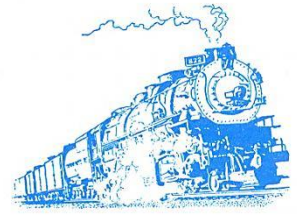


The Semaphore

South Shore Model Railway Club

NEWSLETTER

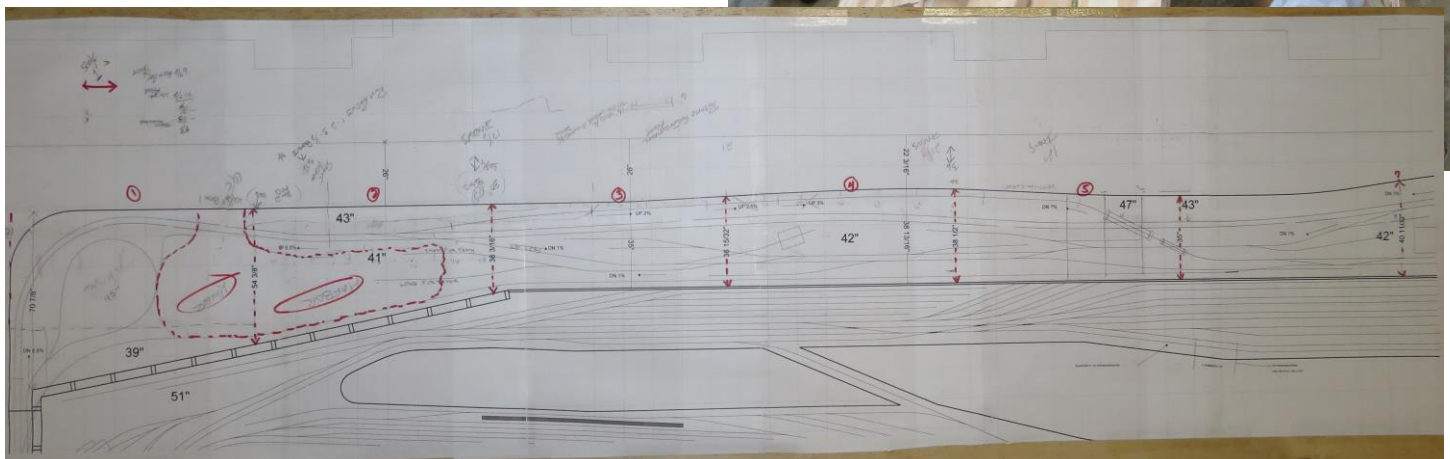
Home of the "East Coast Lines" since 1938



AUGUST 24, 2020 ■■■■■■■■■■ **VOLUME 40** ■■■■■■■■■■ **NUMBER 8**



Above: Future ocean beach area and trolley loop. **Right:** View of complete section to be finished, wired and tested before moving into place. **Below:** "3rd Planet" CAD drawing of new section, by LDC chairman Paul Cutler III.



The Semaphore

David N. Clinton, Editor-in-Chief



CONTRIBUTING EDITORS

Southeastern Massachusetts.....	Paul Cutler, Jr.
“The Operator”.....	Paul Cutler III
Boston <u>Globe</u> & <u>Wall Street Journal</u> Reporters	Paul Bonanno, Jack Foley
Western Massachusetts.....	Ron Clough
Rhode Island News.....	Tony Donatelli
“The Chief’s Corner”.....	Fred Lockhart
Mid-Atlantic News.....	Doug Buchanan

PRODUCTION STAFF

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

The Semaphore is the monthly (except July) newsletter of the South Shore Model Railway Club & Museum (SSMRC) and any opinions found herein are those of the authors thereof and of the Editors and do not necessarily reflect any policies of this organization. The SSMRC, as a non-profit organization, does not endorse any position. Your comments are welcome! Please address all correspondence regarding this publication to: *The Semaphore*, 11 Hancock Rd., Hingham, MA 02043. ©2020
E-mail: daveclinton@verizon.net Club phone: 781-740-2000. Web page: www.ssmrc.org

VOLUME 40 ■■■■■ NUMBERS 8 ■■■■■ AUGUST 2020

CLUB OFFICERS

President.....	Jack Foley
Vice-President.....	Dan Peterson
Treasurer.....	Will Baker
Secretary.....	Dave Clinton
Chief Engineer.....	Fred Lockhart
Directors.....	Bill Garvey ('22)
	Bryan Miller ('22)
	Roger St. Peter ('21)
	Gary Mangelinkx ('21)

ON THE COVER: New section work in progress.

BILL OF LADING

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FORM 19 ORDERS

AUGUST B.O.D. MEETING (ZOOM)

Monday, August 31st 8 p.m.

SEPTEMBER, BUSINESS MEETING (ZOOM)

Monday, September 14th 8 p.m.

SEPTEMBER NEWSLETTER DEADLINE

Saturday, September 26th

CONTESTS

The **37 participants** in “What have you been doing” over the last five issues were pictured on the cover of this month’s “Special Edition”. **Can you name them?** The person naming the most will win the prize and if more than one, a drawing will be held. This will be for the October Business Meeting.

