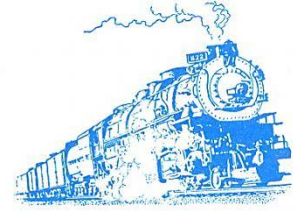


The Semaphore

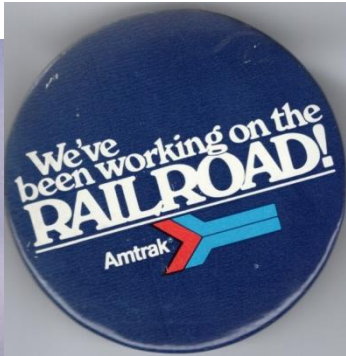
South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938



APRIL 22, 2019 ■■■■■■■■■■ VOLUME 39 ■■■■■■■■■■ NUMBER 4



Amtrak "Montrealer" on Georgia High Bridge



The Semaphore

David N. Clinton, Editor-in-Chief



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Southeastern Massachusetts.....	Paul Cutler, Jr.
“The Operator”.....	Paul Cutler III
Cape Cod News.....	Skip Burton
Boston Herald Reporter.....	Jim South
Boston Globe & Wall Street Journal Reporters	Paul Bonanno, Jack Foley
Western Massachusetts.....	Ron Clough
Rhode Island News.....	Tony Donatelli
“The Chief’s Corner”.....	Fred Lockhart
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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. ©2019

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VOLUME 39 ■■■■■ NUMBER 4 ■■■■■ APRIL 2019

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)

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ON THE COVER: Northbound Montrealer in Georgia, Vermont. Summer 1981. (DNC photo)

FORM 19 ORDERS

BUDGET COMMITTEE MEETING

Monday, April 22nd 8 p.m.

APRIL B.O.D. MEETING

Monday, April 29th 8 p.m.

DECODER/EQUIPMENT TUNE-UP CLINIC

Thursday, May 2nd 8 p.m.

MAY BUSINESS MEETING

Monday, May 6th 8 p.m.

MAY NEWSLETTER DEADLINE

Saturday, May 25th

MAY B.O.D.

Monday, 27th 8 p.m.

CONTESTS

Congratulations to **Will Baker** on winning this month's 50/50 raffle!

At this month's Business Meeting, we had a record 21 entries for Al Taylor's "word-find" puzzle "Steam Loco 6", with some unusual part names; obviously, a favorite type of contest:

Steve Wintermeier	Bob Farrenkropf
Bryan Miller	Ron Clough
Barry Doland	Jim South
Fred Lockhart	Dan Peterson
Will Baker	Jim Ferris
Al McCarty	Bill Garvey
Skip Burton	Paul Cutler, Jr.
Savery Moore	Doug Buchanan
Paul Cutler III	Joe Dumas
"Gunny"	Roger St. Peter

Don Pierce

Drawing was for the just released Bowser and Walthers New Haven Boxcars and here're the winners:

Bryan Miller, Bill Garvey, Paul Cutler III

Congrats and thanks to all for playing the game!

For MAY, in celebration of Amtrak's 48th Anniversary, everyone wins even if it's just a piece of cake! For the contest: Give your favorite,

weirdest, or the one you remember most of AMTRAK'S PROMOTIONAL SLOGANS over the years. You've heard them on the Radio; saw them on TV or on posters and in train stations; there were many of them the past 48 years. Use the contest entry forms available on the old display case inside the train room door or any piece of paper but don't forget your name. Should be fun to make a whole poster of them for 48 years of progress?

CHIEF'S CORNER

Fred Lockhart

To start off this month I will give you all my progress report for the railroad. First off, the new staging yard is now up and running! Some of the features are eight storage tracks ranging from approximately sixteen to twenty feet in length and each track can be shut off so as not to overload the circuit breakers, but to also quiet sound locomotives. Also, indicator LED's to indicate when a train is about a foot away from the bumpers, as the last three feet of the yard is under the Boston Division and is difficult to see (LED's will be installed when Boston benchwork is in place); a model board with LED's to show turnout position and if track power is on, similar to Cedar Hill passenger terminal model board. We also added detection on the lead track because when the existing Boston/Great Lakes staging yard is replaced with the new sections of the railroad, about two thirds of the ramp will be hidden; it is a long grade and it will be beneficial to know if your train is still making progress up the grade. We will have to run some tests to see how much power a train will need for different length trains. This yard will be an asset during shows for the extra storage capacity. When all the new work is done, this staging yard will be a walk in, no crawling on the floor to get in to it. The scenery work in Cedar Hill continues, some re-worked rolling stock has been transformed into yard buildings, roads are being added and of course ballasting continues--it never ends does it? There is still a lot to do in Cedar Hill, but each month it is looking better. Scenery work is



