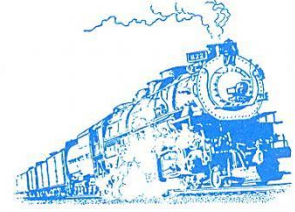


# The Semaphore

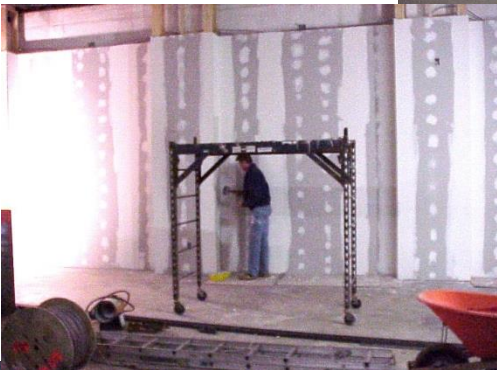
South Shore Model Railway Club

## NEWSLETTER

Home of the "East Coast Lines" since 1938



APRIL 24, 2017 ■■■■■■■■■■ VOLUME 37 ■■■■■■■■■■ NUMBER 4



A Club in Transition 2





# The Semaphore

David N. Clinton, Editor-in-Chief



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“The Operator”.....	Paul Cutler III
Cape Cod News.....	Skip Burton
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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
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*The Semaphore* is the monthly (except July) newsletter of the South Shore Model Railway Club & Museum (SSMRC) and any opinions found herein are those of the authors thereof and of the Editors and do not necessarily reflect any policies of this organization. The SSMRC, as a non-profit organization, does not endorse any position. Your comments are welcome! Please address all correspondence regarding this publication to: *The Semaphore*, 11 Hancock Rd., Hingham, MA 02043. ©2017

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VOLUME 37 ■■■■■ NUMBER 4 ■■■■■ APRIL 2017

### CLUB OFFICERS

President.....	Jack Foley
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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:** Top row shows the building as we took it over, then with new roof installed by Phil Wood and interior before starting any work. Other pictures show sheet-rocking, framing and ceiling installation. Last picture shows Bill Garvey checking one of the recently-installed light switches, to make sure he and Doug Buchanan hadn’t wired it backwards! (Unknown photographers)



## SEMAPHORE MEMORIES

### APRIL 2012 (5 years ago)

- ✳ Yard tracks being laid in Cedar Hill
- ✳ Third leg tied into layout, after temporary removed
- ✳ Delay of 18 mos. with Hyundai Rotem's delivery of bi-level MBTA Commuter cars.
- ✳ NS releases "heritage" units decorated in Nickel Plate, Pennsylvania and Interstate RR.
- ✳ Canadian Pacific's "Canadian" featured on Canada's latest \$10 bill, produced using new polymer material.
- ✳ Amtrak floats in and opens new bascule lift span over Niantic River in East Lyme, CT, replacing 104-year-old span.
- ✳ VIA Rail Canada donates last F unit to NRHS in British Columbia. FP9 #6300 was built for CNR in 1957 as 6524
- ✳ MBTA Commuter Rail service begins service from Wickford Jct., RI station. 10 RT/weekdays stopping at T.F. Green Airport station.
- ✳ City of Roanoke donates N&W Class J 4-8-4 #611 and Class A 2-6-6-4 #1218 to Virginia Museum of Transportation.
- ✳ Vermont Railway named Railway Age "Short Line of the Year".

### APRIL 2007 (10 years ago)

- ✳ "Hobbytown of Boston" closes door with owner's retirement. Shop had moved to Florida previously.
- ✳ French electric train with 25,000 HP locomotive breaks World speed record @ 357.2 MPH.
- ✳ Loco programming cart completed.
- ✳ Jack Bryant awarded Congressional Gold Medal for service in WWII, as part of "Tuskegee Airmen".
- ✳ First "hybrid" freight car rolls off assembly line: from FreightCar America, the "BethGon II" made of Aluminum and Stainless Steel.

### APRIL 2002 (15 years ago)

- ✳ State signs \$252 million contract with construction team to restore Greenbush Line.
- ✳ P2K introduces "Heritage" 0-6-0 locomotive.
- ✳ State puts MassCentral trackage out to bid.
- ✳ Strasburg RR ships four "Thomas the Tank" engines it has built for various tourist lines.
- ✳ Amtrak and Guilford fight over 79 MPH speed for *Downeaster*.
- ✳ RailAmerica files to abandon Cape Breton & Central Nova Scotia on Cape Breton Island.
- ✳ CV roundhouse in New London, CT, destroyed by fire.
- ✳ MBTA buys financially-troubled "Harbor Express" ferry service, which operated from Quincy to Boston.
- ✳ Acadian Railway Co. plans to run luxury railroad tours in New England and Maritime Canada.

- ✳ Scituate is last town to sign agreement with MBTA on Greenbush Line.
- ✳ VMW Paducah built files for Chapter 11 bankruptcy.
- ✳ UP launches first advertising campaign in 20 years.
- ✳ First "Pot Luck Supper" at SSMRC.