CHIEF’S CORNER

Fred Lockhart

Who would have thought? Five months and counting! The only work on the railroad that I am aware of is the work on the new section, a few members and I have been picking away at it. To date, most of the main line track had been laid. About two weeks ago, I met with Savery, Scenery Chairman, and Paul III, Operations Chairman, to go over the industrial area of the project to determine what structures would be used. We needed to adjust some track alignments, to fit the structures being planned and to make sure that we were not blocking the operator’s view of turnouts, reach-in limits and such. With that done, I met with Doug, who likes doing the roadbed and is a perfectionist at it. We went over the layout and what could be worked on, as we have one area near the harbor that still needs some tweaking on the bench work. Next, I met with Roger, Bench work Chairman, to go over some of the tweaking, which he has completed since then. Al Munn, Track work Chairman, is back laying track again and in the near future he can start on the industrial area. I haven’t seen Al Taylor, but all the main lines have feeder wires dropped



down and he has been that guy, so it must have been him. I was at the club today (8/25/20) and spent time fine-tuning track joints on the main line turnouts, to smooth them out. I still need to solder some of those joints. So we are making some progress, which I could not have imagined after this pandemic started. Any schedule we had for this project before that happened has gone out the window. As I mentioned in June, when we get back to the club, I will schedule a meeting with our construction committees to make new projections. As Chief Engineer, I am very thankful to all of the members that have picked away at this project; your efforts will give us a head start when we get back to the club. My apologies to anyone that I may have missed that have worked on it. That is it for this month. Hope all of you safe and look forward to seeing you on Zoom.

Fred Lockhart
Chief Engineer

SEMAPHORE MEMORIES

AUGUST 2015 (5 years ago)

- “Lift-out Bridge” installed in Cedar Hill.
- Roundhouse installed in Cedar Hill.
- “Chinatown” added to then-named “Corner City”.
- MassDOT completes acquisition of CSX’s Framingham Secondary between Framingham and Mansfield.
- Installation begins on third track at Kingston, RI station.
- Steamtown again able to operate a steam locomotive, with BLW 0-6-0 #26 returned after rehab. First time since 2012 for steam at Steamtown!
- Maine Narrow Gauge RR & Museum releases plans for multi-million dollar museum and 2-mile track to open in Gray, Maine in May 2017. (Didn’t happen-Ed.)
- 1874 ex-Grand Trunk station in Lewiston, ME, reopens as restaurant called “Rails”. Trains last used the station in 1960s. Building on National Register of Historic Places.
- N.A.S.A. Railroad shuts down operations.
- “Thomas Land” opens at Edaville USA Railroad. Largest in the World; others in UK and Japan.
- Construction of second track between New Haven and Springfield begins.
- Claremont Concord RR, one of New England’s oldest independent shortline, becomes part of Genesee & Wyoming railroad empire.
- Illinois Railway Museum acquires Conrail E33 electric locomotive #4601. Built in 1956 for the Virginian as #131, became N&W when that RR bought the Virginian;

sold to New Haven in '63, becoming EF-4 #300. Next to PennCentral in '69 and finally Conrail in 1976.

- New Paint Booth installed in Model Shop.
- First "Dining for a Cause" at the 99 Restaurant held.

AUGUST 2010 (10 years ago)

- Trackwork progressing in Cedar Hill freight yard.
- Electro Motive Diesel considering closing London, Ontario plant and returning to LaGrange, IL.
- WP&Y narrow gauge in Alaska proposing return of freight service.
- NS Corp. negotiates with Tennessee Valley RR Museum for operation of "21st Century Steam". First time in 16 years NS considers steam operation.
- Crews begin work on \$35 million upgrade of tracks for extension of *Downeaster* service to Brunswick, ME.
- D&H's Colonie, NY shops burn. Unused since 1960s.
- MM&A Railroad plans abandonment of 233 miles of track in Maine; State plans to purchase.
- MassDOT approves contract with MPI of Boise, ID, to supply 20 new diesel locomotives for Commuter Rail.
- Downeast Scenic RR begins tourist train service over 9 miles of restored MEC Calais Branch track in Ellsworth. Trains have been gone since 1985.
- Amtrak places order for 130 new single-level cars from CAF USA, a Spanish company. Cars will be manufactured and assembled at factory in Elmira, NY.
- Port of Davisville, RI doubles number of automobiles handled by P&W in autoracks to 350,000/yr.
- NH officials "close to an agreement" to extend Commuter Rail to Plaistow. (Never happened.-Ed.)

