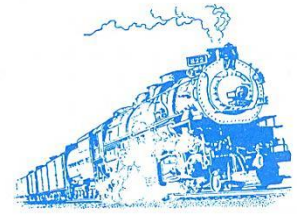


The Semaphore

South Shore Model Railway Club

NEWSLETTER

Home of the "East Coast Lines" since 1938



SUMMER 2020 ■■■■■■■■■■ VOLUME 40 ■■■■■■■■■■ NUMBERS 6-7



Wow...you can almost feel the earth shake just looking at it!



The Semaphore

David N. Clinton, Editor-in-Chief



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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. ©2020
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VOLUME 40 ■■■■■ NUMBERS 6-7 ■■■■■ SUMMER 2020

CLUB OFFICERS

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| | Gary Mangelinkx ('21) |

BILL OF LADING

| | |
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ON THE COVER: “One of the more interesting railroads outside of New England was the Western Maryland and its route over the mountains from Cumberland to its western connections at Connellsville, PA. One of the scenic highlights was Helmstetter’s Curve, a few miles west of Cumberland. Here is one of the WM’s Challengers, as a mid-train helper back in July 1951. The road engine was 1208 and the rear helper was 1121, one of their huge Decapods. Get in your time machine and hang out there in the morning and you will be rewarded!” ...George Corey. (Bob Buck introduced me to George many years ago. George, 93, lives in Athol and he and Bob would railfan together in the ‘40s, ‘50s and ‘60s. Both were excellent photographers and took thousands of mostly b&w images and developed them in their dark rooms. Thanks to George for this exciting moment from the past. Dnc)

FORM 19 ORDERS

JUNE B.O.D. MEETING (ZOOM)

Monday, June 9th 8 p.m.

AUGUST NEWSLETTER DEADLINE

Saturday, August 22nd

CONTESTS

For the **JULY Business Meeting**: Roger St. Peter's first attempt at a "Word-Find" puzzle—here's one that Al Taylor can enter! This is a very difficult puzzle. Don't forget that the names can be found up, down, left, right and diagonal up & down. Good luck! Also, please remember to put your name on the bottom of the puzzle.

CHIEF'S CORNER

Fred Lockhart

As I stated last month, we are another month down the road with this virus and still taking precautions to stay safe and working with the restrictions that are in place. I really miss the club as it was before all this started. I have been there a couple of times lately and have done some work laying out track centerlines on the new section we had been building. The last time I was there, I noticed a new tower in Cedar Hill; it is a New Haven-style tower with a Pagoda roof. So, I called Savery to get some info on it and turns out he is the one who built it. A great addition to the scene, there will be more about it in the *Semaphore*. Bob England has started some work on detection on the narrow gauge wye, because a train is out-of-sight, if the operator is outside the staging room. There is a need to know if the train is clear of the turnouts before turning on the wye. When we can get back to the club as a group, I will have to hold a meeting with our railroad building committees to regroup our priorities and set a new timetable for the installation of the new section. That's it for this month, stay safe.

Fred Lockhart
Chief Engineer



SEMAPHORE MEMORIES

SUMMER 2015 (5 years ago)

- Life Member Dave MacDonald passes in June.
- Amtrak decides to install inward-facing cameras in the cab of all locomotives.
- T-1 Trust group plans to raise \$10 million to build replica of Pennsy T1 4-4-4-4 steam locomotive.
- UP steam crew in Cheyenne, WY, planning for 2019 operation of "Big Boy" loco 4014.
- RR Museum of New England in Thomaston, CT, leases ex-NH Budd RDC-1 #41 for operation on Naugatuck, RR.
- Amtrak AEM-7 #915 donated to RR Museum of Pennsylvania in Strasburg.
- State of NY proposes tearing-up 34 miles of ex-NYC track between Lake Placid and Saranac Lake and replacing with bike path/snowmobile trail.
- Maine awards last remaining permit needed for construction of Amtrak layover facility in Brunswick.
- Construction begins on first aerial structure for California High-Speed Rail Authority's project to connect Los Angeles with San Francisco.
- Governor Baker, Secretary of Transportation Stephanie Pollack and MBTA interim GM Frank DePaola announce \$83.7 million "MBTA Winter Resiliency Plan", after the worst winter in the MBTA's history crapped out service.
- MBTA does away with "honor box" parking lot payment system of rolling up dollar bills and stuffing them into a little numbered slot. "PayByPhone" becomes new method of paying for parking..

SUMMER 2010 (10 years ago)

- Progressive Rail purchases Electromotive Diesel (EMD) for \$820 million.
- MassDOT approves purchase of up to nine new Commuter Rail locos from Utah Transit Authority. (2)
- Amtrak makes free Wi-Fi service available on *Acela Express* trains Boston-Washington.
- Genesee & Wyoming buys Australia's "FreightLink" for \$334 million.
- Maine voters approve bond to preserve 240 miles of MM&A Rwy, threatened with abandonment by owners.
- Last interlocking plant in the U.S., using mechanically-operated "Armstrong" levers connected through iron pipes to switches, closed by UP in Springfield, IL.
- Housatonic RR begins study of restoring passenger service from Danbury, CT to Pittsfield, MA.
- Mike Dolan starts new column, titled "Chief's Corner".
- "Central Corridor" promoted by W. Mass officials to re-route *Vermont* up from New London, CT on New England Central.