### APRIL 1997 (20 Years Ago)

- ✳ Attendance at Show: 1,823-highest since 1991.
- ✳ Amtrak takes delivery of last of 50-car "Viewliner" sleeping car order.
- ✳ First MBTA GP40MC locomotives (ex-CN) arrives.
- ✳ "Buck" Dumaine, Jr., ex-New Haven president and ex-BAR president, dies.
- ✳ Amtrak discontinues *Desert Wind* and *Pioneer* trains.
- ✳ Bordon Foods closes Prince Spaghetti factory in Lowell, a large customer of the B&M. (on Weds.-Ed!)
- ✳ Green Mountain RR agrees to buyout by Vermont Railway.
- ✳ Amtrak orders 21 new F59PH locomotives from EMD for West Coast service.
- ✳ Former member Kevin Linagen purchases Conrail (ex-Pennsy)

caboose for work in the Quincy shipyard, where he works.

(Recent pic of his just-completed



paint job and lettering.)

### APRIL 1992 (25 Years Ago)

- ✳ "Ye Ed" offers first "clinic" on constant, directional lighting for locomotives.
- ✳ CV abandons Richford Branch from Sheldon Jct. VT.
- ✳ First passenger cars built in U.S. in five years roll off M-K assembly line in ex-EL shop in Hornell, NY.
- ✳ All 20 of Amtrak's GE-built P32BH "Pepsi can" locomotives delivered.
- ✳ "Mountain Division RR" defers planned startup to 1993, due to lack of funds. Looks to obtain "Flying Yankee" train from Edaville.
- ✳ Canton Jct. loses its operator to remote-control from South Station.
- ✳ Amtrak awards M-K \$300 million contract to begin installing wires from New Haven to Boston.

### APRIL 1987 (30 Years Ago)

- ✳ State transportation officials announce they are "scaling down" restoration of Old Colony lines by scrapping Greenbush Branch.
- ✳ CV promotes building new auto terminal facility in Belchertown, MA.
- ✳ Alaska RR orders first brand-new passenger equipment in its history.
- ✳ Valley RR in Essex, CT, becomes "agent" to import new Chinese steam locomotives, still in production.

- New Orange Line relocation to “Southwest Corridor” opens.
- 58 new Red Line cars from CanCar of Thunder Bay, Ontario, are assembled at former Mazda auto parts distribution center in Mansfield.
- Conrail has record \$1.65 billion Initial Stock Offering, with \$28 shares selling for \$31 the first day.

**APRIL 1982** (35 Years Ago)

- Owner of the Cape Cod & Hyannis RR announces runs to/from Falmouth and Buzzards Bay, as well as from Hyannis.
- “Ribbon-cutting ceremony” held for new “Cedar Hill Yard” in the South Division of SSMRC in Weymouth.
- Conrail posts first profitable year, since formed in '76.
- 30-car MEC freight plows into snow slide in Crawford Notch and gets stuck for several days.

# ENGINE TUNE-UP CLINIC

This month, **Joe Dumas** was first again. This session, he brought an Atlas C-424 from the W.E. Table at our Show. It was decorated for the Belt Railway of Chicago and, joy of joys, he found it had an 8-pin plug. So, by simply inserting the DZ123P, he was able to turn it into a locomotive he can now use on the SSMRC. Not many model the BROCC, either; a very attractive paint scheme.

**Savery Moore** brought his Rio Grande SD7 by P2k, and also found an 8-pin plug inside! He also was able to simply plug in the DZ 123P and away he went. The plastic tabs holding the shell to the metal chassis on both this model and the SD9 are very fragile, so it's not unusual to break at least one each time you remove the shell. I remember Jeremy having to glue his shell to the chassis, as there were so few tabs left to hold them together!

Another DZ123P customer was **John Holmes**, who brought two Spectrum Shays; one for the Ely Thomas Lumber Co. and the other was for Weyerhaeuser Lumber. Both were beautiful, 3-truck Shays that took the decoders in their coal bunker and then showed off their locomotion with all their gears, valves and rods in action. Nice!

**Paul Agnew** continued his deliberations with the ECL ex-UP 4-8-4 Northern. He used a miniature 2-pin connector to try and remedy the lighting problems, which turned into motion problems, the deeper he got into the repairs. He hopes to wrap up this project next month.

**Paul Cutler III** brought his two Bachmann EF4 electrics, dressed in New Haven colors. Called “Bricks”, because of their shape and color, these came with bluish-colored L.E.D.s from the factory. The early days of using L.E.D.s found this frequently, or yellow, which was even worse. He was successful in finding small L.E.D.s, which he filed flat on one side, in order to fit into the factory holder. He found that light from the L.E.D.s bled through the plastic shell around the headlight openings, so he used flat black paint all around the openings and took care of that non-prototypical look!

**Eric Tedeschi** arrived with his new SD40-2, dressed in CSX colors. This Athearn R-T-R was Jimmy's, his son, and he wanted to make it DCC compatible, for when the two of them run trains. Jimmy is crazy about trains and will make a good member in 12 years! This Athearn loco now has a 9-pin plug, so the DH126D fit beautifully and away he went to surprise Jimmy!

Thanks to **Paul Cutler III** for his assistance and for preparing the Model Shop beforehand. Our next clinic will be **Thursday, May 4<sup>th</sup>, 2017**. Sign-up sheet on Bulletin Board. Everyone is welcome!