AUGUST 2005 (15 years ago)

- Fletcher Granite Club Car introduced.
- New *Acela Express* trains out of service, due to brakes
- Digitrax announces first sound decoder.
- Kadee introduces "Whisker Coupler".
- Walthers purchases Life Like Product's Toy and Hobby Division.
- "Downeast Scenic RR" proposed for portion of ex-MEC Calais Branch.
- Amtrak purchases 80 new auto carriers for AutoTrain service, increasing "minivan" and "SUV" capacity.
- MBTA ridership hits lowest level in a decade.
- Bellows Falls tunnel on NECR gets \$2 million renovation to improve clearances for autoracks.
- GE Transportation "sold out" for year of production, with 850 loco deliveries, 2nd biggest year, compared to 900 delivered in 1999.
- Soundtraxx forms "Blackstone Models", new line of R-T-R HO_{n3} locos and rolling stock.
- Guilford installs welded rail through the Hoosac Tunnel, lifting 10 MPH speed restriction.
- Third of UP's "Heritage" diesels introduced: SD70Ace in MKT "Katy" livery.
- Eight members and friends, led by Brendan Sheehan, enjoy a ride on "speeders" out of Wolfeboro, NH.
- Kato introduces F40 locomotive in Amtrak and Chicago RTA versions.
- Rich Herlihy joins SSMRC.

- Ralph Weischedel joins SSMRC.
- First Greenbush Line tracks laid in Hingham.
- Ex-B&M *Flying Yankee* train moved from Claremont, NH to the Hobo RR in Lincoln, NH.

AUGUST 2000 (20 Years Ago)

- Amtrak's *Adirondack*, between Montreal and New York, named one of the World's best train trips by the National Geographic Society.
- Amtrak introduces new corporate logo, replacing the "pointless arrow".
- Atlas introduces first loco with decoder installed: GP38
- All mainline tracks between New Haven and Boston officially electrified.
- WW&F celebrates a milestone with first steam-u, using loco #10 and traveling down the ¾-mile "mainline".
- Black, chain-link fencing installed along Front St. in Braintree, because of the "neighbors" of the Fore River RR
- Commuter Rail to Providence increase from five to eight round-trips.
- CNR and BNSF merger rebuffed by Surface Transportation Board's moratorium on mergers.
- First of seven rebuilt Turbo Trains delivered to Amtrak from Super Steel Schenectady.
- Final MBTA report rules that Fall River/New Bedford Commuter Rail service should go through Stoughton, Easton, Raynham and Taunton.
- Fourth track opens through Attleboro station.
- Amherst Railway Society donates \$1,000 to SSMRC "Building Fund".

AUGUST 1995 (25 Years Ago)

- Trains return through Crawford Notch, NH, for the first time in 12 years.
- Burlington Northern and Santa Fe merger approved.
- Amtrak takes delivery of first "Viewliner" sleepers.
- Canadian government decides to privatize CNR.
- 80-year-old Mount Royal Tunnel "motors" in Montreal are retired.
- CPR's "Empress of Agincourt", the only RSD-17 ever built (Alco), retired after 40 years of service.
- Aroostook Valley RR in Maine goes out of business.
- Amtrak builds three custom-made baggage cars for *Vermont* trains.
- Gov. William Weld ready to scrap Greenbush Commuter Rail for bus corridor, following same right-of-way.
- Largest "Cookout & Pool Party" attendance—31.

AUGUST 1990 (30 Years Ago)

- Guilford abandons MEC "Mountain Division", Portland, ME to St. Johnsbury, VT.
- Passageway between Red Line and South Station opens; no need to go upstairs and outside for connection
- John Morrison, first "Operations Chairman", dies.
- Two Athearn Blue Box Boxcars offered ad Club Cars.
- Chester, MA, ex-B&M station moved across tracks; restoration begins as museum.
- Four new bi-levels from Japan for Commuter Rail are assembled in Pittsfield for testing purposes.

- New South Attleboro Commuter Rail station finally opens, after dispute about handicap accessibility.
 - Edaville RR owner proposes a “satellite” site in Maine, near Acadia National Park.
- AUGUST 1985** (35 Years Ago)
- “Project Filene’s” becomes 10’ X 16’ modular layout project.
 - CV retires its Alco locomotives; becomes all-EMD.
 - VIA Rail Canada reinstates six routes, including *Atlantic* from Montreal to Halifax through Maine.
 - N&W moves “A” class 2-6-6-4 #1218 from Roanoke Transportation Museum to its Birmingham shops for evaluation, in consideration of returning to service for excursions.
 - UP buys MKT, “The Katy”.
 - Mass D.O.T. considers station stop in Quincy for Old Colony Commuter Rail, after City of Quincy originally did not want one.
 - MBTA renames three stations: “Washington St” becomes “Downtown Crossing”; “MIT” becomes “Kendall”; “Essex” becomes “Chinatown”.
 - Travel agents able to sell Amtrak tickets, using facilities of Airlines Reporting Corp.
 - MBTA orders 34 MBB Commuter Rail coaches and cab cars, in preparation for reopening of Needham Line.
 - New Haven station reopened, after 13 years of using tunnel under the tracks as temporary station.
 - B&M Pacific #3713, “The Constitution”, moved from in front of the Science Museum to Steamtown in Scranton.
 - New England Southern wins bid to operate ex-B&M line from Manchester, NH to Concord, NH.