SUMMER 2005 (15 years ago)

- Work parties held in July and August to repair/paint outside of building.
- Amtrak returns *Acela* high-speed trains, after brake problems sidelined fleet.

- Plans to increase Commuter Rail to Worcester include purchasing sections of CSX's freight line.
- NY State abandons plans to refurbish seven *Turboliners*, due to high cost and inefficient engines.
- Local couple purchases S. Weymouth RR station; to become general store.
- Conway Scenic RR acquires ex-QBT U23b #21 and B23-7 #23.
- Athearn announces that future "Genesis" F-units will offer DCC and sound by MRC.
- Caboose Motel in Lancaster County, PA, reopens after refurbishment; location has over 40 cabooses.
- VIA's *Canadian* celebrates 50 years of operation.
- Granite slabs from the burned-down Sacred Heart Church in Weymouth Landing to be used in new Greenbush Line station in the Landing.
- MBTA raises parking fees from \$1 to \$3 at most stations; \$3.50 at Quincy, Quincy-Adams and Braintree.
- Palmer Public Library (MA), recently expanded, opens "Railroad Research Center" room stocked with RR books and reference materials. (Courtesy Bob Buck)
- "Steaming Tender" take-out food concession opens in ex-Palmer Union Station.
- Decision made to move Show to South Shore Country Club for March 2006.

SUMMER 2000 (20 Years Ago)

- Amtrak renames *San Diegans* (60-year-old name from the SP) to *Pacific Surfliners*.
- New Hampshire approves money to buy six commuter cars and one locomotive to extend MBTA service from Lowell to Nashua and Merrimack and from Haverhill to Plaistow.
- Edaville reopens for full summer/fall season.
- GE adds satellite tracking to its new production locos.
- Super Steel Schenectady (NY) completing first refurbishment of Amtrak *Turboliner*.
- Worcester Union Station opens for the first time since the mid '60s, when it was closed.

• Amtrak introduces "Satisfaction Guaranteed" policy, along with a new "boob" logo..

SUMMER 1995 (25 Years Ago)

- Amtrak tests new P32AC-DM locos from GE.
- Ex-B&M commuter lines speed limit raised to 70 MPH for the first time in 25 years.
- RR Museum of New England considers move from Essex, CT to Palmer, MA.
- Steam loco on Gettysburg RR suffers boiler explosion, with serious injuries but no deaths.
- Final decision to build Greenbush Line comes from Secretary of State James Kerisiotos.
- Thrall introduces 140-ft articulated auto carrier..

SUMMER 1990 (30 Years Ago)

- Railroads test "transponders", for keeping track of freight cars.
- Quincy Quarry Museum obtains replica of Granite Railway car.
- Amtrak inaugurates *Carolinian* between New York and Charlotte, NC, in cooperation with N. Carolina D.O.T.

- Maine Mid Coast RR, operated by MassCentral, restores passenger service on Rockland branch.
- Durango & Silverton completes construction of \$2 million roundhouse, replacing one that burned.
- Midpoint of construction of "Chunnel", linking England and France.
- Two custom-decorated Athearn boxcars released in SSMRC "East Coast Lines" scheme.
- Guilford abandons MEC "Mountain Division" from Portland, through Crawford Notch, to St. Johnsbury, VT.
- New passage under Atlantic Ave. connects South Station with the Red Line subway.
- Amtrak introduces "Conference Cars" on *Metroliner* service.
- Hearings take place on restoration three "Old Colony" lines in Southeastern Massachusetts.

SUMMER 1985 (35 Years Ago)

- Referenda questions on restoring Old Colony service gets 82% positive response from all towns.
- MBTA cancels lease for "GO cars" and sends them back to Toronto. (after numerous fires)
- Maine Central's Crawford Notch station restored to original appearance by Appalachian Mountain Club, the new owners.
- Amtrak disconnects traction motors on troublesome SPV-2000 Budd cars, making them coaches hauled by locomotives.
- Steamtown swaps N^W "A" 2-6-6-4 Mallet #1218 for two NS Geeps in operating condition.
- CV stores remaining Alcos, becomes all-geep RR.
- VIA Rail Canada reinstates six routes, including *Atlantic Limited* across northern Maine to Maritimes.
- Union Pacific buys MKT, known as "The Katy".
- State officials consider making Quincy a station stop on restored Old Colony service.
- MBTA renames three stations: "Washington St." (Downtown Crossing), "MIT" (Cambridge Center/MIT) and "Essex" (Chinatown).