## POTPOURRI

**JUST WEEKS AFTER** acquiring Florida East Coast Industries (FEI), parent of Florida East Coast Railway (FECR), a Japanese hedge fund is close to a deal to sell the regional carrier to Ferromex, Mexico's largest railroad by mileage, for a reported \$2 billion. Grupo Mexico, the mining conglomerate that owns 74% of Ferromex (Union Pacific owns the remaining 26%), is finalizing the details of a deal for FECR with FEI owner Fortress Investment Group, which was acquired by



Japan's Softbank in February. Ferrromex won out in an auction for FECR, according to Reuters. Jacksonville-based Florida East Coast Railway operates 351 miles of track along the eastern coast of Florida. It was taken private by Fortress in 2007 for \$3.5 billion. It also operates All Aboard Florida, parent of Brightline, an intercity/higher-speed passenger rail operation running on FEC tracks set to begin service this summer. (RA)

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**THE ORIGIN** of the blue and white striped engineer's cap: There is no sport that evokes more nostalgia among Americans than baseball. America's favorite pastime originated before the Civil War, as a game called "rounders". By 1871, just two years after the completion of the Transcontinental Railroad, the professional baseball league was born. By the time the early 20<sup>th</sup> century rolled around, most large cities in the eastern U.S. had professional baseball teams. Because of the sport's popularity, many famous ball players like Phil Rizzuto, Eddie Matthews, Harry "The Hat" Watkins and Babe Ruth, spent a significant amount of time riding the rails. Employees of the railroads, with a desire for camaraderie and recreation, formed employee baseball teams. These teams were quite organized and even competed in leagues and championships. One semi-famous railroader took time off to play semi-pro and professional baseball. George "Stormy" Kromer was an engineer for the C&NW. Kromer made a habit of wearing his baseball cap while at the controls of his engine, but it just wasn't quite what he needed while on the job. Kromer came home one day and lamented his discomfort to his wife, Ida. The Kromers put their heads together and came up with the design of what we now call the railroad engineer's cap. Ida, an expert seamstress, assembled George's new cap with what she had at hand: blue and white pinstripe pillow material. Their efforts were a hit. The cap became very popular among railroaders, and ultimately resulted in the beginning of a business that still exists today. (BLHS Bulletin)

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**IN AN EXAMPLE OF COOPERATION** between railroads and the rail preservation community, several grates from Union Pacific Big Boy No. 4014 can now be found inside the firebox of Milwaukee Road 4-8-4 No. 261. The donation of the grates and several other parts was the result of a three-

way deal with Union Pacific; the RailGiants Museum in Pomona, Calif.; and Steve Sandberg, chief operating officer of the Friends of the 261, owners and operators of the 4-8-4 steam locomotive. Since No. 4014 is being converted to burn oil instead of coal, there were several parts related to coal burning operation that became surplus. The donation was facilitated by Ed Dickens, senior manager of heritage operations for UP, who is in charge of the Big Boy restoration. Dickens contacted the Rail Giants Museum of the Railway & Locomotive Historical Society Southern California Chapter, where No. 4014 had been displayed from 1962 until UP re-acquired it back in 2014. RailGiants plans to display pieces of the locomotive to commemorate the time the engine was in Southern California, but agreed to donate some of the parts to the 261 organization so they could once again be put to use in an operating steam locomotive. In addition to the grates, the Friends received stoker parts and arch bricks from No. 4014. The grates are a key component of a coal-burning steam locomotive. In the firebox, the coal sits on top of the grates. Oxygen is drawn through the firebox under the grates. When the engine is in motion it pulls air through the fire and the grates to heat the coal and make the fire hotter and more intense. As the grates wear out, they allow more oxygen to come through, which burns the coal faster and hotter, and more ash falls through the grates into the ash pan and lessens efficiency. "By putting in all these new grates, we basically have brought the 261's firebox back to its original configuration," Sandberg said. American Locomotive Co. built both locomotives. No. 4014 was built in 1941, while 261 rolled out of Alco's Schenectady, N.Y., plant in 1944. The total grate area of No. 261 is 96 square feet, easily dwarfed by No. 4014, which has a grate area of 150 square feet. The grates were installed in No. 261 on March 25 to replace older grates that had worn out or were damaged by heat. As some of the grates were being installed, Sandberg remarked to some of the younger crew members handling the ash-covered grates, "Just think, that's the ash from a Big Boy that climbed Sherman Hill. That's pretty cool." (TN)

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**AMTRAK IS ADDING** to its weekend service on the Northeast Corridor with one additional *Acela Express* train between Boston and New York City on Sundays. The railroad is also adjusting its

Saturday morning and Sunday evening schedule as a result of customer requests for more service. There are currently 10 weekday *Acela Express* trains that arrive in Boston from Washington, D.C., and New York City with three Saturday arrivals and six trains on Sunday. (TN)

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**OFFICIALS** with the MassDOT say that they'll have to upgrade tracks along the Middleborough Secondary line before they can extend a first phase of new passenger service between New Bedford and Fall River, both in



Massachusetts. The updates are part of the department's phased approach of a South Coast Rail plan. The first phase concentrates on improving the 7.5-mile Middleborough Secondary by extending the Middleborough-Lakeville line for service to and from New Bedford and Fall River. The tracks must first be upgraded before they can accommodate diesel-powered commuter trains. The second phase will focus on preliminary engineering designs and permitting on the Stoughton Electric route. Phase Two will also include new track, signals, and stations between Canton Center and Cotley Junction, Massachusetts. Massachusetts Gov. Charlie Baker says that a phased approach will facilitate commuter rail service to the south coast quicker than tackling the project all at once. (TN)