POTPOURRI

AMTRAK HAS RELEASED renderings of the first new Siemens ALC-42 locomotives that will replace the GE P40 and P42 fleet on its national network, including all long distance and many state-sponsored routes. Five of the first six locomotives will have this version of the current Phase VI paint scheme, and one will be painted to recognize next year’s 50th anniversary of the inauguration of Amtrak service. A final scheme will be unveiled later as part of a fleet-wide plan. The ALC-42 series was developed by Amtrak with Siemens Mobility and is equipped with the latest safety systems, including positive train control and crash energy management. They have alternating current for a maximum speed of 125 mph. The 16-cylinder Cummins QSK95 engine is U.S. EPA Tier 4 emissions compliant to reduce nitrogen oxide by more than 89 percent and particulate matter by 95 percent, while providing a savings in diesel fuel consumption and reaching Amtrak sustainability

goals. They are similar to the SC-44 locomotives purchased by some state agencies and operated by Amtrak, but have greater fuel capacity for longer routes and increased Head End Power generating capacity for bigger trains. A multitude of other upgrades will also lead to longer maintenance intervals. The front of the ALC-42 locomotive will



serve as a “new face of Amtrak” in much of the U.S. and is designed to enhance safety, aesthetics and to simplify repairs. The new locomotives are designated as ALC-42 for “Amtrak Long-distance Charger, 4,200-horsepower” and are in production in Sacramento, Calif. They will primarily replace Amtrak P40 and P42 diesel-electric locomotives. Although modern when bought in the 90s, the P-series locomotives have been intensively used for more than 25 years, lack up to date technology and do not achieve Tier 4 emissions standards. The initial order of 75 new locomotives, first announced by Amtrak in December 2018, is expected to be delivered through 2024. Amtrak also has an option to order additional ALC-42 locomotives. (RA)

•••••

BNSF RAILWAY TAKES a long-term view and will continue to invest in maintaining and expanding its network every year even during economic downturns, Chief Operating Officer Katie Farmer says. “As our volume fluctuates, our job is basically to match our resources with that demand,” Farmer says, in terms of the railroad’s employment levels and the size of its active locomotive and railcar fleets. “Obviously volume dictates how we manage those resources and how we work to handle the demand that’s out there,” Farmer said on an intermodal webcast this week. “With that said ... regardless of what we see on volumes and the economy, we continue to invest in our infrastructure. We recognize that if you forego investment in your infrastructure it takes many, many years to catch up. It becomes a safety issue;

it becomes a capacity and velocity issue for our customers.” Over its 25 years, BNSF has continued to invest in its network even during downturns. “This year is no different,” Farmer says. This year BNSF will spend nearly \$2.6 billion to maintain its system, including 11,000 miles of track surfacing work, replacement of 489 miles of rail and nearly 2.7 million ties. “We think those things are critical to protect the velocity and safety of our network,” she says. Meanwhile, BNSF is spending \$581 million this year to forge ahead with multiyear capacity expansion projects that are part of a five-year rolling plan. “Although volumes were down, we had several significant capacity expansion projects that we were already in process on that we continued to work through during the back part of last year into 2020 and we will continue to work through into 2021,” Farmer says. (TN)

●●●●●

CANADIAN PACIFIC HAS HAULED more Canadian grain and grain products in the 2019-2020 crop production year than any in its 139-year history. In total, CP moved 29.52 million metric tons this crop year, exceeding 2019's record of 26.77 MMT by 10 percent. "The world depends on Canadian farmers for food and we understand the important role CP and the grain supply chain play in getting crops to market," President and CEO Keith Creel says. "In this banner crop year, the men and women of CP proved again they're more than ready for the task. I am immensely proud of the CP family and the entire grain supply chain in delivering a second consecutive crop-year record, and by such a significant margin. This truly shows the value of CP's capacity for the movement of grain." (TN)

●●●●●

A PROTOTYPE DIESEL ENGINE built for use in a General Electric test locomotive has been declared a Historic Mechanical Engineering Landmark by the American Society of Mechanical Engineers' National History & Heritage Committee. The 1,200-hp Cooper-Bessemer FVAL8T engine is the sole survivor of four used in GE's A-B-B-A test locomotive No. 750, which operated on the Erie Railroad from 1954 to 1957. One A and B unit had the FVAL8T, while the other two units had 1,600-hp FVAL12T engines. The tests confirmed the engine was suitable for use in GE's entry into the domestic locomotive market, becoming the GE 7FDL engine with the introduction of the U25B. The preserved engine was returned to Cooper-Bessemer after the test locomotive concluded operations and was used to run an air compressor at a Mount Vernon, Ohio,

factory for several decades before being acquired by the Lake Shore Railway Historical Society in North East, Pa., near Erie, which specializes in rolling stock and artifacts related to GE locomotive production. (TN)