also being done in White River Jct. (the wye area). That is why you will see more of the backdrop removed in that area. Not far from White River Jct., around the curve near the crossing with the Larson Branch, work is being done to create a base for scenery to be finished in that area, as it has been untouched for a long time. The benchwork for the Boston Division that will be in the staging area is being built off the railroad, near the Model Shop. Roadbed is in progress and trackwork has been started; the Electrical Committee will wire it and after that we will install it. It will sit idle until all the new work is done and connected to it, but we need that level done because above that will be benchwork for the narrow gauge railroad. Going forward, I have a couple of small jobs for the Benchwork Committee to do and then they will be ready to start the benchwork for the new sections that will replace the Boston/Great Lakes staging, which by the way will be re-located and re-used to accommodate the end of the line and make for "continuous running" for shows. Work will also be starting on adding a track to reach a new trolley barn that will be located near the Moxie factory, this is something that was planned years ago but never got built; it will complete that end of the trolley infrastructure on that end of the trolley. There are a lot of members that have been involved in all the work mentioned above, but I hesitate to try to mention everyone by name because if I leave someone out, well, no one likes to be left out. Thanks to everyone for all your efforts.

That is it for this month. As usual, your questions and comments are always welcome.

Fred Lockhart
Chief Engineer

DCC & EQUIPMENT TUNE-UP CLINIC

Dan Peterson brought an "original" P2K E8 decorated in C&NW's handsome green and yellow scheme. Without a decoder plug, these units became "hard-wire jobs". He used the NCE D135R, which is a 4-function decoder. He needed the extra functions because of the MARS light. He was successful in tracing the wires and installing the decoder, with only one problem of one motor wire pulling loose. Fixing the couplers is almost as bad as the installation!

Former member **Ross Hall** was back with another "beauty"—this time an old Walthers "Doodle Bug"

dressed in B&M maroon. This unit had a motor over one truck with "rubber band" drive from the motor to the gear powering both axles. It did have "all-wheel" pickup, though! He used the basic DH123D and was successful in hard-wiring and replacing the headlight with an LED. Doodle Bug runs very slowly, though.

Paul Agnew brought two ECL locos. The first, an Athearn GP50, which had burned out a sound decoder. He found the problem and replaced the decoder in the loco. The second was also an Athearn but one of the old GP38s. So old, that the motor mount had dried out and the motor was loose in the chassis! He installed a new mount and away the unit went, ready for another 100,000 miles!

Paul Cutler III brought a Bochmann Spectrum unlettered 4-4-0, which the owner wanted lettered for B&M. He installed a TCS "Wow Sound" decoder #121, with a B-MB4 "motherboard" in the tender. All worked out successfully.

Ye Ed installed a DH165AO into an old Atlas "Classic" RS3, decorated in Rutland's nice green with yellow striping. The decoder is a direct replacement for the factory board. I replaced the bulbs with 3mm LED's at each end. Many of the new decoders are coming with on-board current-resistors, so that it is not necessary to add resistors for lighting, if you're using a 1.5v mini-bulb or an LED for each direction. I found that it is very important, though, to press the wires into the "wire channels" in the weights at each end, as there is no extra clearance between the top of the weights and the body shell. In fact, I had to Dremel both channels larger, as the heat shrink over the ends of the LEDs was thicker than the original light wires. I used tape over the top of the weights to keep the wires in the channels.

Thanks to **Paul Cutler III** for all his assistance with the clinic. **Our next Clinic** will be **Thursday, May 2nd**. Sign-up sheet on Bulletin Board. All are welcome!

SEMAPHORE MEMORIES

APRIL 2014 (5 years ago)

• MBTA Green Line trolleys cease serving Government Center station for two year renovation of station.

- Old mosaic sign “Scollay Under” discovered behind wall during rebuilding of Government Center Station.
- Transportation Museum in Spencer, NC, agrees to house N&W Class J #611 during loco’s restoration.
- “Streamliners at Spencer” to be held May 29-June 1st to kick off restoration of #611.
- Connecticut seeks proposals from companies to begin operating New Haven-Hartford-Springfield passenger service in 2016.
- Conway Scenic RR celebrates it’s 40th anniversary.
- Transportation officials in both U.S. and Canada looking to reestablish passenger rail service north of St. Albans, VT to Montreal; the old *Montrealer* route.
- First SD70Ace-P6 locomotive released by EMD from Muncie, IN plant. 6-cylinder diesel.
- 24-million 1st phase of repair job begins on MBTA’s (ex-B&M) bridge over Merrimack River in Haverhill, MA. Full cost expected to reach \$100 million.
- FRA expected to issue proposed rule requiring 2-person train crews on crude oil trains.
- Amtrak announces initiative with goal of 25% of new hires being Veterans.
- RR Museum of New England in Thomaston, CT adds one of the longest-serving pieces of rail passenger equipment in the U.S.—an 1891 Rutland RR combine.
- After 4-year search, Maine Narrow Gauge RR & Museum announces it will move to Gray, ME, about 18 miles from current home in Portland.
- T1 Locomotive Trust announces plans to build a Pennsylvania Class T1 duplex 4-4-4-4 locomotive at a cost of \$10-20 million.
- First of MBTA’s new MotivePower, Inc. HSP46 commuter locomotives enters service on Haverhill train.
- \$2.3 million project to renovate exterior of New Haven Union Station begins.

