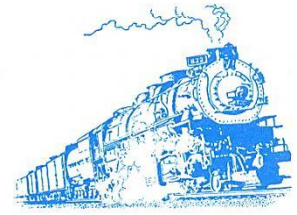


The Semaphore

South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938



DECEMBER 17, 2018 ■■■■■■■■■■ VOLUME 38 ■■■■■■■■■■ NUMBER 12



Happy Holidays from your Editors!

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>Herald</u> Reporter.....	Jim South
Boston <u>Globe & Wall Street Journal</u> Reporters	Paul Bonanno, Jack Foley
Western Massachusetts.....	Ron Clough
Rhode Island News.....	Tony Donatelli
Amtrak News.....	Rick Sutton
“The Chief’s Corner”.....	Fred Lockhart

PRODUCTION STAFF

Publication.....	Al Taylor
	Al Munn
	Jim Ferris
	Bryan Miller
Web Page	Savery Moore
Club Photographer.....	Joe Dumas
Guest Contributor.....	Bob England

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. ©2018
E-mail: daveclinton@verizon.net Club phone: 781-740-2000. Web page: www.ssmrc.org

VOLUME 38 ■■■■■ NUMBER 12 ■■■■■ DECEMBER 2018

CLUB OFFICERS

President.....	Jack Foley
Vice-President.....	Dan Peterson
Treasurer.....	Will Baker
Secretary.....	Dave Clinton
Chief Engineer.....	Fred Lockhart
Directors.....	Bill Garvey ('20)
	Bryan Miller ('20)
	Roger St. Peter ('19)
	Gary Mangelinkx ('19)

BILL OF LADING

Chief’s Corner3
Contests.....	3
Clinic.....	3
Editor’s Notes.	11
Members.....	11
Memories	4
The Operator	12
Potpourri.....	5
Running Extra	11

ON THE COVER: “Flight of Phoebe Snow” Wasatch Greeting Cards. Original painting by Gilbert Bennett. One of my favorites of the many rhymes about Phoebe:

*“Says Phoebe Snow about to go
on a trip to Buffalo,
My gown stays white
from morn’ to night
Upon the Road of Anthracite!”*

FORM 19 ORDERS

DECEMBER B.O.D. MEETING

Thursday, January 3rd 8 p.m.

JANUARY BUSINESS MEETING

Monday, January 7th 8 p.m.

SCOUT & FAMILY NIGHT

Friday, January 11th 6 p.m. - 9 p.m.

DECODER/EQUIPMENT TUNE-UP CLINIC

Thursday, January 17th 8 p.m.

DECEMBER NEWSLETTER DEADLINE

Saturday, January 19th

AMHERST RAILWAY TRAIN SHOW

Saturday & Sunday, Jan 26 & 27 @ "Big E"

JANUARY B.O.D.

Thursday, January 28th 8 p.m.

CONTESTS

Congratulations to **Paul Bonanno** on winning this month's 50/50 raffle. He donated his winnings back to the Club...thanks Paul!

For our ANNUAL CALENDAR CONTEST, to be held at the January Business Meeting, answer this question and submit on entry form or any piece of paper: **What was the name on the ex-Great Northern Rwy's "Great Dome" car that ran on Amtrak's Downeaster in August and September this year?** Good luck! (Hint: check out the cover of a recent famous newsletter.) Remember to please donate a calendar, if you're going to enter the contest...thanks.

CHIEF'S CORNER

Fred Lockhart

Since the last newsletter we have had a Holiday, BOD meeting night and a Business meeting with the on-going work about the same status as it was last month, so I will forgo updates as there aren't any. But I do want to thank all the members who have been working on the railroad or at



the workbenches to further the progress, and an extra thank you to the guys who are working under the railroad in some tight, awkward places, they could easily say, not doing it, or worse, without everyone's effort the railroad would not be what it is today. Thank You!

I want to wish all of our members and friends a belated Happy Hanukkah, a Merry Christmas and a Happy and safe New Year.

Fred Lockhart
Chief Engineer

(And thanks from all the members for all the work that YOU do, Fred—both under and on top of the layout!-Ed.)

DCC & EQUIPMENT TUNE-UP CLINIC

A good turnout this month. Applicant **Ed Carter** started us off with the "in process" CB&Q steam loco from NJ Custom Brass. From the last session, we struggled with attaching the drawbar to the locomotive. The old insulation had worn-out, so Paul Agnew was kind enough to supply a new insulating grommet, but getting it together required at least three hands! He was finally successful and found that the wheels were extremely dirty and caused a lot of jerkiness. A good thing to remember is to make sure the model works to your likes on DC, as adding DCC makes it more "fussier" and you want to at least say that that it worked good on DC, so what's the DCC doing to it? His other project was speed-matching two BLI Pennsy K4s of different production runs. Paul Cutler III helped him do that.

Savery Moore added decoders to two of his D&RGW F units from Stewart, which he had gotten very cheaply off the W.E.T. These worked fine using the DZ123 and hard-wiring them. He also brought his ON3 "Forney" loco to fix the burned-out LED headlamp.

Paul Cutler III brought a Conrail SD80MAC and B&M RS-3 to install DCC for other owners. He got so tied up helping others, that he was not able to accomplish this, though.

Paul Agnew brought his Athearn C44-9, dressed in AT&SF "Warbonnet" colors to install lighting. This is an on-going project and he was not able to complete.

Doug Buchanan brought 2 F7s by BLI, dressed in famous Western Maryland “Fireball” scheme. One of the units did not make any sounds, as it had since he bought it. Turns out that the speaker had “blown”, probably due to BLI having their sounds turned to “Maximum volume” out of the box. He and Paul replaced the speaker and everything worked fine.