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**VIA RAIL CANADA** has sold all of its \$150 youth passes for unlimited travel across Canada for July 2017 just hours after the campaign launched, the Toronto Star reports. A high demand for the unlimited travel pass caused the railroad's online booking system to crash just a few hours after reservations started. The passes went on sale Tuesday and were sold out by late Wednesday. The Canada 150 Youth Pass is a \$150 pass for unlimited travel across Canada during the month of July. Intended to coincide with the country's 150th birthday, the campaign also promoted young people to travel by rail on VIA. Sales were capped at 1,867, which corresponds to Canada's confederation. The pass was available for people between the ages of 12 and 25 as well as students who were 26 and older and in possession of a valid



International student identity card. Pass holders had to reserve their coast-to-coast fare in VIA's economy class using the railroad's escape fare category, which is subject to seat availability. The youth promotion is one example of the railroad's celebration of Canada's sesquicentennial. VIA has also wrapped several of its locomotives and passenger cars in a special 150th birthday scheme commemorating the country's history.

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**AFTER A FRUSTRATING WEEK** (April 3rd) for commuter rail customers, the MBTA's operations chief on Monday said there is an "urgent need" to bring more locomotives into working order and outlined steps to achieve that goal. To help staunch commuter rail trip cancellations caused by the lack of working locomotives, the MBTA is turning to outside contractors instead of relying solely on commuter rail vendor Keolis Commuter Services, chief operating officer Jeff Gonnevillle told the MBTA's Fiscal and Management Control Board. According to the T, work is underway in Somerville, Quincy (our friend Kevin Linagen) and Rochester, N.Y. to rehab five locomotives, which should return to service over the next four weeks. In addition to that, the T plans to go out to bid for rehabbing more locomotives with the expectation that 12 could be completed by next summer. The Keolis contract requires the company to make at least 67 locomotives available per weekday, but the vendor has failed to uphold that standard.

"Today we are operating with 66 locomotives available," Gonnevillle said. "It's the highest we've had in several weeks. We are one shy of meeting the target." The lack of locomotives has caused headaches for rush hour commuters. According to Gonnevillle, last Thursday there were a total of 17 cancellations caused by locomotive unavailability. The MBTA, which is managed by Baker administration appointees, last year agreed to pay Keolis an additional \$66 million in exchange for the commuter rail vendor to repair older trains and to keep the MBTA-owned fleet in better condition. (MassLive)

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**ALLEARTH RAIL**, an affiliate of Williston-based solar manufacturer AllEarth Renewables, has announced its purchase of 12 vintage rail coaches to be used in launching a commuter rail service in

northwestern Vermont. The announcement comes in the wake of a skeptical Agency of Transportation (AOT) report on the feasibility of a commuter rail system that would connect Burlington with Montpelier and St. Albans. David Blittersdorf, CEO of AllEarth Renewables and managing member of AllEarth Rail, LLC, said that Texas's Dallas Area Rapid Transit (DART) had awarded AllEarth Rail a contract for purchase of the cars after it won a bid for the equipment over three other parties. He expected delivery of the cars to Vermont – probably to a rail storage yard in St Albans – by early July at the latest, and anticipated operating a demonstration service, at least, this fall. He had no target date for the institution of regular revenue service. The cars will cost AllEarth \$3,606,000, or about \$300,000 per car. The transaction also includes parts and other related inventory valued at \$400,000, bringing the total purchase price to just over \$4 million. The cars, he said, “are in great shape. They're like brand new.” The Budd cars served commuters in the greater Dallas area from 1996 to 2012. Prior to that, they were used by VIA, the Canadian intercity passenger rail provider – which, ironically, bid to buy the cars back from DART, but lost out in the bidding to AllEarth.



*Rail Diesel Car images from DART Power Point from March 28, 2017. AllEarth Rail is spending just over \$4 million to buy 12 of the 1950s-vintage self-propelled cars for eventual commuter service in Northwestern Vermont. (VBM)*

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**A WHEEL SET** from a Boston & Maine 4-6-2 that plunged off a bridge and sunk in a river in 1939 has seen the light of day for the first time in nearly 80 years. Earlier this month, contractors working on a bridge project over the Piscataqua River between Portsmouth, N.H., and Kittery, Maine, were dredging up material from a dismantled pier when they discovered a wheel that once belonged to B&M No. 3666, which has been under water for 78 years. According to newspaper reports of the era, the locomotive was leading a southbound passenger train to Boston on the evening of September 10, 1939, when the bridge collapsed.

The locomotive and the first car went into the river, killing the engineer, John Beatie, and the fireman, Charles Towle. The locomotive sunk 70 feet to the bottom of the river and has sat there ever since.



Officials say there are no plans to bring the rest of the locomotive up from the bottom of the river. Ted Talbot, spokesperson for the Maine Department of Transportation, tells *Trains News Wire* they have reached out to the Maine State Museum and the New Hampshire Historical Society to see if either group is interested in the artifact. If the museums are not interested it will most likely be put on display at a new park that is slated to be built near the river. (TN)

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**THE MBTA** has signed a contract with China Railroad Rolling Stock Corp. to supply 134 additional metro cars for its Red Line. In December 2016, MBTA's fiscal and management control board approved a base order for 120 cars with an option for an additional 14 cars. This is on top of a \$566-million contract awarded to CRRC in late 2014 to build 284 Red and Orange line cars: 152 cars for the Orange Line and 132 cars for the Red Line. All 418 cars will be assembled at a plant that CRRC is building in Springfield, Mass. Completion of this facility is expected in September, with manufacturing to begin in April 2018. Deliveries of the cars will continue into 2023. (TN)

