train.* After all that, he was over an hour late. Oddly enough, he got into Cedar Hill just 15 minutes late. *Obviously, his conductor was throwing passengers off at the stations.* Also, in his professional opinion, he believes we should nail down who controls what in regards to yard approaches on the mainline.

The lunch savior, **Dave Clinton**, ran twice as many trains this time: four! His first train #510 was supposed to have a B&M 4-6-0. Instead, a B&M 2-10-2 had been used.

The 2-10-2 owner, **Jay**, had replaced the 4-6-0 in the first shift (*because he wanted to see his loco run*) and changed the Train Orders then, but forgot to change the numbers on the second shift paperwork. This caused a little confusion for **Dave** when he tried to run the 2-10-2 with the 4-6-0's DCC address. It got worse later when the next run of that equipment resulted in the 4-6-0 heading for the turntable pit in Middleton. Fortunately, it was stopped by the turntable cabin, but not so fortunate for the employee in the cabin who was killed instantly. **Dave's** other trains were uneventful.

**Bob Farrenkopf's** trains ran pretty good except for the UP Big Boy which ran away with him. He says he might have a low battery problem, but no one is really sure. It could just be bad luck.

Engineer **Paul Agnew** got six trains over the pike. His first train got into a fender bender in the yard at Middleton when an opposing train backed into him. No damage or derailment, just a hard coupling. *Wait, that sounds wrong...* On BM-3, he was 20 minutes late, but that was due the stalled PRR Decapod out of Boston. On his LM-4, he was 17 minutes late on a 19 minute run. **Paul** got a little crossed up with calling for E-4 but not E-1. Then he ran an Extra, but due to the lateness of the hour, was directed to end the train at Cedar Hill instead of Essex Staging.

Down the Larson Branch, **Jeremy Cahill** and **Bryan Miller** continued the action with HX-3. They took almost the entire shift to complete the run, arriving at 1755 on the fast clock. They had to Bad Order a car, and for the third time that day, it was due to the coupler falling off. *Are there coupler thieves running around now?*

Up in Cedar Hill Passenger, **John Sheridan** reported that E-362 and E-361 are both having power issues, and E-366 has LED issues. The trains were all mostly on time.

For the rest of Cedar Hill, **Fred Lockhart** took the reins as yardmaster. He said it was quieter than the first shift because "All the big shots were gone for the day." ☺ **Stan Rydell**, C.H. Brakeman, echoed the quiet nature of the second shift. He says he spent most of his time at the turntable.

HX-4 continued on with **Al Taylor** in Cedar Hill, who finished most of the set outs. He had to Bad Order two more cars; one with a low coupler while the other had the coupler fall off (*darn coupler thieves!*).

Middleton yard was not quiet. The busy **Savery Moore** did yardmaster duties as well as the MX-4 industries. He noted that his clipboard didn't have the train ID's on it (my fault as I ran out of time). Lastly, **Savery** would like some way to prevent BH-1 from following 547 into Middleton at E-10 at the end of the shift. On several occasions, he's seen a wreck because as the commuter enters the yard through E-10, the hustling BH-1 comes around the corner at such a speed that E-10 cannot be cleared in time. *I think the easiest thing to do is to adjust the schedule so that BH-1 goes first.* With MX-4, he got all but the REA cars switched.

**Paul Pando**, Trainmaster, handed out all Train Orders and even both Extras.

For me, as dispatcher, I was bored for most of the shift. And that's a good thing! As a dispatcher, you crave boredom because it means you're doing your job and everything is running great. Other than the derailments on #58, the schedule held up well. That is due, again, to the seven engineers we had. Delays will happen for various reasons, but if you have that many engineers it doesn't harm the schedule.

Overall, I think we had a very successful "All Steam" operation in the daytime. We will have to do this again!



# CLUB AUCTION

## Monday December 5, 2016

**Building 51 Hingham, Ma. 02043**

**A Partial Listing, Items are still being added!**

**Preview One Half Hour before Meeting!**

**YOUR  
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from the collection of Frank Ellis**



**1-Quincy Wholesale Grocery 40' Steel Ice Reefer kit**



**A collection of various road name Boxcars**



**1- Quincy Oil Tank Car # 1883**



**1- ECL 40' Airslide Covered Hopper**



**A collection of various road name cars**



**2- Boston Sand and Gravel Hoppers with load**

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