Ye Ed worked on an Athearn RS3, dressed in the attractive British Columbia two-tone green paint. As is common with certain Athearn R-T-R and Proto2000 locomotives, the axle gears crack with age, not necessarily with use. Getting at the gears is no problem but forcing them onto the axles is a real chore. I did it but with much complaining and groaning.

Our next Clinic will be **Thursday, January 17th**. Sign-up sheet on Bulletin Board. All are welcome!

SEMAPHORE MEMORIES

DECEMBER 2013 (5 years ago)

- Berkshire Scenic RR plans for start-up excursions out of North Adams in summer 2014.
- Montreal takes delivery of first new subway cars, since the Metro opened in 1966.
- NYC’s Grand Central Terminal celebrates 100th anniversary, as well as 50th anniversary of demolition of Pennsylvania Station, built 1905-10.
- Waterville, ME, city council votes to sell ex-MEC steamer #470 to New England Steam Corp. for \$25,000.
- Amtrak CEO Joseph Boardman named “Railroader of the Year” by *Railway Age* magazine.
- Siemens and Cummins partner to produce a diesel passenger locomotive for the North American market. To be produced in Sacramento, California.
- Trustee for bankrupt Montreal, Maine & Atlantic Rwy signs sales agreement for railroad assets to be purchased by Railroad Acquisition Holdings, LLC.
- Long-time superintendent of the Steamtown National Historic Site, Harold “Kip” Hagen, passes away.
- SSMRC’s 75th-year celebrations come to a close.

DECEMBER 2008 (10 years ago)

- FRA Administrator Joseph Boardman appointed as CEO of Amtrak.
- Super Steel Schenectady announces closing of manufacturing plant in Glenville, NY.
- Freight train service between North and South Korea makes last run, only one year after its launch.

• Senior “Charlie Cards” can be used on any fare gate, instead of “dedicated gate”.

• Free Wi-Fi expanded to all T Commuter Rail lines.

• Amtrak launches “National Train Activity Monitoring System”, which determines train’s estimated time of arrival at stations, based on GPS.

• United Streetcar in Oregon to construct first U.S.-built streetcars since famous PCC cars of the 1940s.

• Amtrak celebrates 25 years of *Auto Train*.

• Historic Rockland, ME, passenger station undergoes \$350,000 in restoration by Maine Eastern RR.

• Gary Mangelinkx, “Gunny”, joins SSMRC.

DECEMBER 2003 (15 years ago)

- Amtrak’s Downeaster celebrates 2nd anniversary, with best on-time record for all Amtrak trains.
- Amtrak retires last E60 electric loco with #603 going to RR Museum of Pennsylvania in Strasburg.
- Maine Eastern RR start-up, leasing Brunswick-Rockland track from the State, goes smoothly.
- Construction on Greenbush Line proceeding “full speed ahead”, after Gov. Romney lifts moratorium.
- Cohasset officials request that T move Cohasset station site to Cohasset Village. (Too late!-Ed.)
- Museum devoted to O. Winston Link’s acclaimed photos opens at N&W’s renovated passenger station in Roanoke, VA.
- Last of NYC’s “Redbirds”, all-steel subway cars are retired, after serving 40 years.
- Brotherhood of Locomotive Engineers and International Brotherhood of Teamsters agree to merge.

DECEMBER 1998 (20 Years Ago)

- LDC “Control Task Force” decides on Digitrax for DCC control of the layout.
- Amtrak has 800-car fleet of boxcars and RoadRailers, which are being added to various passenger trains, for increased revenue. (“Amfreight”-Ed.)
- Amtrak’s passenger revenue tops \$1 Billion for the first time in the railroad’s history.
- CSX and NS plan for “official takeover” of Conrail for March 1999. (Happened July 1999.-Ed.)
- George Warrington becomes new Amtrak CEO.
- SSMRC “officially” vacates basement on Broad Street, after 45-year presence.
- Group called “South Carver Rail” tries, unsuccessfully, to re-open Edaville RR.

DECEMBER 1993 (25 Years Ago)

- “Selkirk Sojourn”, a multi-part trip report, authored by member Jeremy Cahill.
- Thomas Downs, former NJ Transportation Commissioner, becomes Amtrak president.
- P&W trades M420s to Conrail for four U23Bs. The 420s were the first MLW locos purchased by a U.S. RR, and the first to have a “wide cab”; built 1974-75.
- Federal Environmental officials give Amtrak green light to extend electrification from New Haven to Boston.
- Channel Tunnel, between England and France, completed—called “The Chunnel”.

●Ski Train starts running weekends between Portland and Bethel, ME, sponsored by owner of Sunday River Ski Area and operated on the St. Lawrence & Atlantic Rwy.

●Bombardier building new Red Line subway cars for the MBTA in Barre, VT plant.

DECEMBER 1988 (30 Years Ago)

●EMD Canada builds 22 F59PH locos for Go Transit in Toronto, Ontario; first of this type loco.

●CV rebuilds 49-miles of crappy Guilford track on the CT River Line, so that Amtrak's *Montrealer* can resume service.

●Amtrak orders "Horizonliners" from Bombardier.

●New South Attleboro Commuter Rail station not allowed to open because not accessible by wheelchairs.

●New Red Line stop opened at JFK/UMass.

●Groundbreaking for \$1 million restoration of Falmouth railroad station.

●113-year-old Kingston, RI railroad station suffers severe fire damage.

●Valley RR in Essex, CT, orders brand-new Chinese-built 2-8-2 steam locomotive.

●Metro-North Commuter RR and the Long Island RR join to rebuild 10 ex-New Haven FL9s with A.C. traction motors.