APRIL 2009 (10 years ago)

- CSX’s “Greenbrier Resort” sold to Marriott.
- Amtrak restores sleeper service to Boston section of *Lake Shore Limited* (dropped in 2004).
- Norfolk Southern completes deal to create “Pan Am Southern” from Schenectady, NY to Ayer, MA and New Haven, CT to White River Jct., VT.
- Ford Motor moves new auto traffic from Framingham to East Brookfield, MA.
- Brooks Preservation Society enters into agreement to operate excursion trains on ex-Belfast & Moosehead Lake RR in Waldo County, Maine.
- Ex-Maine Central Rigby Yard in S. Portland, ME, closed except for local service to industries.
- UP and Progress Rail Services tests 3,000 HP Caterpillar engine-equipped loco in body of SD40-2.
- Former head of Branchline Trains, Bill Schneider, joins Rapido Trains in product development department.
- Denver to Winter Park “Colorado Ski Train” ends service, with equipment sold to CN’s Algoma Central Railway.
- Planning for yards on “leg 3” progressing.

- Jay Pease rejoins SSMRC, after a 20-year hiatus when he moved to western Massachusetts.

- Matt Sisk joins SSMRC.

APRIL 2004 (15 years ago)

- Federal Court rules against Guilford, in favor of Amtrak running Downeaster at 79 MPH; prev. max was 59 MPH.
- Amtrak President David Gunn donates F40PH #307 to Transportation Museum in Spencer, NC.
- Toronto Transit Commission celebrates 50th anniversary, as Canada’s first subway.
- Canadian Pacific exits TOFC business to concentrate on container business.
- Bourne Planning Board wants Buzzards Bay Railroad Bridge open to foot traffic. Army Corps to make decision.
- STB approves CN acquisition of Duluth, Missabe & Iron Range and the Bessemer & Lake Erie railroads.
- Reward offered for recovery of stolen commemorative plaque installed on east portal of Hoosac Tunnel, noting “World’s First Fantrip”.
- New Hampshire Supreme Court rules against using gas tax revenues to extend Commuter Rail from Lowell, MA to Nashua, NH.
- Trench built in Reno, NV, to hide UP tracks through city.
- E. Middleton under construction by John RR Childs Construction Co.
- Brendan Sheehan joins SSMRC.
- Last coastal steamship in America, the *Nobska*, scrapped in Charlestown Navy Yard.
- Soon-to-open drive-in restaurant called “The Steaming Tender” in Palmer, MA, acquires 1915 Porter 0-6-0 steam loco for display.

APRIL 1999 (20 Years Ago)

- DCC Committee installs track on DCC test bench.
 - Two LDC meeting held each month.
 - USPS issues five 33¢ stamps depicting great American passenger trains.
 - Hoosac Tunnel enlarged to accommodate double-stacks and autoracks.
 - Springfield Union Station poised to undergo \$40 million restoration.
 - Cape Cod Central plans to begin operations on Memorial Day. Quincy Bay Terminal employees Paul Cutler III and Jeremy Cahill refurbishing ex-LIRR coaches, obtained by Jon Delli-Priscollini at a “bargain”.
 - New England Central RR rennumbers locos to reflect horsepower rating.
 - \$2.6 billion takeover of Illinois Central by Canadian National Railway approved.
 - Amtrak discontinues “Club Class” between Boston and New York City.
 - *California Zephyr* celebrates 50th anniversary.
 - Jim O’Brien becomes member of SSMRC.
 - Cranrail Corp. signs 20-year lease for Edaville.
- APRIL 1994** (25 Years Ago)
- First of 86 new Red Line cars from Bombardier goes into service.
 - Show attendance 1,227.

- CV ends ban on six-axle power all the way to New London, CT.
- USPS issues five 29¢ stamps featuring historic American steam locomotives.
- T rebuilds Riverside Yard on the Green Line.
- T builds brick walls at various locations along the Red Line in Quincy to divert sound.
- Five entities express interest in leasing 52-mile, ex-Maine Central "Mountain Division" in New Hampshire.
- Agreement is reached for "short tunnel" under Hingham Square for Greenbush Line restoration.