POTPOURRI

AMTRAK'S NEXT-GENERATION *Acela* made its first test on Amtrak trackage on May 28th, with the second Alstom-built trainset making a round trip from Penn Coach Yard in Philadelphia to Thorndale, PA, some 35 miles West of Philadelphia on the line to Harrisburg. The first *Acela* trainset continues to test at the Transportation Technology Center, Inc., near Pueblo, CO, and recently reached a speed of 165 mph, faster than its planned top speed on the Northeast Corridor. Alstom is building 28 of the new *Acela* trainsets, with the first expected to enter service next year. (TN)

•••••

A BILL INTRODUCED by U.S. Sen. Edward Markey (D-Mass.) would commit the federal government to funding \$250 million annually for grade crossing improvement projects. The “Warren Cowles Grade Crossing Safety Act,” named for a Longmeadow, Mass., worker killed in a 2017 grade-crossing accident, would add those funds to the Federal Railroad Administration’s existing Consolidated Rail Infrastructure and Safety Improvements capital grants program. Markey, in his first full term in the Senate after being elected in a 2013 special election for the final 17 months of a vacated seat, is a member of the Senate Commerce, Science, and Transportation committee.(RA)

•••••

AMTRAK AND NEW JERSEY TRANSIT have received \$91.5 million in funding from the Federal Railroad Administration toward replacement of the Portal Bridge, the aging structure over New Jersey’s Hackensack River that has long been a problem spot on the Northeast Corridor. “This is a huge win for our state, our commuters, the future of our economy, and our entire nation,” New Jersey Gov. Phil Murphy said in a Twitter post. The swing bridge between Kearny and Secaucus, N.J., has often caused significant delays on the corridor because it sometimes fails to lock into place after being open — a problem which led the U.S. Coast Guard to limit when it could be opened. (TN)

•••••

THE VERMONT RAIL SYSTEM has acquired the New England Southern Railroad from owner and founder Peter Dearness, who has operated the line since 1982. Trans Rail Holding Corporation, the parent company of Vermont Rail System, filed a notice with the Surface Transportation Board to acquire and operate the NEGS, using the name “Merrimack & Grafton Railroad Corporation, as the legal name for the entity. The headquarters for NEGS is in Canterbury, NH and the former B&M right-of-way is owned by the State of New Hampshire. NEGS has freight operating rights as a Class III for the section of line from Concord north to Lincoln. An extensive tie replacement project by the State is currently underway. (RRHS)

•••••

CANADIAN PACIFIC officially completed its acquisition of the U.S. portion of the Central Maine & Quebec Railway on Wednesday, bringing the railroad 244 new route-miles in Maine and Vermont. The acquisition of CM&Q’s Canadian

trackage had been completed earlier. This brings a direct Class 1 freight-rail service to the State of Maine for the first time in decades. The railroad has said it will spend as much as \$90 million over the next three years to bring CM&Q trackage up to FRA Class 3 standards, allowing freight trains to operate at speeds up to 40 mph. (TN)

•••••

AT FIRST GLANCE the 111-year-old locomotive plant built by General Electric in Erie looks no different, but new signs emphasize GE is no longer part of Erie. A new era has begun. The biggest change includes the integration of work formerly handled by Wabtec’s Motive Power Industries plant in Boise, Idaho. This became evident last year when Massachusetts Bay Transportation Authority F40PH-2Cs, originally sent to MPI, were redirected to Erie. Subsequently, units for which rebuilding had begun in Boise arrived on flatcars to be completed in Erie. They will emerge as F40PH-3Cs. Sources say the first of the locomotives to be completed in Erie will be tested this summer. Also redirected from Boise to Erie is the rebuilding of Brookville BL20GH locomotives for Metro-North and the Connecticut Department of Transportation. MPI was the winning builder for overhaul of the fleet, built 12 years ago, and completed the first locomotive, CDOT No. 125, last summer. CDOT No. 130 is currently being rebuilt and No. 127 is in Erie. Work will include replacement of the original prime mover with a Tier 3-compliant QSK50 engine. The Erie plant will also handle the MPI-designed MP54AC locomotive built for commuter rail agencies. Earlier this year, MP54AC No. 678 from Toronto’s GO Transit arrived in Erie for testing, which began in May. Work also continues on GECX 3000, billed as the first all-battery-powered road locomotive. The unit, which has undergone rigorous testing, has now debuted in its Wabtec demonstrator paint scheme after doing its earlier testing in gray primer. Wabtec sources say it is on target for testing on BNSF this fall. While domestic orders for new locomotives continue to slump for all builders, fleet modernization projects continue for several railroads. Currently, Union Pacific and Norfolk Southern fleet work is mostly at the plant in Fort Worth, Texas, while a small order of CSX CM44ACs and AHs is being handled in Erie. This work can be shifted between plants as needed. (TN)

•••••

BIG CHANGES are coming to the historic main EMD facility in McCook, Illinois, known as “La

Grange”. There are still some operations in the Engine plant, known as the Fabrication building but various parts of what is left of the manufacturing site are being relocated to Winston-Salem, NC, Peru and Muncie, IN, as well as to Florida and Mexico. They plan to have all the manufacturing out of the building by the end of this year. Administrative and engineering personnel still at McCook will remain there. (RP)

●●●●●

MTH TRAINS owner Mike Wolf has announced his plan to retire in 2021 and close the business! All items in their current 2020-2021 catalogs are expected to be produced and delivered between June, 2020, and April, 2021. The company may be offered for sale, but there appear to be no current arrangements under consideration. (P.Beck)