DECEMBER 1983 (35 Years Ago)

●Conrail profitable for the first time in 8-year history.

●Amtrak introduces toll-free reservation number.

●"Code 10" added to bad-order equipment listing, indicating equipment is a POS.

●Cheshire Branch of the B&M, from Keene to N. Walpole, NH, scrapped.

●New trash-to-energy plant planned for Rochester, MA and served by rail.

●MBTA leases elderly GO Transit cars from Toronto, due to equipment shortages on Commuter Rail.

●Santa Fe acquires TP&W Railroad.

●Editor hires "Daisy Wheel", replacing "Dot Matrix", who retired from service as printing secretary.

POTPOURRI

THE MBTA WILL BEGIN an 11-month pilot program of commuter rail service to Foxborough following approval recently by the town board of selectmen. Service will begin May 20, with seven trains per day between the community and Boston's South Station — three in the morning, one in the afternoon, and three at night. The service from the Gillette Stadium station was approved by the MBTA financial control board, but in the interim, the town had to address resident concerns over noise, trains blocking grade crossings, and

overnight train storage. The agreement does not allow trains to be parked in Foxborough overnight. Foxborough currently is served by the MBTA only on New England Patriots game days and for major concerts at Gillette Stadium.



THE HISTORIC GREAT HALL at Chicago's Union Station is awash in new light with renovation all but complete on the iconic skylight, installation of improved lighting, and restoration of the palatial interior with new paint and plaster work. The \$22-million Amtrak-funded project was celebrated Thursday with the lighting of a Christmas tree adorned by ornamental signs with the logos of dozens of railroads, past and present. Pulling the authentic railroad switch were Amtrak Senior Director Ray Lang, Regional Transportation Authority Chairman Kirk Dillard, and Chicago Transportation Commissioner Rebekah Scheinfeld. The RTA and city of Chicago have partnered with Amtrak in the station's redevelopment. The 93-year-old facility has been repainted in its original buff colors and plaster details have been repaired after decades of water damage. New lighting illuminates intricate designs for the first time, says Leonard Koroski, a principal at Goettsch Partners Inc., the architects who have worked with



Berglund Construction on the project. The highlight is the 219-foot-long skylight, which had badly deteriorated over the decades and famously leaked. Flaws in the original design had allowed water to damage the skylight and infiltrate the walls of the Great Hall, Koroski said. A unique suspended work deck that was built for the skylight's restoration has been removed for the first time in 12 months, says Amtrak spokesman Marc Magliari. The skylight's 2,052 pieces of glass were replaced. An additional modern skylight was built

five feet above the original skylight with 858 panes of clear, high-efficiency glass to protect the structure. The result is that the Great Hall is 50 to 60 percent brighter than it ever was, Koroski says. (TN)

●●●●●●●●

ONE OF THE HIGHEST rack railroads in the world will re-open in 2021, say Colorado media outlets. The Pikes Peak Cog Railway will be rebuilt in a nearly \$100-million construction project expected to begin in spring 2019. The television station reports that local governments approved site plans and special tax incentives for the private railroad to continue operating. Reconstruction plans include a new depot in Manitou Springs, three new rack railway cars, and refurbishments on four other cars. (TN)

●●●●●●●●

AFTER A 3,000-MILE JOURNEY from Maine, the Heber Valley Railroad's new GP9s are ready for service in Utah. Earlier this month, ex-Pan Am Railway GP9s Nos. 52 and 77 arrived at the Utah tourist road's home base in Heber City, following a long journey that required the help of five different railroads, four heavy haul trucks and two cranes. Amazingly, the only damage suffered during the cross-country trip was a single bent step tread on one locomotive. The locomotives were moved by rail to the Utah Railway's yard in Provo, Utah, where they were then loaded onto trucks for the final 25 miles to Heber City. A third Pan Am GP9, No. 72, was also purchased by the Heber Valley and is still in Waterville, Maine. The Heber Valley purchased the three locomotives earlier this year in an effort to standardize its locomotive fleet. For years, the tourist railroad has used ex-military locomotives but in 2015 it acquired a former Union Pacific GP9 and ever since Chief Mechanical Officer Michael Manwiller has been looking for more locomotives like it. The two GP9s in Heber City are currently wearing Pan Am tribute schemes that date back to 2011: No. 52 is in Maine Central green and yellow and No. 77 is in Boston & Maine maroon and gold. The two locomotives were built for the B&M in 1957. (TN)

●●●●●●●●

UNION PACIFIC on Dec. 6 participated in the funeral procession for President George H.W. Bush with a special funeral train powered by SD70ACe 4141, whose paint scheme honors the 41st U.S. President. The train carried the coffin to College Station, Texas, Bush's final resting place at his Presidential Library, across from Kyle Field. UP

4141 George Bush Locomotive was unveiled Oct. 18, 2005, during a ceremony near the George Bush Presidential Library and Museum on the Texas A&M University campus in College Station, Tex. This marked only the sixth time that Union Pacific painted a locomotive in colors other than the traditional UP "Armour Yellow." (RA)



President George H.W. Bush at the dedication of UP 4141



●●●●●●●●

THE END IS IN SIGHT for the old war horses of the Orange Line, but first the MBTA needs them to make a few more runs. With the first of more than 150 new Orange Line cars expected to enter service soon, retirement is close for the 38-year-old cars that lumber between Malden and Jamaica Plain. Some, though, will have to ease into their golden years, as the transition to the new fleet will take more than three years. And, like anything of a certain age, they need a bit of help getting through the workday. The current fleet of 120 cars has lasted more than a decade longer than expected. (BG)

●●●●●●●●

THE CLICKETY-CLACK of the Solari status board will be leaving 30th Street Station for the last time sometime in January, and its last stop may be the