APRIL 1989 (30 Years Ago)

- Amtrak's president Graham Claytor named "Railroader of the Year" by Modern Railroads magazine.
- Amtrak receives first "Horizonliner" from Bombardier; first new car for the railroad in six years.
- NYS&W takes delivery of 20 B40-8 locos from GE. Nicknamed "Bumble Bees" by railfans because of their paint scheme.
- Durango & Silverton's roundhouse in Durango, CO, burns with all six of their operable steam locos inside. Owner determined to rebuild and open for season excursions.
- MBTA tokens go from 60¢ to 75¢.

APRIL 1984 (35 Years Ago)

- Show attendance 2,718.
- Committee formed to investigate "Junior" membership for those from 14-17 years old.
- Members Barry, Tom Ryder, Ron and Ye Ed take RRE's excursion "New England States Ltd" from Boston to New London, CT and Brattleboro, VT, not knowing that future member Jeremy Cahill also on board.
- \$48 million renovation of South Station begins.
- Maine Central, now part of Guilford Transportation, considers filing for abandonment of "Mountain Division".
- Amtrak equips *Superliner* "Deluxe" bedrooms with showers.
- Amtrak introduces "All Aboard America" fares, with coast-to-coast round-trips costing \$299.
- Popular B&M president Alan Dustin leaves company, after Guilford take-over.

POTPOURRI

THE METROPOLITAN TRANSPORTATION

Authority has sold a little-used route between Danbury, Conn., and Beacon, N.Y., for conversion in to a rail trail. The conversion will come in the next three years, through a state-funded, \$33.6-million design-build contract awarded to Arch Associates LLC, in concert with rail trail design firm McLaren. The MTA bought the ex-New Haven line — once part of the railroad's busy Maybrook freight route, connecting New Haven, Conn., with the railroad's

western connections at Maybrook and Campbell Hall, N.Y. — for \$4.2 million in the mid-1990s. With the single-track line connecting, via trackage rights in Connecticut, to the New Haven Danbury Line at Danbury, the Harlem Line at Brewster N.Y., and the Hudson Line in Beacon, N.Y., the largely unused line's acquisition seemed like a slam-dunk at the time. At various times, the line was considered for transverse commuter trains between Beacon and Danbury, for trains from Hopewell Junction, N.Y., to Grand Central terminal, and for off-peak shuttles to Brewster. The costs of upgrading the track and low revenue potential rendered such plans moot, and the line, known as the MTA's Beacon Line, was used mostly to transfer equipment. By October of 2016, the MTA was looking for someone to take over the line, with a "request for expressions of interest," ideas what to do with the trackage. In 2017, the decision was made to use part of the line, between Hopewell Junction and Brewster, as a rail trail. It will become part of the Maybrook Trailway, connecting through Hopewell Junction to Poughkeepsie's Walkway over the Hudson, where steam and Diesel engines once moved freight to and from Maybrook Yard. The new trail will also be part of the Empire State Trailway, extending from New York to the Canadian border near Plattsburgh, and westward from Albany to downtown Buffalo. The trail will use part of the Beacon Line right-of-way, while preserving existing underground fiber optic cable installations and the rail line for future use. (TN)

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THE PENNSYLVANIA NORTHEAST Regional Railroad Authority has been awarded a \$400,000 grant for engineering costs associated with restoration of the Lackawanna Cutoff, already under construction in New Jersey. The Local Share Account grant from the Commonwealth Financing Authority covers engineering costs for construction of track and structures for the passenger rail project. "For construction to continue engineering and further grant funding will be required and this State grant will provide engineering that is required to continue the completion of the trackage and structures on the project", said Larry Malski, authority president. Construction by NJ Transit is currently under way between Port Morris, N.J., and Andover, N.J., with the use of over \$60 million in grant funding. "The remaining 21 miles in New Jersey and Pennsylvania will require state and federal funding to complete the full restoration of the famed Lackawanna Cutoff trackage and

complete the through route,” Malski said, “which will be instrumental in taking cars and congestion off of Interstate 80 in New Jersey and Pennsylvania, especially during peak travel periods.” The \$400,000 state grant is in addition to a \$300,000 federal grant awarded last year by the Appalachian Regional Commission. That grant is being used to address engineering for the next phase of construction. (TN)