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**THE MBTA** has partnered with Railway Equipment Company of Minneapolis and system operator Keolis Commuter Services to install gas hot air track switch heater systems and fiberglass covers at critical track switches throughout the commuter rail system. Within the past three years, Boston was hit by historically large snowstorms that disrupted public transit on the MBTA. Railway Equipment's Gas Hot Air Blowers and Sno-Net® will assist the MBTA in reducing downtime for the system's 13 lines during winter weather events, part of MBTA and Keolis' commitment to investing in upgrades and improvements. Sno-Net® is a remote monitoring system capable of monitoring individual track switch heaters and local conditions. Data is sent directly to management and maintenance personnel via a web portal and email



notifications. Through the web portal authorized individuals are able to control the track switch heaters as if they were on-site, reducing the need for field visits during adverse winter conditions. Remote monitoring also allows MBTA management to perform predictive and preventive maintenance along with root- cause analysis on individual units within the system. (RA)



**IN A STORY THAT ILLUSTRATES** the best and worst of human nature, a vandal extensively tagged Alaska Railroad 2-8-0 No. 556 with graffiti in an Anchorage park last month, only to have the graffiti removed by a concerned citizen. No. 556 has been on display in Anchorage’s Delaney Park Strip since the late 1950s. It was constructed by Baldwin for the U.S. Army in 1943, and transferred to the Alaska Railroad in 1945. For years, children visiting the park were able to climb on the locomotive, and many residents have fond memories of the engine. Weather took its toll on the locomotive, and in 2013 a \$250,000 restoration began. The area around No. 556 was fenced and landscaped, and park bench made from railroad wheels were installed, and signs showing the history of steam and No. 556 were erected. When the vandal struck, there was an immediate outcry on social media. Many people called the Anchorage Parks and Recreation Department wanting to help out, department contract manager Vikram Patel tells the Alaska Dispatch News. Mike Andersen, president of DAMA Industrial LLC, volunteered up to \$10,000 of crew labor to remove the graffiti and repaint the locomotive, Patel tells the News. The Anchorage Sherwin-Williams paint store agreed to donate supplies to cover the graffiti, he said. Police estimated the cost of removing the graffiti was between \$7,000 and \$15,000. Then along came concerned citizen Frank Perez, who used to play on the locomotive as a child. He was driving by No. 556, saw the graffiti, and decided to act. “When I see stuff like that, it really peeves me,” Perez tells KTUU-TV. Perez does graffiti removal for his employer, so he had the material to remove the offending lettering. On March 22 he brought his two daughters, ages 15 and eight, to remove the graffiti. He used 18 sponges and \$24 worth of graffiti remover and the job was done. “It was also an opportunity to teach my daughters a life lesson,” Perez tells KTUU-TV. “You know, sacrifice, honor, duty and to make them understand how to be

productive members of society, so they can be pillars of society, in their community, when they get older.” Perez says he didn’t check with city officials before starting the cleanup. “Honestly, it didn’t even cross my mind,” Perez says. “I just looked at it and thought, ‘That needs to get cleaned up.’” Maeve Nevins-Lauter with the Municipality of Anchorage Parks & Rec Department says that city officials are grateful for what Perez and his family did. They say no damage was done to the locomotive display. “It is slightly faded from his clean-up effort, as well as he couldn’t get around the all the rivets,” Nevins-Lauter tells the television station. “They did a fantastic job, so I’m not criticizing them at all. I’m sure the maintenance guys feel the same way.” Officials say that the city will proceed with a volunteer project to seal the locomotive in a graffiti-resistant coating when the weather warms up. An arrest has been made on the case. Acting on a tip, obtained enough evidence to arrest Terrence John Keoni Vicens, 18, for the vandalism. He has been charged with felony criminal mischief and was jailed at the Anchorage Correctional Complex. Sister locomotive No. 557 is currently under restoration in Alaska. Several usable parts from No. 556 have been used in the restoration project, with parts either exchanged or taken off and replica parts installed to replace them. (TN)



**100 MPH STEAM** operation returned to Britain’s railways this month — for one night only! New-build steam loco “Tornado” undertook the 100-mph trial runs Tuesday and early Wednesday on the East Coast Main Line route between Newcastle and Doncaster, England. The purpose of the test runs was to enable certification for regular operation at 90-mph operating charter and excursion trains. United Kingdom certification rules require that the permitted speed is exceeded by at least 10 percent to demonstrate safety and other systems work despite the higher speed. The locomotive achieved about 101 mph near Thirsk, north of York, England, on its southbound run from Newcastle during the early hours of April 12. One-hundred mile-per-hour steam operated trains were last operated in Britain in the late 1960s on the route from London to Bournemouth, England, where despite the official limit being slower, express trains were regularly operated at 100 mph during the final years of steam operation. The last one was believed to be in 1967.