Railroad Museum of Pennsylvania. The electro-mechanical wonder is the last one in service on Amtrak, and its retirement has been anticipated for some time. BUT...a Philadelphia congressman may have persuaded Amtrak CEO Richard Anderson to keep the iconic Solari train annunciator board in place at 30th Street Station, according to reports in local media. It had been reported that the device would be retired and donated to the Railroad Museum of Pennsylvania. Rep. Brendan Boyle said he had discussed the sign with Anderson during a phone call earlier this week. Boyle said Anderson told him the donation to the museum "wasn't a done deal." Boyle's call to Anderson may have been influenced by an on-line petition to keep the sign in place that received more than 1600 signatures. According to Boyle, Anderson was receptive to keeping the sign at 30th Street and even suggested it could be refurbished for continued use or replaced by a newer version that would be compatible with Amtrak's computer system. The current machine, installed in the 1970s requires obsolete Windows 95 technology to operate. Boyle said that in spite of Amtrak's November announcement that the Solari board would be replaced in January 2019, it has not yet released bid documents for a new digital. If that's true, he said, perhaps the specifications could be revised to allow for flip-board manufacturers to bid. A news release last month said the retired Solari board had been promised to the Railroad Museum of Pennsylvania at Strasburg. The museum is currently in the midst of a \$4.5 million upgrade of its exhibits, and the Solari board was to be part of that upgrade. (TN)

●●●●●●●●

THE LAST TOASTER has run its last mile. On Saturday, Philadelphia's commuter agency, SEPTA, ran a brief "Farewell to the AEM-7 Locomotives" excursion. This was the last such trip for the electric locomotives also known by their nickname, "Toasters" because of their boxy appearance: The only other operators, Amtrak and MARC, previously retired their versions. The special ran from Paoli on



the original Pennsylvania Railroad Main Line, to downtown Philadelphia and return. Besides their appearance, the units are best known as the electrics that replaced the legendary GG1 locomotives on the Northeast Corridor. SEPTA's AEM-7s are more than 30 years old and have been replaced by newer, more powerful Siemens ACS-64 locomotives. Despite their age, they are in fine condition, having made only two round trips five days a week for most of their service lives. EMD built 54 twin cab four-axle, 7,000-hp AEM-7s for Amtrak at its LaGrange plant in the late 1970s and early 1980s. The Maryland Transit Administration, operator of MARC commuter service on the Northeast Corridor between Washington and Baltimore, rostered four; SEPTA purchased seven copies of the model. Two have been preserved: Amtrak No. 915 at the Railroad Museum of Pennsylvania, and No. 945 at Illinois Railway Museum. (TN)

●●●●●●●●

ACCORDING TO THE FRA, the MBTA earned the dubious distinction of having the worst ranking in the U.S. of commuter railroads suffering mechanical breakdowns, with 337 last year. NJ Transit was close, with 335, SEPTA with 184, LIRR with 175 and Metro-North the best with 86. (RP)

●●●●●●●●

LAST WEEKEND, was the last weekend to grab a deep discount on a train ride. In a bid to fill weekend trains that are mostly empty, the MBTA offered riders a deal for the last six months: a \$10 "pass" for unlimited travel anywhere on the commuter rail, all weekend-long. Originally planned for just the summer, officials in September extended the offer through December 9th. It's unclear whether the program—modeled after the permanent weekend fare in Chicago—will return, spokesman Joe Pesaturo said, but the six-month test will be discussed at an up-coming T oversight board meeting. (BG) Let's hope it is made permanent!-Ed.

●●●●●●●●

MBTA GENERAL MANAGER Luis Ramirez is out after just 15 months in the job. Ramirez's future had been subject to scrutiny in recent weeks after officials declined to award him contractual bonuses for his first year on the job until they'd had more time to analyze his performance. MBTA Fiscal and Management Control Board vice Chair Steve Poftak will take over Jan. 1, the transportation secretary announced last Tuesday.

Ramirez was appointed general manager in September 2017. He is out 15 months into a three-year contract that paid him \$320,000 a year. The MBTA said it was a mutual parting and is effective immediately. "I was brought in to the MBTA from the outside corporate world to bring a fresh business perspective and skills to the MBTA," said Ramirez. "With the progress we have achieved around financial and operational execution, this is a good time to transition to someone with different skill sets. (BG)

●●●●●●

DURBIN & GREENBRIER VALLEY Railroad crews in West Virginia have only a couple hurdles before reconnecting the town of Cass with Durbin along the former Chesapeake & Ohio Greenbrier Division. The two have not been connected since a 1985 flood washed away much of the line. As the railroad wraps up its 2018 track repair efforts with the arrival of winter weather, crews have successfully repaired 11 major washouts – each one averaging about a third of a mile. Durbin & Greenbrier Valley President John Smith says each of these major washouts were instances where rocks and debris had eliminated the track alignment, sending rail and crossties over the river bank and alongside the Greenbrier River. Large rocks had also slipped down the hillside and were blocking parts of the original right-of-way, causing timely repairs as crews chiseled away at the boulders and re-built the alignment. Crews have successfully repaired track as far as north as Milepost 89, which is a little more than 1 mile south of the southern terminus of the railroad’s active line that hosts its Heisler-powered Durbin Rocket. Smith says there are no major washouts between Milepost 89 and Milepost 90.3, but the line needs additional crossties and fill support. To date, the railroad has installed more than 16,000 crossties and 8,000 tons of rock and other fill to rebuild a stronger right-of-way. While a predominantly single-track railroad, railroad crews are installing sidings north of Cass and Hosterman for caboose stays, meets between trains, and general storage. There will be a total of four sidings between Cass and Durbin when the line reopens. One of the last tasks before Cass and Durbin can be reconnected is the replacement of the Trout Run Bridge, located near Milepost 86.5. The bridge was severely damaged during the flood of 1985, leaving the Cass Scenic Railroad isolated until the track between Spruce and Old Spruce was re-laid. Smith says a bridge replacement is planned by May 2019. In early