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THE FIRST GG-1 to pull a train to Harrisburg is back under cover after being dislocated for work at the Harrisburg station. Former Pennsylvania Railroad GG-1 No. 4859 and an N6b cabin car, owned by the Harrisburg Chapter of the National Railway Historical Society, are now on track 8 while Amtrak continues work to refurbish the station in the commonwealth's capital. While this is not an ideal location for viewing, it will protect the equipment until a more suitable location is found. No. 4859, pulled the first train into Harrisburg following the electrification of the line from Philadelphia in the late 1930s. The track level facilities are undergoing an extensive upgrading project, with the installation of high-level platforms and new elevators. The platform between tracks 6 and 7 was recently completed. Work will commence soon on the one serving tracks 4 and 5. The work is being done in preparation for additional *Keystone Service* trains as the current ones are running at or near capacity. When completed, a more accessible location will be sought by the historical society chapter in conjunction with Amtrak and the Pennsylvania Department of Transportation. (TN)

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THERE'S A LOT OF WORK to be done on Amtrak. The railroad said its state of good repair backlog (SOGR) has passed \$33.3 billion, with \$28.1 billion of that on the Northeast Corridor. Those billion-dollar figures, included in a five-year infrastructure plan released by the railroad, mark an historic low point for the passenger service. Amtrak describes the state of good repair backlog (SOGR) as “the assets that have been assessed as at or nearing the end of their useful lives.” Amtrak Engineering has set a target of 10 years to eliminate the SOGR backlog, the railroad said, while noting that only some portions of that goal is likely to be reached. “While achieving a 10-year schedule for all asset types would likely require more support resources (manpower, equipment and track outages) than are realistically available, Amtrak is confident that some

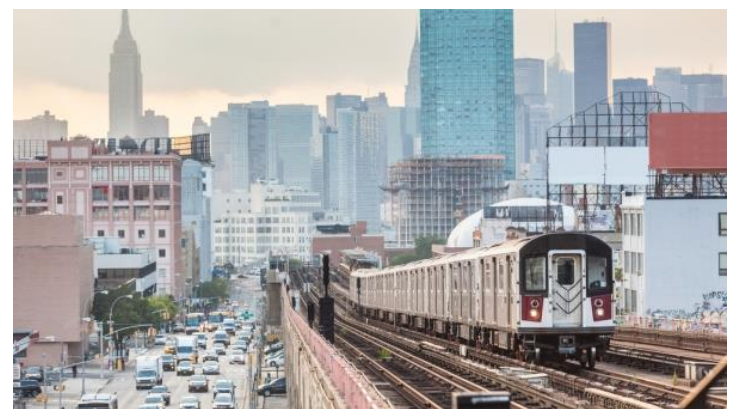
assets such as Track can be accomplished in this period if adequate funding is available,” the railroad said in its report. (RA)

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AIRCRAFT INDUSTRY EXECUTIVE Cynthia Garneau has been appointed as the new president and CEO of VIA Rail Canada, replacing Yves Desjardins-Siciliano, who had held the position for five years. Her five-year term begins May 9. Her appointment, as well as the appointment of three members of VIA's board of directors, were announced Friday by Minister of Transport Marc Garneau. Cynthia Garneau has been president of Bell Helicopter Textron Canada since 2016. She joined the company in 2004 as a contracts and compliance manager and also held positions involving supply chain, public affairs, and government relations. She had previously worked at Bombardier Aerospace. A lawyer, she has been a member of the Quebec Bar since 1994, and holds degrees in specialized education and law from Sherbrooke University. The Journal de Quebec reports that Desjardins-Siciliano, in a letter to VIA Rail colleagues, indicated that he had hoped for a second term as head of the passenger rail company. “But, at the same time, I am delighted that our next president brings the experience and the energy necessary to maintain growth and continue our fleet modernization projects and our [High Frequency Train] project,” Desjardins-Siciliano wrote. The latter project would build a dedicated, passenger-only right-of-way between Toronto and London, Ontario. (TN)

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NEW YORK CITY IS AIMING to raise up to \$15-billion to support Metropolitan Transit Authority (MTA) rail upgrades and repairs from a new road traffic congestion pricing program, the first in the United States, which was confirmed in the state's 2020 budget announcement on April 1.



Electronic tolling devices installed below 60th Street in Manhattan will be introduced after December 31 2020. The scheme could raise up to \$1 billion per year for MTA with *The New York Post* reporting that 80% of congestion revenue could go to the New York City Subway and the remaining 20% to Metro-North and Long Island Rail Road commuter networks. The state budget also includes a Progressive Mansion Tax, which aims to raise \$365 Million from high-end property transfers, and will be used to support up to \$5 Billion in financing for Metropolitan Transit Authority (MTA) projects. The state has also eliminated an Internet Tax Advantage, a sales tax loophole on internet retail businesses, which could raise a further \$320 million for MTA. A plan to introduce congestion charging in New York by previous mayor Michael Bloomberg failed in 2008. However, public opinion of the measure has shifted in recent years, with a recent poll indicating that 52% of registered voters in New York state support the measure, and 39% oppose.(RA) What a great idea for the SE Expressway, I-93 and Rte. 128 here in Boston. Dedicated funding for mass transit!-Ed.