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AMTRAK SAYS IT HAS completed implementation of positive train control on all track owned or controlled by the passenger railroad. The final portion to be completed was 1 mile of slow-speed Chicago terminal trackage. The railroad operates or controls 898 miles covered by PTC. Its implementation process has also included the equipping of 550 locomotives, installation of 160 radio towers, and employee training. (TN)

●●●●●

THE MBTA HAS BEGUN TESTING of the first trainset of new equipment for its subway Red Line. The equipment, built by an affiliate of Chinese manufacturer CRRC at a plant in Massachusetts, ran for about three hours on Wednesday, the Boston Globe reports. The first cars in the 252-car order should begin running this year, with all in service by 2023. (TN)

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CANADIAN PACIFIC will install a solar energy farm at its Calgary headquarters, and says the project will generate more power than the headquarters building consumes when it is complete in early 2021. The installation will cover 500 parking spaces and more than 12 acres, generating up to 5 megawatts of electricity and avoiding an amount of carbon emissions equal to taking approximately 570 cars off the road. “We recognize the importance of sustainability and are excited about the future in this space,” CP CEO Keith Creel said in a news release. “This innovative project will see us run our headquarters building on 100 percent locally produced renewable electricity, something not many companies can say.” (TN)

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AMTRAK WILL PHASE IN triweekly operation of its long-distance trains over a three-week period beginning Oct. 5, according to a message to employees obtained by *Trains News Wire*. Trains moving to triweekly schedules as of Oct. 5 are the *California Zephyr*, *Capitol Limited*, *City of New Orleans*, and *Crescent*. The *Coast Starlight*, *Lake Shore Limited*, *Southwest Chief*, and *Texas Eagle* will become triweekly on Oct.12, with the *Empire Builder* and *Palmetto* triweekly as of Oct. 19. *Auto Train* will remain daily, while the *Cardinal* and *Sunset Limited* will continue their current triweekly operation, and frequency reductions have already occurred for the *Silver Star* and *Silver Meteor*. Amtrak has said that the switch to triweekly operation is because of financial losses reflecting decreased ridership because of the COVID-19 pandemic. (TN)

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BNSF RAILWAY HAS INTRODUCED the first of what it says will be 10 locomotives with special paint schemes marking the railroad's 25th anniversary. On its Facebook page, the railroad posted four photos of GE ES44AC No. 5828, with a "25th Anniversary" label on the nose and side, as well as logos of predecessor railroads. BNSF says the other nine units will have the same scheme. (TN)

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ON AUG. 13, 1960, Millie Kovalchick smashed a bottle of Canada Dry ginger ale on the front coupler of East Broad Top Railroad 2-8-2 No. 12, officially reopening the East Broad Top as a tourist carrier. Sixty years to the day later, Millie Kovalchick Glnsky did it again — this time with white grape juice —to reopen the beloved narrow gauge line for the third time. The ceremony, held under a hot sun with three generations of the Kovalchick family looking on, as well as over 100 local residents, employees, and Friends of the East Broad Top, marks the debut of the East Broad Top Foundation's operation of the storied narrow gauge railroad. During his brief remarks, former EBT president Joseph Kovalchick, whose father Nick bought the railroad in 1956 shortly after it closed down, reminded the audience of how his father "carried the torch for the EBT from 1956 until his



death in 1977." Kovalchick said he was proud to have carried on the family tradition from 1977 until 2011. He also presented the deed for 25 additional acres of land in the area to Henry Posner, chairman of the East Broad Top Foundation, Inc., which purchased the railroad from Kovalchick in February. (TN)

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IN A PREVIEW OF THE RAILROAD'S future plans, Canadian Pacific operated its first international intermodal train from the Port of Saint John, New Brunswick, this month. The train carried containers from the Hapag-Lloyd ship *Detroit Express*, bound for terminals in Canada and the U.S. The Hapag-Lloyd container ship had diverted to Saint John from its normal route to Montreal, whose port has been sidelined by a dockworker strike four times in the past month. CP is hoping to land regular transatlantic service to the port of Saint John, which is undergoing an expansion. "The new Port of Saint John service offers shippers a compelling value: a congestion-free port with a world-class operator, matched with CP's precision scheduled railroading model," Keith Creel, CP President and CEO, said in a press release "CP has been without access to a deep-water Atlantic Ocean port for a quarter-century, and today I'm pleased to deliver a simple message: We're back." CP gained access to the port through its recent purchase of the Central Maine & Quebec, connecting via the New Brunswick Southern and Eastern Maine short lines. (TN)

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ATLAS HAS ANNOUNCED that it is purchasing tooling of some models from defunct manufacturer True Line Trains. Models in this acquisition include in HO scale the C-Liner and RS18 Locomotives, the Slab Side Covered Hopper, the 50' Newsprint Freight Car, the Fowler Stock Car, the Bulkhead Flat Car, the CN/CP Caboose and the 40' AAR Box Car. In N scale, Atlas has acquired the C424 and GP9 Locomotives. "True Line Trains made some great models over the years that we are excited to now produce under the Atlas name," said Paul Graf, CEO of Atlas. "They will fit right in with the other high quality model railroad products we make in HO & N scale." The first model to be run from the new tooling will be the HO Slab Side Covered Hopper, which can be found in the August/September 2020 All Scales Catalog. Formerly known as Life-Like of Canada, True Line Trains was started in 2003 after the purchase of

Life-Like by Walthers. They produced HO and N scale models of Canadian and US prototypes.