spring while the Trout Run Bridge is replaced, crews will work simultaneously on a major tamping and re-surfacing effort along the entire line. Track workers will improve the curvature of the track and add additional rock fill before the line reopens. The railroad declined to provide an exact reopening date, pending the outcome of the few remaining projects, but did say it is actively developing a marketing plan and railroad officials are confident passengers will be riding on the reopened track segment in 2019. Smith says it will be a joyous occasion and not only will passengers be able to ride along a rail line that hasn’t seen trains since 1985, but they’ll be able to do so while being pulled by a three-truck Middle Fork Climax, hinting that the railroad might have more to offer in 2019 than just the track reopening. The locomotive is nearing completion in the Cass Shop. (TN)

●●●●●●

NORFOLK SOUTHERN CORP. officially announced plans to relocate its headquarters from Norfolk to Atlanta, lured by a multimillion dollar bond issue to help pay for a new downtown office tower. “Alignment, collaboration, and accountability are the hallmarks of Norfolk Southern’s plan to transform this company and its culture. Our new headquarters in Atlanta advances these key elements of success,” Jim Squires, chairman, president and chief executive, told employees Wednesday morning. “Our potential has always been great and now is greater still, as we bring together all of our headquarters functions into a single, integrated team.” Norfolk Southern plans to build a \$575 million headquarters complex, reported in *Railway Age*, after Atlanta approved a \$600 million bond offer to redevelop company-owned property in the city’s Gulch neighborhood. (RA)

●●●●●●

BY 2026, provided the procurement is fully funded and all options are exercised, New Jersey Transit—empowered by an infusion of much-needed funding by Governor Phil Murphy following a starvation diet imposed by his predecessor, Chris Christie—will have replaced its entire fleet of aging single-level cars with nearly 650 new Multilevels, many of which will be powered electric vehicles, the first of their type in North America. On Dec. 12, NJT, as part of its Fiscal Year 2018 budget, awarded Bombardier Transportation a \$669.1 million contract for 113 Multilevel III regional/commuter railcars: 58 powered cars with electric propulsion (AC catenary), and 55 non-powered cars—33 cab cars

and 22 trailer cars, 6 of those with ADA-compliant restrooms. With all options exercised—886 additional cars, including 636 for NJT and 250 for SEPTA, in a joint procurement—the total value of the contract for Bombardier is \$3.6 billion.



The order for 113 Multilevel IIIs, NJT's largest railcar order in recent years, will allow the agency to begin replacing the oldest equipment in its fleet, starting with the remaining 160 Arrow III EMU (electric multiple-unit) cars—which date to the 1970s and were rebuilt by ABB Traction in 1993—continuing with the Comet II, III, IV and V single-level cars. (RA)

●●●●●●●●

THE LOCOMOTIVE and baggage car from George H.W. Bush's funeral train has ended its display in Omaha and is now reportedly heading to the Chicago area. Union Pacific SD70ACe No. 4141, in its Air Force One-inspired paint scheme, and passenger car *Council Bluffs* concluded four days on display in the Omaha area at noon Wednesday. U.P said it was next heading to the



“Chicagoland area” and is traveling the system to give employees a chance to see the historic equipment. (TN)

●●●●●●●●

VIA RAIL CANADA announced that it has awarded Siemens Canada a C\$989 million (\$741 million) contract to supply 32 intercity trainsets for the Quebec City–Montreal–Toronto–Windsor corridor. The fleet will enter service in 2022, replacing life-expired equipment and significantly increasing capacity on VIA Rail's flagship route, providing a total of 9100 seats. The average trainset will include a single locomotive and five cars, including a cab car, and offer both coach and business-class cars. The locomotive is based on Siemens' Charger

diesel-electric locomotive, which is compliant with United States Environmental Protection Agency (EPA) Tier 4 emissions standards. The Charger uses a 4,000-hp QSK95 16-cylinder diesel engine from Cummins. The trains will feature LED lighting, USB ports, wide seats, quiet zones, bicycle storage racks, and flexible luggage space. The fleet has also been designed to exceed current accessibility standards for passengers with reduced mobility, including Braille seat numbering, companion seating, at-seat emergency call buttons, accessible toilets, and an integrated mobility device lift. (RA)



●●●●●●●●

BIG BOY 4-8-8-4 No. 4014 is feeling like at least half of its old self now. Photos published on Facebook news groups showed Union Pacific steam shop crews on Tuesday lifting the smokebox and boiler with side sideboom tractors and sliding the rebuilt front engine (the 4-8 in 4-8-8-4) under the boiler. The photos also show what appear to be an almost completed boiler with only the steam dome cover and smokebox inspection hatches missing and a complete backhead with valves, piping, waterglasses, and other controls. Wheeling



the locomotive is another major step forward in the restoration of the massive 1941 locomotive that is set to run in May as part of the celebration of the 150th anniversary of the transcontinental railroad completion. UP says it plans to send both No. 4014 and 4-8-4 No. 844 to Ogden, Utah, for the celebration. No Big Boy locomotive has run under its own power since 1959, and its restoration is

unprecedented in the annals of American steam locomotive preservation. Meanwhile, a notice published in the federal register Thursday shows that UP has asked the Federal Railroad Administration for waivers on Positive Train Control compliance for steam locomotives Nos. 844, 4014, and Challenger 4-6-6-4 No. 3985, which is stored out of service in Cheyenne. (TN)

●●●●●●●

AL TAYLOR'S FRIEND

caught one of the Cape Cod Central's ex-New Haven FL9s in



Wareham on the Christmas train. (Rumor is they're going to repaint them into their uninteresting cranberry color. Too bad that this historic locomotive can't retain its unique McGinnis colors.-Ed.)