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THE MT. WASHINGTON COG Railway is entering its 150th season and has a lot planned, says owner Wayne Presby, including resumption of year-round operation and the start of a top-to-bottom rail replacement. Presby made his comments during a break from welding components for the new rails in the massive workshop at the former Issacson Structural Steel plant. The facility is owned by Presby's brother, David, and though located some 42 miles from the Cog's Base Station, it makes an ideal temporary maintenance facility for the Cog. The workshop easily accommodates the Cog's engines, six biodiesels and two steamers, as well as a seventh biodiesel that is under construction. When the Cog opens the 2019 season this month, "we will have nine working engines," said Presby, which, he added, "is the most in the railroad's history." Joining those engines on the Cog tracks will be a piece of equipment that Presby said has no equal anywhere, and is "the largest car the railroad's ever built." (See page 8, February *Semaphore*) The car was flat-bedded from Berlin, NH, on February 12th and, upon arrival at the Marshfield Base Station, was lifted onto its wheels by a large crane. Presby expects that two crews will begin the rail replacement process this month, proceeding at 40 feet per day, with the pace improving to 100 feet daily, as the workers become more proficient. He

said the re-railing, which is believed to be the first complete effort since about 1900, will take two years. In 2018, the Cog had its seventh record season in a row, said Presby, carrying 122,000 passengers. That number could grow this year because the Cog will begin running trains this month, weekends only, before daily operation May through November and then weekends and during holiday weeks through the winter. (RP)

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THE COMMISSIONER OF CONNECTICUT'S D.O.T. says bar cars, once a popular feature on Metro-North's New Haven Line, are unlikely to return any time soon. Joseph Guilietti, the DOT commissioner and a former Metro-North president, told the *Hartford Courant* that the bar cars would only be viable if an outside vendor was willing to invest in and operate them. "As the president of Metro-North Railroad, I was not in favor of the bar cars," he said. The cars last operated in 2014. Guilietti said another problem is that the rolling lounges don't offer the seating capacity needed on the route, where riders frequently must stand during rush-hour commutes. He said Metro-North is looking at the possibility of bi-level cars to increase capacity. (TN)

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UNION PACIFIC said on April 10th that steam shop crews lit a fire in Big Boy 4-8-8-4 No. 4014 for the first time in 60 years on April 9. It was the first time the engine was fired up as an oil burner. The locomotive, which has been under rebuild since 2016, will undergo further testing before its debut on a trip on Ogden, Utah, on May 4 to commemorate the 150th anniversary of the first transcontinental railroad. (TN)

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LINKING ALASKA to the 48 contiguous U.S. is an idea that is resurfacing again with heavier Canadian support. Canadian businessman Sean McCoshen told a recent meeting of the Alaska State Senate Transportation Committee that the company he co-founded and runs, Alberta-Alaska Railway Development Corp., has been working with consultants, the Alaska Railroad, Canadian native groups and others to build a line to the Yukon border, then south to interconnections with the Canadian National and Canadian Pacific. McCoshen is CEO of the McCoshen Group, which he describes as a family office that owns 14 privately held companies ranging from housing,



manufacturing, finance, retail, and rail. He's also CEO of The Usand Group, a Winnipeg organization that links Canadian native groups with investors. McCoshen is proposing not only the rail line but completion of a 32-mile spur to connect Alaskan Railroad with the Port Mackenzie marine-cargo facility. He said the development corporation is willing to finance the \$125 million needed to finish it. But even if that project is completed, it's dwarfed by the cost and challenges of getting a line connecting Alaska and Alberta. McCoshen used a figure of \$17 billion for construction, and \$4 billion in annual revenue to cover operating expenses and capital costs. (TN)

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GREAT NORTHERN RAILWAY Historical Society's GN SD45 No. 400, "Hustle Muscle" is returning to service after two years. The locomotive was the first EMD production model SD45. In spring 2017, while being operated on the test rack at BNSF Railway's Northtown Yard in Minneapolis, No. 400's prime mover failed, and the unit was moved into storage as BNSF and the society worked on a long term solution to return the unit to service. BNSF located a 20-cylinder prime mover from ex-Santa Fe SD45-2 No. 6470, had it rebuilt at the railroad's Topeka (Kan.) Shops, and shipped it to Northtown. This winter No. 400 was pulled from the Northtown storage track and brought into the diesel shop. The damaged prime mover was pulled out and the rebuilt engine installed by Northtown shop forces, all at no cost to the society. Built in May 1966, No. 400 was the first production SD45 built by Electro-Motive Division; it received the Hustle Muscle moniker by GN when the company purchased the unit. (TN)