(TN)

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**PAN AM RAILWAYS** added an extra touch of class



to Ringling Brothers and Barnum & Bailey Circus Red Unit train as it moved from Worcester, Mass., to Manchester, N.H. on April 17<sup>th</sup>. Leading the special move was the railroad's pair of business train FP9 cab units, PAR 1 and PAR 2, spliced by two SD40-2s and a GP40-2LW. The train ran over an all-Boston & Maine routing, using the Worcester Main Line to Ayer, Mass., and the Freight Main Line from Ayer east to North Chelmsford, Mass., and the Northern Main Line to Manchester. The motive power assignment was widely reported on websites, and many took advantage of a pleasant spring day and daylight running to see and photograph the train. The Red Unit will perform in Manchester April 21 to 23, prior to moving on to Hartford, Conn., via a Pan Am/CSX /Connecticut Southern routing. From Hartford, the train will move to Providence, R.I., for the unit's final appearances. (TN)

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**MassDOT RECEIVED** delivery of 20 new remote-control steel ballast cars in mid April. MassDOT Rail & Transit Division purchased the cars from FreightCar America and noted the innovative nature of the remote-control gates that MassDOT says will make the process of dumping ballast faster, more efficient and safer. "MassDOT is pleased to now have its own fleet of ballast cars which will save money and time when repairing tracks," said MassDOT Rail & Transit Division Administrator Astrid Glynn. "With this investment, MassDOT is continuing to take steps to improve its rail infrastructure and ensure that our customers can count on reliable service and our freight

partners can use our system for their transportation needs." (RA)

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

**TRAINS**

Circus on the Move

Where it all Began

Peru

**MODEL RAILROADER (1000<sup>TH</sup> ISSUE)**

Chasing the MR&T

The Future of Model Railroading

Battery Operation?

How to Model a Big Industry

Going Full Throttle with a LokSound Decoder

Readers Share Their Favorite Issue

**RAILROAD MODEL CRAFTSMAN**

Photo Studio in a Box

Railroad Signals, Part 14

News sources: Boston Globe, Boston Herald, Amtrak "News", Trains Newswire, Railway Age, Railpace Newsmagazine, RRE "Callboy", "The 470", Patriot Ledger, Bridge Line Historical Society, Vermont Business Magazine.

**A CLUB IN TRANSITION-2**

Dave Clinton

By the second year of occupancy, after the propane tank had been installed, since there were no utilities on the property, we had Hingham Light bring power from Fort Hill Street. Because of some political arrangement, we weren't able to tap onto the School Department's wire, or the wire serving the Fire Museum, so we ended up paying \$700/pole for our own 3-phase wire from the main on Fort Hill Street. There was some agreement indicated that anyone else tapping off our wire would pay us some sort of money but that never happened. Looking back, this was the best arrangement, as we have received excellent service and quick response with any problem or light replacement, which is typical of the Hingham Light Plant.

Following power-up, we hired a well-driller for our water supply. It took 585 feet of pipe to reach the water table, through lots of rock. Al Taylor and his gang installed the line from the pump, located in the

far northwestern part of the property, to and through the building wall and into the utility room, where a storage tank was installed.

Meantime, other members were working on sheet-rocking the members' section and train room section of the building. Ceiling tiles was also being installed. Each wall pillar had to be meticulously sheet-rocked and Bill and Doug were kept busy installing the used fluorescent fixtures, that we had received from closed stores, like Ames, or other places that had up-dated their lighting and donated their old to us. It was tedious work, but had to be done...we were into it too deeply now to change our minds!

## EDITOR'S NOTES

1. Bill Garvey asked that the following members be **recognized for their hard work** involved installing the new track lights, which will be over the next sections of the layout:

**Jim South, Jim Ferris, Jack Foley, Roger, Bryan, Fred Lockhart, John Holmes and Doug.**

Of course, all of us thank **Bill** for all the work he does and his planning and supply-ordering for this project!

2. Included with this issue is flyer for our **5<sup>th</sup> Downeaster Trip**, sponsored by the *Semaphore*. This time we're going all the way to Brunswick, the new terminus for the train. You may choose between destinations of Portland, Freeport and Brunswick. Please get your reservations in as soon as possible, as I need a final count into Amtrak on May 16<sup>th</sup>. Hope to see you on-board!
3. We were looking forward to seeing former member Ben Saint-Cyr yesterday, as he was to bring his scout troop from his new home near Albany, NY. Unfortunately, Ben landed up in the hospital with an infection. Many of the group still visited, though, as they were visiting Boston over the weekend

and we proudly showed them what we have. Next time, Ben...and get well!

## MEMBER NEWS

Welcome back **Paul Azevedo**, who had to leave the Club several years ago, due to personal reasons. It's nice to have you with us again, Paul!

It's good to see **Bill Sims**, who has returned after a stint with surgery, which was successful according to him. Always nice to see a "full house" at the scenery tables!

## Birthday Celebrations

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

Dick Kozlowski (H) ..... May 6<sup>th</sup>  
Brendan Sheehan ..... May 9<sup>th</sup>  
John Sheridan ..... May 11<sup>th</sup>  
Coley Walsh ..... May 15<sup>th</sup>  
Paul Cutler, Jr. .... May 18<sup>th</sup>  
Doug Buchanan ..... May 22<sup>nd</sup>  
Jim O'Brien (H)..... May 27<sup>th</sup>  
Steve Peers ..... May 30<sup>th</sup>

## RUNNING EXTRA

# Tubes could speed up R.I.-Boston commute

PROVIDENCE (AP) – Commuters could rocket from Rhode Island to Boston through tubes at the speed of sound under a proposal that's a finalist in a private company's attempt to commercialize a new mode of transportation.

The Hyperloop Massachusetts proposal is the shortest of 11 proposed routes around the United States, selected this week by Los Angeles-based Hyperloop One.