●●●●●●●

AS PART OF White Pass & Yukon Route Railway's general expansion of tourist operations for the upcoming 2019 season, the railroad dispatched 10 coaches and three locomotives from its Skagway headquarters to Washington in November for retrofitting and upgrading. The equipment was barged from Skagway to Bellingham, Wash., and then trucked to Hamilton Construction in Sedro-Woolley, Wash. According to White Pass Superintendent of Rail Operations Mark Taylor, the three-foot gauge rolling stock includes cars Nos. 300, 302, 312, 324, 326, 332, 340, 352, 356, and 380. All will receive new steel siding to replace the wood, conduct structural repairs, complete interior updating, and then paint and clear coat. The locomotives, Nos. 90, 93, and 98, are part of a small fleet of General Electric-built shovel-nose diesel fleet dating back to 1954. The majority of the GE units on the roster had been previously rebuilt and re-engined with Cummins prime movers by contractors CEECO in Tacoma and Sygnet Rail in Tenino, Wash. Nos. 90 and 98 will receive new high- and low-voltage wiring; installation of NRE N-Force microprocessor control systems; new electronic brake control; all new air plumbing; new control stand; complete truck rebuilding; Cummins engine upgrades; new battery charging system; and dynamic brake grid and blower improvements. Unit 93 will receive all new air brake plumbing. All equipment is scheduled to return to Skagway ready for service by the end of April 2019. As of

Aug. 1, 2018, owner TWC Enterprises sold the railroad and its Skagway port operations to a consortium that includes Alaska-based Survey Point Holdings, and the cruise company Carnival Corp. In the next three years, the new owners intend to expand the existing operation – currently running between Skagway and Carcross, Yukon Territory. Maintenance-of-way work trains will begin to upgrade the rest of the unused portion of the line from Carcross to its original eastern terminus at Whitehorse, Yukon Territory. (TN)

●●●●●●●



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 box marked "Toys for Tots". The collection will continue until the weekend before Christmas. Thanks to Bill and all who participate in this great cause!

●●●●●●●

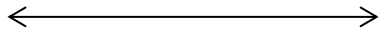
I ENJOYED THESE ARTICLES in this month's RR magazines and can suggest them to you:

TRAINS

- A Glass Half Full
- Worthy Wyoming Trek
- Diesel Demise
- A Private "Dude"
Members-only train to the Cape
- The Train that Gives Back
CP's colorful "Holiday Train"

RAILROAD MODEL CRAFTSMAN

- Sanding Tower
- Milwaukee Road River Sub
- MODEL RAILROADER**
- 40 Years on the Utah Belt
- Add a Park in a Compact Space



News sources: Boston Globe, Boston Herald, Amtrak “News”, Trains Newswire, Railway Age, Railpace Newsmagazine, RRE “Callboy”, “The 470”, Patriot Ledger, Wall Street Journal.

EDITOR’S NOTES

1. NEXT MONTH’S NEWSLETTER will be published one week early, due to the “Big E” train show the following weekend. News and articles are due Saturday, January 19th.
2. Junk Food Jollies was fun for all, as usual. 17 members and friend Kevin attended and consumed much great “junk food”—no one went home hungry! Kevin had some great pictures of progress of track up-grading in the Shipyard and on his caboose and the visiting ex-NYC caboose, which had been at the Fall River Museum for years. Some vivid wreck pictures rounded out his presentation. Mark Hall brought the first of three slide carousels that he has of SSMRC in the ‘60s and ‘70s. Those of us, who were in the Club in Weymouth, had eyes glued to the screen, remembering the scenes and times in the basement on Broad Street. Al Taylor rounded out the evening with slides of various cabooses from seemingly every New England railroad, including short-lines. Some first-generation locomotive slides were thrown in for good measure. Thanks to these three guys for sharing memories and to everyone who came in friendship to celebrate this happy time of year.
3. I hope that everyone has a very Merry Christmas, Hanukkah, or whatever your belief and may the New Year be a great one for us all...see you next year



..... *David N. Clinton*

“The measure you give will be the measure you get back.”-Luke 6:38

MEMBER NEWS

Received word from Paul Lodge of the Great Falls Model RR Club in Lewiston, Maine, that our honorary member **Wally Chase** passed away last month. Our condolences to their members, as Wally had been a member for so many years and some of us have many happy memories of attending their shows and then running Wally’s beautiful basement railroad...spending the weekend in “Wally World”! R.I.P. Wally.

BIRTHDAY CELEBRATIONS

The following members have made it through another year and deserve congratulations starting off the New Year:

- Paul Cutler III January 7th
- Mark Hall January 21st
- Eric Tedeschi January 25th

RUNNING EXTRA



PHOTOS BY BETTE KEVA FOR THE BOSTON GLOBE
The MBTA is seeking bids to lease the historic Swampscott train depot, which dates to 1868.



OPERATIONS REVIEW

by Paul A. Cutler III

Ah, November; back to winter temperatures, early sunsets, and Sunday operation sessions. This allows folks to operate that normally can't make the weekday night sessions...as long as we avoid local football games. Hey, when's the Pats bye week? Nov. 18th? Great!