●●●●●

THE WISCASSET, Waterville & Farmington Railway Museum has kicked off a fundraising campaign to build a new steam locomotive. The new machine, No. 11, would be a faithful reproduction of the original railroad's No. 7, a 1907 Baldwin 2-4-4RT Forney. No. 7 was damaged in a roundhouse fire in 1933 and was scrapped, along with almost everything else on the WW&F, in 1937. During the closure of the museum due to the COVID-19 pandemic, a team of WW&F volunteers with engineering background, has been using data from the Baldwin Construction Standards manual to create two-dimensional drawings and 3-D images of components, which will be used to manufacture new parts to the original specifications. Over 500 images have been produced thus far, and the first



parts, the main frame members and a number of smaller items, are in production at this time. To support the project, the museum has opened a FundRazr crowd-funding site. The goal for the first round of fundraising is \$17,000, which will boost the funding for the first year of the project to \$50,000. Donations to the project are welcome at <http://build11.wwfry.org>. (TN)

●●●●●

THE MBTA has extended its commuter rail operating contract with Keolis Commuter Services through at least 2025 — an extension that state transportation secretary Stephanie Pollack once said would never take place. The Boston Globe reports the extension is good through 2026, although the MBTA has an option to terminate a year earlier. Pollack said in 2017 that the MBTA would allow the current deal to expire in 2022, because of unhappiness over Keolis' performance, but MBTA officials had recently indicated an extension was likely, given the impact of the COVID-19 pandemic and the fact that the law creating the MBTA's oversight group, the Fiscal Management and Control Board, is about to expire. (TN)

●●●●●

THE MBTA also announced it would introduce a new rail pass reflecting the changing commuting habits of the COVID-19 era. The agency will offer a "Five-Day Flex Pass" from July 1 through the end of September, aimed at those who are no longer commuting regularly. Boston.com reports the pass, priced at 90% of the cost of five round-trip tickets, will be good for five days of travel in a 30-day period. "The idea here is that certain folks who may have purchased a monthly pass in the past may be working with a partial work from home schedule, so a monthly pass may not be the right product for them," MBTA General Manager Steve Poflak said during Monday's control board meeting.

●●●●●

ATLANTIC MAGAZINE claims that there is little evidence to support the theory that public transit has played a role in the spread of the COVID-19 virus, despite widespread concerns and a much-publicized April report from an MIT economics professor that New York's subway system was a major and perhaps the primary vehicle for spreading the disease. The Atlantic article points to studies in Paris and Austria that found no infection clusters linked to transit, as well as the experiences of cities like Hong Kong, which had relatively minor COVID-19 outbreaks, despite relying heavily on transit before the pandemic and continuing to use it more than many other locations. (TN)

●●●●●

AMTRAK PLANS to reduce most long-distance trains to three-day-a-week service as of Oct. 1. In an internal "Service Update," Amtrak Executive Vice President, Chief Marketing and Revenue Service Officer Roger Harris told employees June 16th that the goal would be "to restore daily service

on these routes as demand warrants, potentially by the summer of 2021.” (TN) This is terrible news and not a good decision. Once a train goes tri-weekly, it is extremely difficult to get it back to weekly. Just look at the *Sunset Limited* and *Cardinal*. –Ed.

●●●●●

THE MBTA WILL BEGIN a 14-day closure of its Red Line subway on Thursday, June 18, to allow accelerated infrastructure work. The line will be closed between the Braintree and Quincy Center stations, with shuttle buses providing alternative transportation. “The work accomplished during these 14 days allows for numerous improvements, including increased safety as a result of track work and enhanced accessibility through elevator work to take place at Quincy Adams,” MBTA General Manager Steve Pofatak said in a press release. “... We understand that these diversions can be inconvenient, but this service suspension allows us to expedite critical work, completing it over a month faster than planned.” (TN)

●●●●●

CAPE CANAVERAL, FL — For the first time in 10 years, Florida East Coast Railway has handled a train of NASA rocket boosters bound for Kennedy Space Center. Friday’s move of FEC’s “NASA-12” extra brought the Northrop Grumman solid rocket boosters for the Space Launch System Artemis 1, the first of an estimated nine such moves in the next 10 years. The last FEC move to Jay, the interchange point between FEC and NASA in Titusville, Fla., occurred May 27, 2010, as a special daylight publicity move. NASA shut down its own railroad in 2015 and now contracts rail shipments to and from Kennedy Space Center with FEC. (TN)



●●●●●

KENTUCKY STEAM HERITAGE Corp. has acquired SD40-2 No. 6162 from Norfolk Southern via donation. In its 42-year career, No. 6162 saw service in the Appalachian coalfields and hauled countless tons of freight through Central Kentucky. No. 6162, a 3,000-hp SD40-2 locomotive, was built in May of 1978 by Electro-Motive Division for the

Norfolk & Western Railway. It worked all over the railroad, predominantly hauling coal out of Virginia, West Virginia, and Kentucky. It remained on the active roster for successor NS until this month, when it was donated to Kentucky Steam. (TN)