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R. J. CORMAN RAILROAD GROUP, LLC announced the finalization of an agreement to acquire Owego and Harford Railway, Inc. (OHRY), Lehigh Railway, LLC (LRWY), and Luzerne and Susquehanna Railway Company (LS) as well as TranZ, a transload service provider operating on the short line railroads. These entities are to be purchased by subsidiaries of R. J. Corman Railroad Group from Mr. Steve May, President of OHRY, LRWY, LS and TranZ. The closing is subject to customary regulatory approvals. "This group of companies has a great reputation for being safe, customer-centric and innovative, which is evidenced in how they have brought new customers online and grown carload volume," said Ed Quinn, President and CEO of R. J. Corman Railroad Group, LLC. "What Steve May and his team have built through their invaluable partnership with Tioga County Industrial Development Agency, Luzerne County Redevelopment Corporation, and Norfolk Southern is extremely impressive. We're excited to bring these short lines and related companies into the R. J. Corman family of companies and to continue the impeccable service they are known for by their customers. The three short line railroads haul a variety of freight including sand, drill cuttings, scrap, feed products, fertilizer, pipe, plastic, propane, chemicals, and wood products. TranZ operates a bulk transfer station on the Lehigh Railway in Wyalusing, PA. Owego and Harford Railway is a 26.7-mile railroad in New York that operates on a long-term lease from Tioga County Industrial Development Agency (TCIDA). Lehigh Railway, which began operations in 2009, operates on 56 miles of track in North-Central PA owned by Norfolk Southern Railway Company. Luzerne and Susquehanna Railway operates over 60 miles of track in Northeastern PA and leases the property from the Luzerne County Redevelopment Corporation under a multi-year operating agreement. Altogether the three lines transport over 14,000 carloads annually, interchanging with Norfolk Southern and Reading Blue Mountain and Northern Railroad. (Doug Buchanan)

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THE TOWN OF PALMER has been selected as a rail stop in all three alternatives of the East-West Passenger Rail Study, which has been on-going for the past year by the MassDOT. (Palmer Journal Register)

●●●●●
LOS ANGELES METRO will study the possibility of eliminating all bus and light rail fares, CEO Phil Washington told Thursday's meeting of the Metro Board of Directors. If adopted, the proposal would make Metro the world's largest transit system to go entirely fare-less. Washington presented the idea as an economic development tool to improve mobility, put money back in the pockets of people recovering from the COVID-19 pandemic, and greatly increase ridership. "Fare-free transit will help essential workers, moms and dads, students, seniors and riders with disabilities," Washington told the blog. "I view this as something that could change the life trajectory of millions of people and families in L.A. County, the most populous county in America." (TN)

●●●●●
THE WATERLOO CENTRAL RAILWAY, the heritage railroad operated by the Southern Ontario Locomotive Restoration Society, has completed its project repainting three switch engines into



Canadian Pacific's classic gray-and-maroon scheme. Now wearing the scheme are Montreal Locomotive Works S13 Nos. 1001 and 1002, both built for Pacific Great Eastern, and MLW S3 No. 6593, built for Canadian Pacific in 1957 and restored to its original number. Waterloo Central operations remain shut down because of COVID-19. (TN)

●●●●●
THE MBTA'S FISCAL and Management Control Board has approved a \$403.5 million construction contract for the second portion Phase 1 of the South Coast Rail project. SCR Constructors, a consortium of The Middlesex Corp. and Tutor Perini, will build the New Bedford Main Line, upgrade the Middleborough Secondary Line, and build the Phase 1 signal and communication systems. When complete in late 2023, the project

will allow a one-seat ride between Boston, Taunton, Fall River, and New Bedford in less than 90 minutes. (TN)

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

TRAINS

The Queen City of the West Gets a New Crown
Brian Solomon

Capture this Moment in Time

RAILROAD MODEL CRAFTSMAN

Kitbashing Realistic Storefronts
Making Rock Molds

MODEL RAILROADER

5 Tips for Trouble-free Turnouts
How to Model a Concrete Retaining Wall
Ask MR

What's a Control Point?

DCC Corner

Loading Sound Projects in Sound Decoders

PASSENGER TRAIN JOURNAL (2020-3)

Congressional Proposals Boost Funding
The Semaphore's Last Stand
Train Travel Could Lead the Way
Santa Fe's Grand Canyon Limited



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

EDITOR'S NOTES

1. Welcome back from our lovely summer activities, or lack of! Hope everyone is staying safe. Please join us on ZOOM for our September Business Meeting on the 14th. Second-best to being together in person!
2. Thanks to all of those who took the time to send submissions, to what has become a real favorite column called "What are you doing?"