Operations Review: Sun., Nov. 18th 2018, 1st Trick

The session began at 11:00 A.M., well, more like 11:10 A.M. *Sigh*. Getting everyone set and ready to go is like herding cats, I tell ya'. **Yours truly** was up in the tower in the hot seat, and **Will Baker** showed up a little ways in to run Boston dispatch.

Engineer **Al Munn** and his fireman, **Al Taylor**, ran 4 trains. "No problems," said **Al M**. The **Al & Al Show** from the old club was back together mainly so **Al T**. could re-familiarize himself with the mainline. He's been in the yards for years.

Dave Clinton also had a fireman in the person of applicant **Ed Carter**. They ran 5 trains together with **Dave** running the radio and directing **Ed**, who had the throttle. All their equipment ran great with no troubles.

Dan Peterson (*who?*) ran 6 trains. He pointed out that BS-5, the C&O steam-powered coke train, didn't have enough power to make the hill at West Middleton; he had to get out and push. With MBTA commuter train 525, **Dan** had trouble with the rear truck of the F40PH derailing...which is weird because that engine has run flawlessly for years. The owner has been notified.

Also engineering (for a change!) was **Savery Moore**. He also ran 6 trains, with most running just fine. With his second train, commuter 510, the RDC's Rolokron braking system and wet leaves on the rails caused him to slide past the Essex Station stop. The passengers had to get out on the grade crossing and walk back to the station. When **Savery** ran MH-3, the GN Northern 4-8-4 didn't quite have enough drawbar pull to make the hill at West Middleton. However, since he's the one that set it up, he's only got himself to blame. ☺

Rick Pearson, along with grandson / fireman **Adam Nagle**, ran 5 trains. When leaving Middleton Yard with ML-1, he thought that he kept uncoupling the train on a magnet, but it was actually a high-low coupler situation. The troublesome car was bad ordered. The rest of his trains ran fine, other than the power for HB-2, a pair of NH H16-44's. They were MU'd to the trailing unit's DCC address, which caused some confusion.

"No Problems" **Doug Buchanan** ran three trains, all commuters. He didn't actually have any problems. In fact, his first two trains were on time; only the last one was delayed leaving Boston due to a freight train.

In Cedar Hill, **John Sheridan** wore a couple hats. He signed up for HX-4 in the yard, but also was the Yardmaster at the same time. It went fine, other than dealing with some broken switches and a repeated runaway switcher. **Bob England** fixed switch 326 during the session, and #9 doesn't throw all the way over. With his switcher, **John** kept having his loco suddenly accelerate to 60% throttle...again and again. All we can figure is that there was another throttle out there in the system with his address on it. A system memory wipe should take care of that. He also reports that the transfer table track is still dead (since fixed!).

As Cedar Hill Stationmaster, **Paul Cutler, Jr.**, noted that every train was within 15 minutes of matching the timetable schedule. Hey, according to Amtrak, that's 100% on time! He turned all trains for the second trick, but had to use the heavy lift helicopter to turn cars and locos as the Cedar Hill turntable is still broken. **Dad** had no troubles with switches or equipment, and had time to assist **John** with the HX-4.

In Middleton, **Jack "Flawless" Foley** was the Yardmaster, and that all trains ran in and out without much issue. He recommends that there be coiled LocoNet extension cords semi-permanently mounted inside the operator's pit as radio throttle performance has always been spotty in there. **Jack** notes that on the new yard panel, Yellow 4 and E-6's red lights are on constantly (they're still working on it).

Jay Pease ran Middleton's MX-3 and subbed as Yardmaster when **Jack** was out getting us lunch. All cars were switched, and he reports that switches Silver 2 & 4 don't throw all the way and kept derailing cars.

Leaving Middleton with MX-2, **Chris Barlow** had no problems...other than throwing switch 1 in Richmond Mills just as Dan was passing by with a train and causing a derailment. **Chris** said he was looking under the layout to find the panel kill switch. He found it, turned it on, threw the switch toggle, looked back up...and suddenly there was **Dan** coming out of the tunnel. "Oops!" **Chris**. He also reports a dead spot in Essex Yard near switch M-2.

In Larson, **Paul Agnew** took HX-1 for a spin. This is the first time he's done this job with the new routing behind the Steel Mill, and it took a while to get the switches lined up properly. **Paul** reports there's a large dip in the Larson mainline behind the Steel Mill as if a giant weight had pushed down the rail...or it's a washout. And considering how much rain we've had this Fall, I wouldn't count that out. Running the job with two engines is usually the best way to get the job

done, which he did. He got all the pick-ups done in the first trick.

Our volunteer(!) Trainmaster, **Bob Farrenkopf**, kept the trains rolling all day. All orders were handed out, but we didn't have time to run the extra. **Bob** used a radio to tell us who got what train, which helps us out in the tower quite a bit.

Will Baker showed up about 30 real minutes into the first trick to take on Boston Div. Dispatch. He was also able to cover for me when I had to run down the stairs to fix something. Will noted that things went pretty well for a first trick.

I concurred with him as usually the Monday or first trick session is usually an operational nightmare as the operators get used to running trains again. As Chief and Mountain Div. Dispatcher, I thought things went very well as most trains left and arrived on time. On my sheet, over 50% of all times are simply noted "OT" for On Time. This is good. Let's keep that up! Radio communication was okay, just a few minor nits as a few mic's got locked on VOX or the curse of dead batteries struck a couple guys. Still, considering the session started a little late, we ended up doing quite well. *Kudos!*

Operations Review: Sun., Nov. 18th 2018, 2nd Trick

After lunch, I was back in the tower and did a solo act. But that's okay; things went so smoothly I was actually bored at times (and that's a good thing).