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DENVER & RIO GRANDE 4-6-0 No. 168 – a 136-year-old locomotive under restoration at the Cumbres & Toltec Scenic – passed a hydrostatic test this month. The successful test was witnessed by a Federal Railroad Administration inspector and signals a major step forward in the effort to restore the 3-foot-gauge locomotive for use on one of the nation's most popular tourist railroads. Stathi Pappas, assistant general manager and the man leading the restoration effort, tells Trains News Wire that if everything goes according to plan, a stationary steam test will be conducted in May. Although he is hesitant to put an exact date on when the locomotive will hit the rails, Pappas says he believes the locomotive will run in 2019 and be ready to enter service in 2020. (TN)

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IF YOU WANT TO RIDE behind Union Pacific Big Boy 4-8-8-4 No. 4014 next month, a ticket for a 65-mile one way trip across the Wasatch Grade that was the reason for the engine's creation and the primary operating territory for the 25 locomotives will cost you what may be a record amount for a U.S. steam-powered excursion, \$3,000 for a coach seat, \$5,000 for a dome seat. The trip will be the first ever Big Boy excursion. The last 4000-class UP locomotive ran in July 1959. The pop up excursion benefits the Golden Spike Foundation that is coordinating Utah's celebration of the 150th anniversary of the first transcontinental railroad and the UP Museum in Council Bluffs, Iowa. The event is more than a train ride. It comes with a May 11 tour of the UP passenger train; interaction with Scott Moore, UP's senior vice president of corporate relations and chief administrative officer and Ed Dickens, senior manager of the UP steam operations; and a photo op for participants who want to stand on the rear car's back platform. The next day, riders get breakfast on board, a boxed lunch, and a chartered bus ride back to Ogden. (TN)

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WHILE QUESTIONS REMAIN on the fate of 34 miles of track that New York State has said it wants to remove to make a rail trail, the Adirondack Scenic Railroad is preparing for an active 2019 season. "We're on the verge of beginning construction of a new locomotive maintenance facility, we're attempting to buy several pieces of rolling stock, and we've got a new office to build. We've got a lot going on right now," says Bill Branson, board president of the Adirondack Railway Preservation Society Inc., which operates the railroad. The railroad plans to offer a full schedule of activities comparable to last year's, including the use of rail bikes in some areas, Branson says. The railroad has yet to decide whether it will offer rail bikes in the 34-mile section between Tupper Lake and Lake Placid, the portion that has been the subject of the ongoing dispute between those who want to remove the rails and those who want to see them remain and be repaired. Branson says the condition of the tracks makes it unlikely that the railroad will attempt to run trains there this year, although its permit allows for such activity. (TN)

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THE INTERIOR of Philadelphia's 30th Street Station has been added to the local historic register

by the Philadelphia Historical Commission, a move protecting the space from modification. It becomes just the fourth interior space in Philadelphia so protected. The station was built between 1929 and 1933 by the Pennsylvania Railroad. Amtrak's "Great American Stations" website notes that the building was designed by Alfred Shaw of the architectural firm of Graham, Anderson, Probst and White, and that the building itself has been on the National Register of Historic Places since 1978.

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

TRAINS

Transcon Perspectives

Train-Watching

Short line: Housatonic RR

A Vision Realized

Santa Fe

RAILROAD MODEL CRAFTSMAN

Azatrax Crossing System

Look Both Ways

Special Trains

MODEL RAILROADER

How to Model Hardwood Trees

In Quest of More Realism

DCC Corner

Easier installations with 21-pin Connectors

CLASSIC TRAINS (Spring 2019)

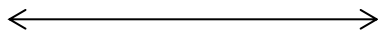
City of San Francisco Modern Star of a Historic Route

Big Boys that Might Have Been

Un-driving the Golden Spike

Summer of Change on Donner Pass

Best of Everything



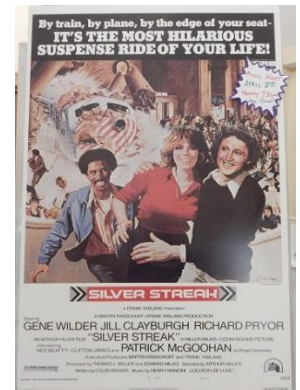
News sources: Boston Globe, Boston Herald, Trains Newswire, Railway Age, Progressive Railroading, Railpace, RRE "Callboy", "The 470", Patriot Ledger, Wall Street Journal, The Sun Chronicle.

EDITOR'S NOTES

1. The **glass display cases** in the train room are **full of buildings and other structures**, either donated to or purchased for the Club. Some were donated, with the stipulation that if the Club doesn't want them, then the donator wants them back. Scenery chairman Savery Moore has determined that it is time to inventory the structures and determine

whether we will ever use them and, if not, return them to donors or put them on the W.E.T. Therefore, the committee will be separating them into structures "for future use" and those that are "not needed". A table will be set up in the back of the railroad to display those "not needed". Those donors who want them back are asked to **please remove them by June 30th of this year**. The remaining structures will be given to Barry to sell. Thanks for your co-operation!