..... *David N. Clinton*

"Serve first those who suffer most." (H.O.M.E., Orland, Maine)

MEMBER NEWS

Bryan Miller is home and doing a good job recovering from his brain surgery. He looks good

and is walking much better, without the use of any mechanical devices. His eye health is the biggest worry now. We're with you, Bryan!

Larry Strumpf is recuperating at home from his "reverse shoulder" surgery and doing very well. He sounds bright and chipper! Thanks for everyone's thoughts and prayers.

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.

BIRTHDAY CELEBRATIONS

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

Jack Foley September 13th
Ralph Weischedel September 27th



Meanwhile, I've heard from these folks on **WHAT ARE YOU DOING?**

Brendan Sheehan writes: "Been busy this month! Took a "stay-cation". Didn't get around to railfanning, though. I'm been reading a little bit on the Maine Central (one of my fav's). An interesting, and very well run little railroad, until Goon Squad took it over! I've also caught a few trains on the Fort Madison, IA railcam. I did splurge a little bit and bought one of Skip's locomotives. Always something to do when I'm at work. One of the several hot items at work is still Lysol/Clorox wipes."

Roger St. Peter: "Doing plenty...my guys at work



break everything...so plenty to fix from scissor lifts to forklifts to vacuums to tools--all kinds equipment and stuff to repair....and golf...or course 😊😊."

Ed Carter is enjoying time at the Club checking out his equipment and sez "I was at the club running trains on Monday and taking some video with my GoPro. Here's a still from one.



"I'm also weathering some freight cars that I've had for a while with some weathering powders I picked up on the internet about a year ago. Trying to get rid of some of that plasticky-shiny look. Before/After:" What a difference, Ed...looks great!



Dan Peterson has hired fellow-member **Bob Knapp** to install new windows in his house, and Dan has been getting in the way: "Bob Knapp is installing the last of the new windows at each end of my house. He also tried to remove my left eyeball with the SawZall, but I ducked and he missed by an inch. Lots of blood, but I'll live."

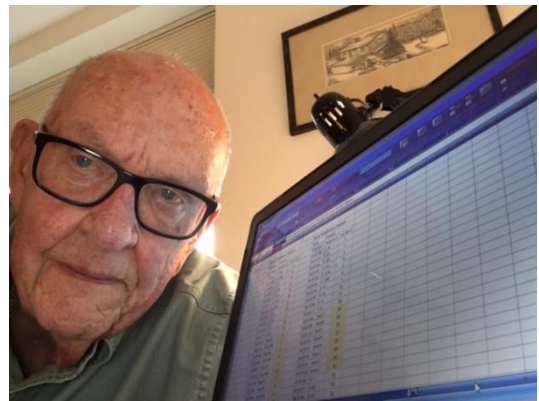


Gunny sez: "Beth & I have been still working in the yard and taking walks during the day. I have been still working as the Range Safety Officer at my Gun club when the police departments come to to qualify for firearms training. The state of Mass. has started having the Hunter safety course again so I am back teaching hunter education .

Doug Buchanan offered this great picture from his "Front End Friday" group. Wonder if a drone was used? CSX on the old Clinchfield RR crossing the Catahba River in Lake James, North Carolina.



Stan Rydell writes: "I have been working on documenting the wiring done on East and West Middleton over the last couple of years. Not much fun, but in the future when something isn't working or needs changing we should be able to check the spreadsheets, etc., and make an educated-guess on how to proceed. Picture below is upside down like I was under the layout." (It's not now!)



Fred Foley tells us: "So we made it back to Braintree mid-June and have taken on a few backyard projects. Not going out much. Just living our best lives in the yard. But as Braintree's Register of Elections (one of three), I have been working Early Voting at the polls. Due to COVID,



Braintree has all of its precincts voting at Town Hall. On Election Day, the town will then change to have three central voting locations. Needless to say, it's been busy! Braintree has three elections this fall. Stay safe. Get out the Vote!"

Peter Palica has had some excitement: "In hiring a welder to fabricate and install steel visors over two remaining windows of my caboose this past week, the heat from welding caused old interior plywood imbedded in the walls to smolder and smoke. The Marshfield Fire Department was promptly summoned and exposed and fortunately removed the affected area with minimal damage. Always an adventure!



"My nephew and former SSMRC member **Jim Fabyan** is working thru the IBEW at the MBTA Cabot Yards."