Coley Walsh ran 4 trains: 502, MB-4, 58 & 533. Things went well 'til the end when his radio started cutting out when he called the tower. I was getting about every other word. My guess is that the batteries were dying because **Coley** was fine earlier in the shift.

Rick Pearson & Adam Nagle continued to be engineers, running 5 trains. **Rick** commented that the MBTA F40PH gave him trouble, too...but only when pulling. It was fine when pushing. Weird...

Al Munn & Al Taylor ran 4 trains together again. They had a little trouble with ML-3 leaving Middleton due to magnet issues, but they still got to Great Lakes 7 minutes early. Man, that's one fast ore train!

Dave Clinton & Ed Carter ran 5 trains. Well, actually, **Ed** ran his last train, BH-1, all by himself as Dave declared him ready to solo. **Dave** then ran the Extra, X-7414, because we had so many engineers. It's always a good sign when we run the Extra...it means we're ahead of schedule. But it can cause unexpected problems as there was almost a head-on collision at Essex Jct. with the Comet. Fortunately, the Comet engineer was paying attention and backed clear of the interlocking. **Dave** then got the Extra put away.

Dan Peterson was introduced to a new railroad term: cut outs. A cut out is when mainline traffic is halted in multi-track areas when a passenger train discharges passengers across an active mainline, at least according to our resident engineer. **Dan** apparently injured dozens of passengers when he ran at track speed through a station where a commuter train had stopped on the other mainline track. But don't worry...all the passengers already had paid for their non-refundable

tickets, so we're good! **Dan's** steam powered SB-6 didn't like the dual gauge diamond for some reason and had to be dragged across it, but we've been having some reversing loop trouble there as of late.

Will Baker ran 4 trains instead of holding down the Boston dispatcher job: 34, 29, BH-7 and 734. Things went well for **Will**, except he missed the right turn at Albuquerque...I mean, Bethlehem, and went a full train length into the passenger tracks with a freight train. And when **Will** left Boston with train 29, he left three passenger cars behind. The passengers were angry until they realized that the observation car's bar was serving free drinks. They were still late but they just didn't care anymore. ☺

Paul Agnew started with HX-1 and finished up Larson. It got a little crowded when HX-3 came down the line to party, but not for long. **Paul** noted that there should be no Hi-Cubes spotted at Narron Storage due to the low clearance of the fire escape ladders. Next, **Paul** grabbed an engineer's slot and ran HM-4. The only issue here was that he accidentally stole **Al Munn's** throttle, which delayed **Al's** departure.

Doug Buchanan started HX-3 rather late. He was looking for a local to run but as the rest were taken, he had to wait for **Paul Agnew** to get close to finishing up before tying up Larson with both locals. **Doug** said he got about 25% of the switching done in the time he had.

Down in Middleton, **Jack Foley** reprised his role as Yardmaster. "Pretty seamless," he said. Trains in, trains out, and mostly on time...ho-hum. Only one was more than 10 minutes late.

Sharing the pit with **Jack** again, **Jay Pease** ran MX-4. He got half the work done but had trouble with Blue 7 & 8 as both move very slowly due to low voltage. Then Blue 8 stopped working entirely. This meant that three different businesses were not able to be switched. Blue 9 has a dead spot through it, with the switcher having to be pushed through. After he finished that job, he took train 547, the Comet, out for spin...and had that whole thing with **Dan** running over his passengers and **Dave** almost hitting him head-on. So while **Jay** only ran one train, he got a lot of excitement out of it.

In Hudson Falls, **Chris Barlow** decided to try his luck. He got all the picks ups done and did about 1/3rd of the set outs. Otherwise, things went well, but a track cleaning brick is mandatory when you run there. During the critique, **Chris** found out that one can throw the inner four switches in Essex Yard with the throttle as they are numbered 100-104 for a reason. ☺

Back as Cedar Hill Stationmaster, **Paul Cutler, Jr.**, got through the session with 6 of the 9 arrivals/departures being right on-time. The latest train was just 10 minutes past due. **Dad** noted that switch numbers were incorrect for two different train routes on his clipboard. This will be addressed. When asked if he had helped out again with HX-4, **Dad** said it was difficult to do so when the control issues were driving that particular switching crew insane.

Speaking of HX-4, **John Sheridan** was attempting to finish up in Cedar Hill, but the constant runaways and minor derailments tested his patience to the limit. Despite the drama, **John** got all the switching work done.

Helping **John** out in Cedar Hill was **Savery Moore** as the Yardmaster. It was **Savery's** first time on the freight side of things (normally he's in passenger). When he looked at the schedule, he thought he'd have a ton of down time in the beginning of the operation...but then the locals started running. ☺ **Savery** was able to keep busy running in and out of the engine facility and avoiding the switching moves of HX-4.

Bob Farrenkopf returned as Trainmaster. He handed out all orders and even the Extra. He did well with the radio communication to the tower, giving me a head's up with who got which train.

At the end of the critique, **Ed Carter** wondered about the building flats along the Middleton background and if they could be secured so they don't continually fall over on top of various trains. **Savery**, the Scenery Chairman, explained the temporary nature of these structures and thought that small tabs of Velcro might suffice for now.

Up in the tower, I was the Chief Dispatcher and things went very well. A few radio troubles (**Savery's** radio was set to Channel 2-1 instead of 2-0), and minor derailments were most of the problems we had. I really can't complain about much of anything. My goodness, what will I write about? Yet somehow this column is still over two pages long. Sheesh. I gotta learn to write more concisely, I guess.

Next operations session will probably be in February due to the holidays, Scout Night, and the Springfield Show. So we'll see you then!

Paul Cutler III 



Hersey Street crossing ca.1945. Note "Quadrant Gates" even in those days! (Photo courtesy Bob England)