It would connect Boston to

Providence. The plan also calls for a stop in Somerset, Massachusetts, a town of fewer than 20,000 people near Fall River. A proponent who submitted the route idea, Holly McNamara, is a member of the town's board of selectmen.

The propulsion technology involves levitating pods that use electricity and magnets to move through a low-friction environment.

It was first proposed by Tesla co-founder Elon Musk in 2013.





## OPERATION REVIEW

By Paul A. Cutler III

Sorry for the long delay, folks. The January Ops session should have been in the February newsletter, but there just wasn't room. For March's deadline I was setting up the next Operation instead of writing about the last one. So that's why you're getting this a couple months late. **Oops.**

### **Operations Review – Sunday, January 22<sup>nd</sup> (1<sup>st</sup> trick)**

Since it was winter, we were once again doing our all-day Sunday session (and right before a Patriots playoff game, no less). **Yours truly** was dispatching.

**Steve Wintermeier** was an engineer with 6 trains under his belt. He had two visitors from the Roslindale club as his train crew; **Ben Tabor** and his son. **Steve's** first real trouble was finding where CH-2 was to begin the operation. It was on the lead to the future Chicago staging yard, and I have to admit there are no signs (we'll have to change that). The biggest challenge **Steve** had was with BH-7, the TOFC job. The expected meet with #58 at Middleton was compromised when #58 left Cedar Hill 26 minutes late. When I lost exactly where #58 was (I swear, I thought it was already off the Mountain Div.), and allowed it to pass the red signal at E-53, it meant a near head-on collision in the gallery with BH-7 that was only averted due to the alertness of Middleton's MX-3 operator, **Jay Pease**. Thanks **Jay!** Then, to add insult to injury, one of the TOFC's rolled over at Bethlehem Jct.

With 5 more trains of his own, **Paul Agnew** had some *interesting* times with the Alaska FP7's on #29. As he accelerated out of Bryant City, two of the excursion cars decided to take a nap...by rolling over on their sides. It seems there was some paper wadded up in the flangeway of the grade crossing on Track 1 that disagreed with them. Then **Paul** had interlocking trouble getting into Cedar Hill when E-357 got stuck. He also reported a kink in the track near Ruggles station.

**Al Munn** engineered 5 trains, too. The first two were on time, but the third, HB-6 with NYC RS-3's, had some trouble. As **Al** was trying to enter the mainline at the Bethlehem interlocking, Union Pacific #43 was sitting across the whole of it while waiting to enter Cedar Hill passenger due to the aforementioned trouble #29 had with switch E-357. **Al** was apparently fascinated with the big yellow UP train because he was looking at it instead of where he was going.

He didn't notice that he was only lined up with the short stub track at the Bethlehem Freight House and not for the mainline. With a crash that could be heard for miles, **Al** plowed into the boxcar, smashing it into the bumper, and jackknifing the car into the side of the standing UP passenger train and rolling some of the cars over. A mass casualty incident was declared and dozens of passengers were taken to local hospitals. **"Oops!" Al.** With the NYC F3A-powered MH-3, **Al** had a short leaving the yard due to a switcher being on a closed turnout. Then he found that a B-unit was running backwards. Adding to his pain, the train stopped 7 times all by itself on the way to Cedar Hill. This made him about 30 minutes late. Lastly, **Al** said that it would help if he remembered his glasses.

Another 5-train engineer was **Dave Clinton**. He reports that he had a couple trains derail just after Bryant City, but not after the paper was removed from the grade crossing near-by. One incident with **Dave** was when he left Boston through E-21 Red, which put him on a collision course with an incoming train. Fortunately, he was able to back up the Budd car and get on the right hand main before getting hit.

**Doug Buchanan** ran 5 trains with no problems. *I'm not sure we believe that...*

Running 4 mainline trains, **Bob Farrenkopf** had some fun with the aforementioned #58 and the almost-collision with BH-7. He also missed the yard lead into East Middleton while running #533, but **Bob** was able to back up and enter the yard without getting too far down the line. ☺

In Middleton, **Jay Pease** was switching MX-3. **Joe Dumas** gave him a hand as brakeman. **Jay** said it was "thoroughly enjoyable and relaxing". *Wait, what?* He did pull a drawbar on a hopper car and sent another off the end of the coal tipple because the loco ignored his reverser input. **Jay** thinks it might be a good idea to have wheelstops or a bumper installed there. ☺ He reported that switch Silver 4 was not throwing all the way and that it would be really handy to have switch toggles inside the pit for the West Middleton industries. All cars were switched.

**Al Taylor** did HX-4, the Cedar Hill yard local. He said he got all the pick-ups but one. For a change, all trailers were handled by the Yardmaster, which pulled about 8 to 10 cars off his list.

Down in Larson, **Bryan Miller** "learned a lot" and got most of the job done. He didn't get back to Cedar Hill until the 2<sup>nd</sup> trick. His able-bodied brakeman was **Fred Alexander**.

**Skip Burton** ran Cedar Hill passenger, and was quite perplexed with E-357 sticking on him. It really messed up

every train in and out of the terminal and it took a while to determine the problem.

On the Cedar Hill freight side, **Fred Lockhart** took in and dispatched out all freights except HX-2 (no takers on that job). He stayed busy all trick long turning trains and getting out the trailers and locals, which is just the way he likes it.