●●●●●

FOR THE FIRST TIME since 2011, the narrow-gauge East Broad Top Railroad in central Pennsylvania will offer public passenger-train rides Aug. 13-15. The reopening of the National Historic Landmark coincides with the 260th anniversary of the founding of the town of Orbisonia and its twin borough, Rockhill Furnace, home to the company’s general offices, machine shops, and roundhouse. It also coincides with the 60th anniversary of the first reopening of the EBT on Aug. 13, 1960, when it began running public steam-train rides after a four-year hiatus following its official abandonment as a coal-hauling line in 1956. (TN)

●●●●●

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

TRAINS

A Quarter Century of New England Central
In My Own Words

Erring on the Side of Safety

RAILROAD MODEL CRAFTSMAN

Let There Be (LED) Light

Diverging Points

How to Choose? (Jason Shron)

Collector Consist

Landmark F-Units in HO Scale

Look Both Ways

Where Do We Go from Here?

MODEL RAILROADER

Conquering the Cascades

Beautiful HO Layout

DCC Corner

LokSound 5

Trains of Thought

The All-too-familiar Problem of Inertia



News sources: Boston Globe, Boston Herald, Trains “Newswire”, Railway Age, Progressive Railroading, Railpace, RRE “Callboy”, “The 470”, Patriot Ledger, Rutland Railway Historical Society “Newsliner”.

EDITOR'S NOTES

1. This being our "Summer Issue", **the next issue** will be published at the end of August.
2. For the past 30+ years, we traditionally met for a **Club Cookout and for the last 27 of those years we were able to add "and Pool Party"**, because of the generosity of Jim and Alice South opening their



home and pool for our use. I still miss Jim and Barry and Skip, who we lost last year and who always participated in the activities. And I think we will *all* miss the fun times we had at our summer get-together. Thank goodness for memories and for pictures to help those memories!

3. **Thanks to all those who have shared their activities**, during the past three months. I'm sure you've inspired others to get at projects that have been put off. And, the column has been extremely popular, with many positive comments coming my way.
4. Despite all our worries at this time, I hope that you and your families can **have some nice summer times**. Please be safe and see you in a couple of months.

..... *David N. Clinton*

"Start by doing what's necessary; then do what's possible; and suddenly you are doing the impossible." (Frances of Assisi)

MEMBER NEWS

Bryan Miller is in Boston Medical Center and underwent a 6-hour operation this morning, where surgeons were successful in removing the growth and he is doing well and recovering in the ICU. We

keep him in our thoughts and prayers for a speedy recovery.

Coley Walsh is not doing very well. We pray that God is preparing a better place for him, after so many months of sickness.

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" and keep their fellow members advised.

Handrail painting party on June 13th



Now the handrails and switch stand look "brand-new", thanks to the efforts of these folks on June 13th. Organizer Rich Herlihy even took the indicator off the switch stand and repainted the various colored targets!

BIRTHDAY CELEBRATIONS

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

- | | |
|-----------------------|-----------------------|
| Bryan Miller | July 10 th |
| Fred Lockhart | July 11 th |
| Al Taylor | July 16 th |
| Roy Colella | July 18 th |
| | |
| John Roberts | Aug 2 nd |
| Jim Ferris | Aug 14 th |
| Kurt Kramke (H) | Aug 16 th |
| Al McCarty | Aug 20 th |
| Bill Roach | Aug 26 th |



Meanwhile, I've heard from quite a few folks on **WHAT ARE YOU DOING?** Here's who:

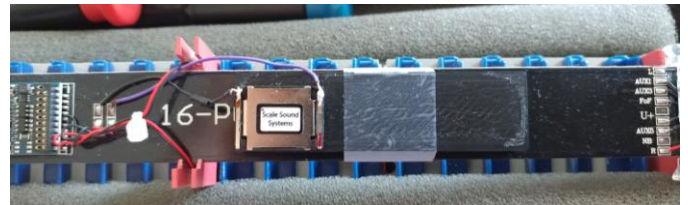
Jack Foley reports that he was railfanning the Greenbush Line again and found the R-O-W clearing in West Hingham, near the Club.



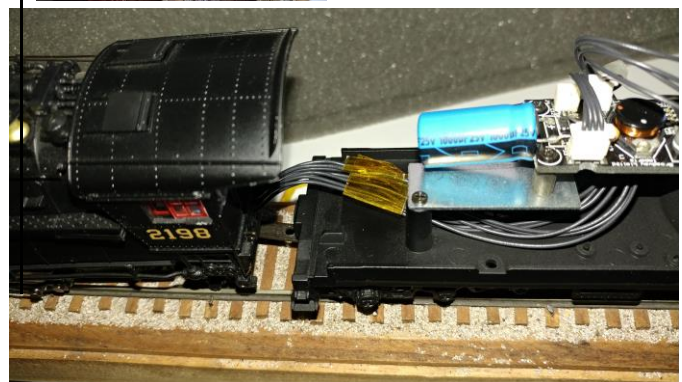
Ross Hall writes: "Last month I reported having bought the Mineton section from the old layout in East Weymouth; here it is! The section was built by Bob Walsh, as I recall, with all track & turnouts hand laid, with wooden switch throw levers and wire to activate the turnouts. The mine building was from an article in the 12/76 RMC (\$1.00), so was essentially scratch built with incredible detail. The rails in the lower right corner were the old arrival tracks from Longview Yard, and now are the main line passing through the area with a siding for set-outs. The original gallows turntable is out of sight to the left. The piece in green is the start of a major industrial area salvaged from another person's layout formerly in Dennis, also all hand laid Code 83. His turnouts were all powered, but I've put in hand throws to reflect what I did for 7 seasons as a brakeman on the Cape Cod Central. The lower level is now almost complete, so I'd better start making up car cards pretty fast!"