2. Nominations will be taken at the next Business Meeting for election of officers and directors at the June Annual Meeting.
3. "Movie Night" was attended by 18 members and "Adam", who all seemed to enjoy the presentations. Thanks to Al Munn and Al Taylor for preparing the donated (thanks Al Munn) movie popcorn for all participants. I think this Club activity should be returned to an annual good time, as it was for many years!



..... *David N. Clinton*

"Faith is...the conviction of things not seen." (Hebrews 11:1)

MEMBER NEWS

Barry Doland has been in and out of the hospital, for various procedures, during the past month. He is doing much better now and has returned to the Club on a regular basis.

Skip Burton was in the hospital for several days last week with various problems but is home now and feeling much better.

Bill Garvey will be visiting the hospital soon to have an operation on his foot and will be out of commission for a couple of weeks. We will keep readers informed of his progress.

Doug Buchanan is progressing very well in his recovery from a leg operation. It's great to see him back working on the new trackwork for the "Happy Room" (new staging yards) !

We keep all these folks in our thoughts and prayers for continued recovery success.

Note: The "Health & Welfare Committee" (Ye Ed.) would like to hear of any member who is ill or hospitalized, so that we can help "cheer them up".

BIRTHDAY CELEBRATIONS

The following members have made it through another year and deserve congratulations on their special day:

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

RUNNING EXTRA



RIDE THE RAILS (on Bikes)

Peter Palica

It was two years ago while wandering around the Big E Train Show in West Springfield that I first spotted the Ride the Rails Rail Explorer pedal car. These bright red pedal cars with comfortable adjustable seats were a new attraction being offered to adventuresome railroad buffs interested in exploring an expanding venue of abandoned or little used railroad lines. I took a brochure and vowed to delve further into scheduling a trip with this vendor sometime after the weary months of Winter gave way to warm weather. Then, as is so often the case, I misplaced the brochure and forgot about this intended addition to my bucket list.



Fast forward to September 2018 and I spotted the same brochure I had previously misplaced and forgotten about on the brochure rack outside of the SSMRC meeting room. I took a copy and immediately vowed to this time follow through on my plan. After clearing dates with my wife, daughter and son and their spouses and my four grandkids, I secured reservations for the 6-mile Northern Ramble on the Newport and Narragansett Bay Railroad.

Everyone was as excited about the prospect of this adventure as Grandpa and I secured reservations for the 3:00PM trip this past Columbus Day. I reserved a 2-seat tandem car for my wife Jan and me and two 4-seat cars for my son and daughter, their spouses and each of their two kids, We arrived in time for an early lunch in delightful downtown Newport after which we drove the 7 miles to our departure point in Portsmouth, RI. While we waited for the one-way bus that would transport us to our departure point up the line, Rail Explorer staff tended a bonfire and brought out marshmallows almost the size of tennis balls for kids of all ages to toast and savor. A modern bus arrived about 15 minutes late and transported us six miles away to our departure point. During the trip, a staff member gave us operating and safety instructions. It was cloudy and cool and threatening rain and we debated bringing umbrellas and rain gear. We opted to take our chances and upon arrival realized that each rail car carried massive folded golf umbrellas in case of rain.

There were an estimated 12-15 railcars with name reservations on each vehicle. We located our cars and fastened seat belts and were dispatched at roughly 100 yard intervals. Jan and I were mildly concerned about the effort it might require for two 72-year olds to propel a 475 pound rail car over a course of 6 miles. We need not have worried as a low coefficient of friction and relatively level grade made our journey leisurely and almost effortless. In fact, my grandkids, Lucia almost age 7 and Dash age 5, pedaled their 750 pound 4-person vehicle almost the entire trip while their parents simply relaxed in the rear two seats. The grandkids had extra fun communicating with their cousins in the pedal car ahead of them using walkie-talkies.

Prior to departure, all adults were given a Passport that referenced the points of interest during the journey. Beautiful views of Narragansett Bay on the right were interspersed with golf courses, woods, bridges, private estates and even an extensive topiary garden. The entire trip encompassed about 2 hours. Everyone in our family of ten had a grand time. Best of all, this Grandpa got a chance to check one more thing off his bucket list and share his love of Riding the Rails with two succeeding generations. Life gets no better than that.

(Editor's Note: Peter is very willing to organize a group visit this season to ride Rail Explorers, so if you are interested please contact him or me and we'll look into making arrangements for a good time to make the trip.)



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 Check out the many train tours and railroad experiences available on the Newport and Narragansett Bay Railroad at www.trainsri.com