In Middleton, **Savery Moore** handled the yardmaster duties. I made sure that when #547 arrived that I had my mouse on switch E-10. As soon as it cleared, I clicked the switch. This is important because fast freight BH-1 is right on #547's heels, and if E-10 isn't cleared immediately the freight will follow the commuter train right into the yard with comically disastrous results (as has happened more than once). In his spare time, **Savery** also tackled and finished off MX-4, which is usually a 2<sup>nd</sup> trick job.

Trainmaster **Paul Pando** handed out all train orders and managed to send out the Extra.

As Chief Dispatcher, things went well...for the most part. That gallery almost-collision happened because I simply lost situational awareness and plain forgot where Bob was with #58. **"Oops!" me.** My only other comment is that engineers really need to call the dispatch to throw *and* clear all mainline switches. I know it can seem silly to call for a switch when you can just throw it yourself, but it helps the dispatcher keep track of where you are. And maybe, just maybe, you're not supposed to go just yet (hint, hint). So remember folks, if you find a mainline switch thrown against you, call the dispatch. If you've called for a switch to be thrown, call the dispatch to clear it. Thanks!

## Operations Review – Sunday, January 22<sup>nd</sup> (2<sup>nd</sup> trick)

On the 2<sup>nd</sup> trick, I returned as dispatcher after lunch (and a lot of running around turning trains around with the other set-up guys).

**Steve Wintermeier** returned as engineer with his friends from the Rozzie club. The son had the most throttle time while **Steve** was running the radio, and the members were quite complimentary of the son's job.

**Paul Agnew** got 6 trains over the pike. Train #502 was a little late leaving because he forgot he was running right-hand running. On HB-6, a NH 2-10-2 TOFC job, two flats flopped over at the West Middleton. Then it derailed several more times on Leg 3. On MH-3, the WM steam engines were not playing nice. Even tho' the train didn't have any trouble getting to Middleton on the 1<sup>st</sup> trick, it had nothing but trouble for **Paul**. The speed mismatch between the units caused multiple derailments along the way.

**Al Munn** handled 4 trains. The first two were fine, but the third had trouble in Middleton. Train #725, a CN local passenger job, derailed every single car backing up to the station platform. Switch Yellow 6's switch points or flanges may need to be looked at.

**Doug Buchanan** only ran one train as he had to leave early. He got passenger train #34 over the road just 30

minutes late. *Hey, that's on-time for Amtrak!* The trouble was that he left all 4 super domes behind in Cedar Hill, and then rolled over a couple Princess Cruise cars over at Essex Jct. *These cars should have rotary couplers at this rate.*

Four-train engineer **Bob Farrenkopf** had some fun getting train UP double headed steam #58 into Boston. It took him three tries, with multiple derailments. First he tried track 4 where he rear-ended MB-4. After backing up and fixing a derailment, he tried track 3...which was reserved for HB-2. I then directed him to use track 1 as was written on his train order. In the process of backing up from that, he had another derailment. ☺ Bob's other three trains had no problems.

**Dave Clinton** had 6 trains to run, and all ran on time or even early. *Since when does that happen?*

**Coley Walsh** ran four trains, replacing Doug's engineer slot. **Coley's** trains ran well and mostly on time.

On MX-2, **Jay Pease** had a great time. He called dispatch several times to ask for windows on the main. It worked well especially since Hudson Falls wasn't occupied. He was able to shove cars in there without worrying about it. **Jay** only delayed one mainline train and finished up. Then he decided to tackle JX-2...for the first time. *Mwahahahahaha!* One wag commented that watching **Jay** getting in and out of there was like seeing a live-action Winnie the Pooh stuck in the tree. *"Oh, bother."* ☺ **Jay** said that switch 6 had busted points and that he had some foliage problems derailing his loco. Overall, he had several suggestions for improvements; some of them were things like using two switchers, business name signage, and a clipboard map. Brakeman **Joe Dumas** learned that real engineers use colorful language when under stress.

**Al Taylor** finished up HX-4 by doing all the set-outs.

Back in Larson, **Bryan Miller** finished HX-1 and got HX-3 started with **Will Baker**. Both of them had throttles and engines. This may be the first time two engineers tackled Larson. They did not finish, but "learned a lot".

Middleton was fine again with **Savery Moore** back in control. He was called into helper service to get the combined JX-2/MX-2 over to Essex yard. **Savery** also noted that the wall between Hudson Falls and Middleton's operator pit is "paper thin". Since the JX-2 operator liked to talk to himself, **Savery** got to hear about every problem **Jay** had. ☺ He reports that turnout Blue 9 is sticky, both ways.

**Skip Burton** returned to Cedar Hill passenger terminal. The puzzle switches lived up to their name, and caused a few problems getting in and out of the yard.

**Fred Lockhart** returned to Cedar Hill freight. He said that all trains left on time and that things went smoother during the 2<sup>nd</sup> trick (it usually does).

Trainmaster **Paul Pando** reported no troubles.

As dispatcher, I want to express my compliments to the members for a really good operation session. Of the 60 or so time slots on my dispatcher's sheet, fully 1/3<sup>rd</sup> of them were "OT" for on-time. This is really good. There were only a couple open mics and only a few walkovers. Only one local freight didn't run (HX-2), and we had the right number of engineers (five or six is about perfect) all day. **Kudos!**

**Paul Cutler III** 





Editor's Note: Pictures are from last month's Operations, since our photographer missed the January Operations.