Paul Agnew replaced the iPhone-type speaker in his Rapido New Haven RDC1 with a custom-fit Scale Sound Systems speaker, which has much better bass and defined details. He's also been



Working on his Stewart/Kato Maine Central "U-boat", which he got from "The Farmer" (Dave MacDonald) many years ago. Registered since 2009 with a DH163, Paul has up-graded the lighting to LEDs. Another fun project has been the Club's BLI Y-6b, which exhibited motor problems. It has been on the shelf for a while, due to other projects and contemplating the problems of shipping back to BLI. Well, he found, after opening up the tender that some wires



had been nicked and not broken, so some Kapton Tape and factory reset returned the locomotive to the Club's active roster...for no "shipping fee"!

Doug Buchanan's picture of the month was one of the "Front End Friday" pictures from a Facebook group that he is on. Looks like a model to me; what do you think?

Beautiful Photo of Old Fort, NC
Photo by Grady McKinley October 2017



Chip Mullen writes: "Not much to report this month. I've spent a lot of time working through 6 different proposals to install solar power on my roof, finally selecting one who will start work once all the permits have been acquired. I had to make some clean-up modifications to the rat's nest of cables Verizon saddled me with in my train room so that I can install an emergency generator switch panel there at the same time the solar panels are hooked up.

"The only train thing I did this month was to modify the transport box I built for my Rapido Turbo Train about 10 years ago. I call it the Turbo Transporter and until now I have manually slid the train onto and off of layout tracks manually using old Bachmann Snap Track as a ramp, usually with some club member or other looking over my shoulder and asking if the train could move out of or into the box under its own power. After a full weekend of tedious work, the answer to that question is: "Yep. Most of the time". I am now capable of launching and recovering the Turbo Train under its own power about 9 times out of 10. With just a little more fine tuning I should be able to improve on that figure a bit.

"I hope the scientists hurry up and develop a vaccine for this virus pretty soon because I'm running out of things to do." (We all wish that, Chip!-Ed.)

Kurt Kramke says that he just finished the mainline trackage and "still needs to run a lot of trains before adding scenery". He tells of one section of his layout that will be filled with Fine Scale Models kits, which are yet to be built.



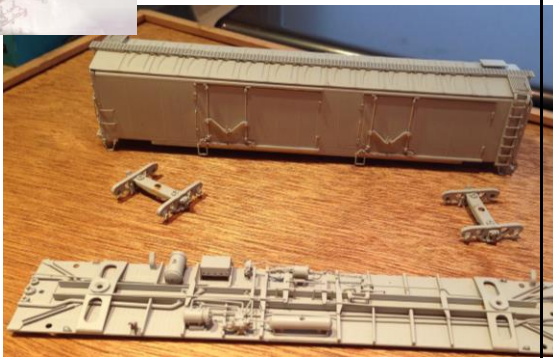
Didn't realize it was a double-level, Kurt. Looks like a long grade to reach level 2...pusher service needed? Figures, if it's Norfolk & Western!



Dan Peterson has been planting around the house, including a new tree, and has been looking after his two pet lizards. One of them he made quite mad, by introducing it to a new environment, without doing it "in stages" and this is how it reacted, with its new collar and "jacket":



Bob Farrenkopf has been very busy, installing sound in a 44-tonner, installing an Elesco Feedwater Heater on a B&M Mike from BLI and painting an Overland B&M 4-door Milk Car.



Ed Carter has been sprucing up his stable of racehorses and took them to the Club for some exercise and family portrait:



Savery Moore has been very busy, also. He built the New Haven Cabota-style tower, which is a model of the one at the Buzzard's Bay Bridge by the Cape Cod Canal. He has installed it in Cedar Hill but still has work to



do on it, including some weathering. He likes boxcars, so he's spending time building and renovating six 40-footers, which he got as kits from various train shows.

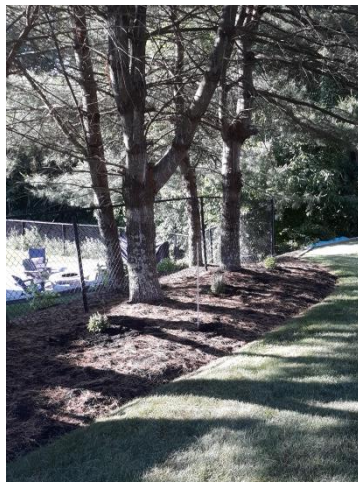


He remembers, as I do, riding the Reading's "Iron Horse Rambles" in the late '50s-early '60s. BLI brought out beautiful models of the Reading T-1 "Northern" #2124 and a couple of sisters, that pulled all the Rambles. To go with the locos, he found seven Athearn/Bev-Bel coach kits, where he had to change the truck-mounted couplers to body-mounted and they look



just perfect from what I remember. They all had open-windows and we looked like firemen, by the time we got home, after hanging out the windows breathing in the sweet smell of coal, oil and steam mixed together! Along with indoor "training", he has been busy planting flower gardens and other landscaping, rebuilding his lake dock, launching his boat and even started painting the exterior of his house; definitely not bored!

Gunny has also been busy planting flowers, a raspberry bush with a trellis for it to climb and grass to replace the Maple Tree he had to cut down (May issue).



David Galbraith continues to work on the scenery on his expansion section and his work is beautiful:



Mike Dolan has also been building structures and here is one to be evaluated at the Mill City Convention in October.



Jim O'Brien writes: "I'm still working on my project for the railroad museum model railroad. It will be a depiction of the Thalheimer's Department Store and the two building surrounding it on Broad Street in Richmond in 1924. Between this project and golf twice a week I am able to stay busy. The railroad museum is planning to open this coming Saturday the 27th with a lot of restrictions. The six of us that are building the model railroad have not decided when we will return, but not this week, a little too early, I think.

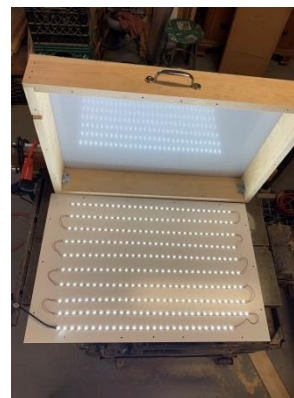


Stay safe and say hi to the guys.

Peter Palica continues work on his high-rise buildings for his home N-scale layout.



Al Taylor has made a slide "viewer box", where he can view his slides for sorting and in preparation for scanning them into digital media. He used LED strip-lighting, which has proved to be much better than the old box-type with 60-watt "hot" light bulb inside!



Brendan Sheehan sez “all is well, still working at BJ’s in Dedham, getting lots of hours and still getting “hazard pay”. Keep up the good work!

Paul Cutler III has been very busy over the past month, with numerous projects:

1. Working on publishing the next Shoreliner magazine, which includes “Brockton-Part 2” and “RR bridge advertising” as articles.

2. Paul, Jr.’s Red Caboose Bird Feeder fell, due to broken rope,

so he’s re-painting into New Haven colors (of course),



including having to create the NH logo from scratch, using his old drafting tools, then masking and painting. He may even add “grabirons”!

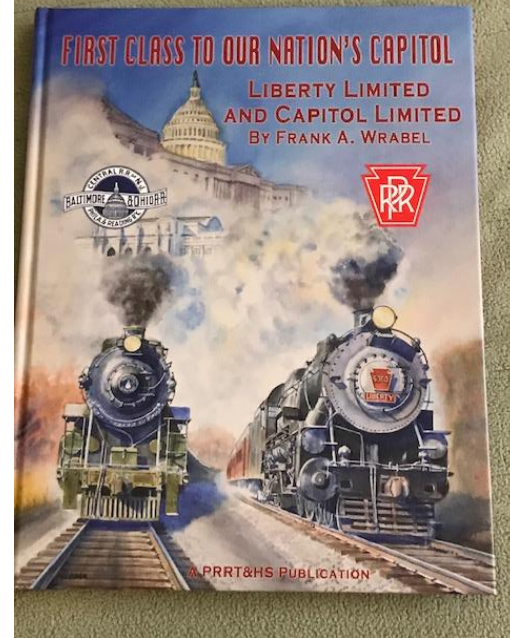
3. A couple of visits to the Club have allowed him to register and test out some new power and rolling stock, which he’s acquired. He also started construction of a wooden grade crossing and found that RR ties and switch ties make the best materials.

4. Gathering material for a possible Shoreliner article on the **Quincy Shipyard**. He’s looking for pictures, maps or drawings of the Fore River Shipyard before 1969. Please contact him if you can help.

5. Helping with the huge vegetable garden, which includes: lettuce, peas, beans, cucumbers, pumpkins, potatoes, corn carrots, radishes, tomatoes, broccoli, onions, zucchini, asparagus and various gourds. (whew-Ed.!)

Ralph Weischedel writes: “Still able to work full-time from home, for which I am thankful. Still using

some of the saved commuting time to read railroad books each day. This past month I read a recent book published by the Pennsylvania Railroad Technical & Historical Society: *First Class to Our Nation’s Capitol*, which provides a history of



B&O’s Capitol Limited and Pennsy’s Liberty Limited. Great reading about these two first class trains between Washington, DC and Chicago.

What sets this book apart from others is not just the photos (which are excellent) but numerous reprints of advertising brochures that the railroads used to market the service, lists of consists of these two trains over the years (roughly 20s-60s), and even some internal reports of B&O and Pennsy sizing up the competition.

I recommend it highly if you are interested in what first class passenger service was like.

Ye Ed completed the NKP Berkshires but forgot the (George) “Bini Jewels” in the markers on one loco, so will get that done this week. My other projects are satin-finishing the body for the LV RS-11, that was a Rapido undec and then installing the glass and re-assembling the loco. (Hope it still works!) I’m also installing Tomar markers on my LV caboose, to be used with the RS-11. These markers have come a long way from the days they used 1.5v “mini-bulbs” and 12v “ballast bulb” and “diode-matrix” to make them work. Today’s LED markers don’t need that stuff; instead, you are given the proper resistors and miniature bridge-rectifier, so that the markers will work on both DC and DCC. They are nice and bright now, too. I always add a capacitor, which stops “flickering” due to dirty track or wheels.



train operations or operates trains knows that, and the following: Short trains are easier to operate than long trains, no matter what the grade. If you are operating a train over long descending grades, or long ascending grades, followed by long level grades, there are relatively few in-train forces, slack action, and run-in, run-out. But, if you are operating a train over undulating trackage, commonly referred to as hog-backs, where I come from, you have a whole new ballgame, one that increases the probability of an accordion-like derailment. I know, I know, I can hear you now. How can he, the author, Bill Keppen, come to that conclusion? Well, allow me to explain. Let's start with topography. There are hills on the NS Southern Tier. These are not mountains. They are hills, which would indicate undulating trackage. None of the locomotives on the 212-car-long, 13,500-foot (2.6-mile)-long, 22,850-trailing-ton consist derailed. Locomotives are, as we all know, much heavier than a railcar, particularly an empty railcar. The derailed cars appear to be empties, which don't fair well when subject to run-in from heavy freight cars further back in a train. All of this can be deduced by looking at the top photo.

Until next time...keep the faith and I miss you all !
Remember... "We're all in this together."

Dave.



Running Extra

Precision scheduled railroading: Longer trains means dramatic derailments (RT&S 6-8-20)



Railroad investigators on the scene in Hunt, N.Y. (Livingston County), site of an early morning derailment on the Southern Tier (Norfolk Southern). Ten to 15 railcars about one-fifth of the way into the train from the head end derailed. There were no crew injuries. This was eastbound NS 310, a mixed train that goes from Buffalo to Binghamton each day, originating in Elkhart, Ind. The derailed train was 22,850 trailing tons—212 cars, 13,500 feet (2.6 miles) long.

Having worked in the industry for 50 years, if you consider my postretirement involvement, I will be the first to admit that today's railroads are, in many respects, much safer than they were when I was first employed as a locomotive fireman in 1970. Credit for that goes to railroad management, employees and the Federal Railroad Administration (FRA). However, in my opinion, greater progress has been impeded for economic reasons or organization priorities—more simply put the pursuit of self-interests. Having said that, it's time to move to the point of this article.

Precision scheduled railroading (PSR) has introduced a new dimension and meaning to the old adage, "Uphill Slow, Downhill Fast, Profits First, Safety Last," too wit. Gravity carries great sway over train speeds on river (level) grade, ascending and descending railroad trackage. Everyone who manages

I can hear some of you now. There are many other factors that could or may have caused this derailment. That is true, but, if it was caused by a broken rail, unstable roadbed, a broken wheel or some other equipment failure, the derailment configuration would have looked much different. I know that, and I think most of you know that, as well. So, now I hear you say, what's your point? It's these:

- Just because one basic PSR principle involves operating longer, heavier trains, you should not forget that one of the most basic principles of physics is gravity: Uphill slow, downhill fast. And, when your trains are operating over undulating trackage, gravity creates in-train forces, slack actions—buff and draft—simultaneously. It's not really a very good idea to put empties on the head-end and loads on the rear end, particularly on undulating-grade railroad.
- Lower labor costs. Many of your locomotive engineers are very accustomed, and good at, operating normal-length trains over their assigned territories, regardless of grade or grade changes. You know what I mean. Normal is the type of trains they ran before PSR. If you expect them to get your monster trains over the road safely and efficiently, you might want to invest a little more time in education and training, even if that adds a smidgen to your operating costs. When these kinds of things happen, everyone loses. Fortunately, in the derailment pictured here, no employees were injured and public safety, while at risk, was not compromised.

Next time? Let's do what we can, and should, to prevent "next times." The laws of physics cannot be changed—even by shareholders.

(William C. Keppen Jr., a retired Brotherhood of Locomotive Engineers and Trainmen Vice President and third-generation locomotive engineer at BNSF and predecessors Chicago, Burlington & Quincy and Burlington Northern, is an independent transportation advocate with experience in fatigue countermeasures programs. A railroad industry veteran of almost 50 years, Keppen provides safety analyses for Confidential Close Call Reporting System (C3RS) programs in freight, commuter, and light rail transportation. Keppen was Project Coordinator for BNSF's Fatigue Countermeasures Program, and former BLE General Chairman for the BN Northlines GCA. "I started working on human-factor-caused train accidents in 1980," he says. "It has been a struggle. I would like to think I have made a difference, but there are still far too many human-factor-caused train 'accidents,' which I prefer to refer to as 'preventable incidents.'")