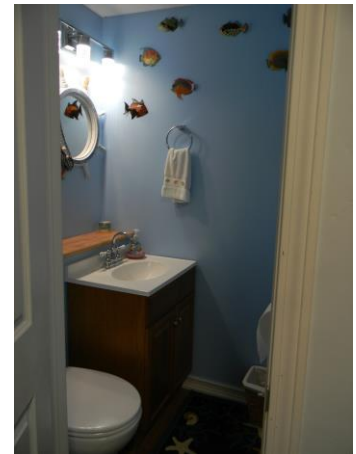


Jeremy Cahill responds: "Because of your nephew, my coworkers and I will, hopefully, not have to work on the Red Line trains in the dark anymore. It's only taken 15 years to get new lights in the pits. I have included a couple photos of the

Orange line cars that are over here, these are the prototypes and will be sent back and retrofitted to all the approved modifications. I've crawled all over the Orange line car, but haven't the Red line cars since they are not the T's yet. They are particular about that. More or less, the Red and Orange line cars are the same other than their being shorter and a bit lower. Overall that's about it. Have not been taking much photography, either; trying to keep away from the Karens and other crazy people of the world that this situation has brought us to."



Chip Mullen: "I finished my half bath/powder room project and it came out pretty well. It's only 4' x 4' but is very convenient and the pump up toilet works extremely well. It's hard to get a good picture of it because it's so small, but attached is my best try. This job has led me to try tackling finish work in the remainder of the laundry/utility room with the challenges of an exposed spread out sewage piping tree and piping and ductwork associated with the gas furnace/air conditioner and the gas hot water heater. I predict less success with this project.



On the railroad side I have started fixing the many minor little defects in my rolling stock, (missing stirrups, broken ladders, coupler adjustments, etc.), that have been accumulating for years and have been "deferred" because I didn't have the self-discipline to fix little things immediately."

Ross Hall: "I finished the lower level on my new layout on Cape Cod and a group of local model rails came over to see the first



train run the circuit. Now we start to think of 1) designing operations and 2) scenicking. Yes, that's a B&M BL2 on the point."

Fred Lockhart sez: "lately I have been working with the Loksound programmer, because I found issues between JMRI and Loksound decoders, and where all the locomotives I have bought lately are Rapido and have Loksound in them it only makes sense. I have found it to be a bit of a learning curve but after working through my mistakes, and then getting it right, it becomes fun. One thing I learned was to make a file for the locomotive, as it comes out of the box and save it that way so if I make a mistake I can't seem to fix, I can download the 'as delivered' file and recover. I had problems with F8 to reset to factory settings so that is my safety net, it works for me. I will save the issues I got into with my FB2s for later."

Steve Wintermeier sez: "I am alive and well. Not doing a ton of layout work at the South Shore or Roslindale, but have been very busily tuning up all those cars that have been gathering dust in my



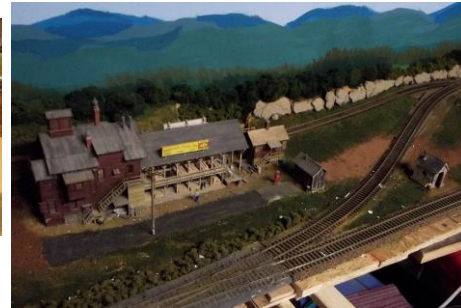
lockers in Roslindale. Almost wrapped up with my freight cars and getting ready to move on to my passenger cars. Bought a new airbrush and will be working on improving my airbrush weathering



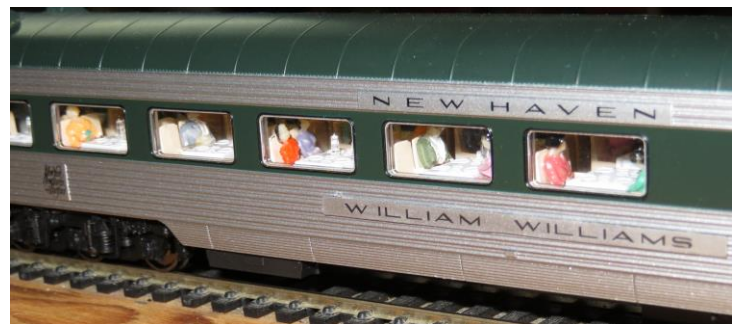
skills. I did have a great time with some friends this past Wednesday chasing the local from Canaan, CT to Pittsfield

(we only made it as far north as Lenox). A couple photos attached."

Kurt Kramke writes: "I have been busy working on structures and scenery for the HO layout. I have also decided to work part time as a tutor for Averett University. I have also been doing home improvements and repairs, I need to go back to work to get some rest!"



Ye Ed. I have completed two projects this month, which have been sitting for quite a while (I'll never admit to how long!). Finally, a completed Diner for my steam-era New Haven train. It includes crystal water pitchers on each table, complete with Poland Spring water inside, and passengers enjoying the meal, seated at tablecloths, plates and silverware at each place. Of course the cars are well-lit, so you can easily see all this detail!



(Check out the car name...unusual, eh?)

My second accomplishment was a flashing red light for Dan's CSX caboose. This is track-powered and uses a "Nano"-size LED Check this out:

That's a toothpick on the left.





I used an old circuit board I had from, probably, 15 years ago, which included diodes, resistors and capacitors to make the LED flash, and it came with a “huge” 3mm LED. Quite a difference with the Nano LED and 34-gauge motor wire; meant I could use a #61 drill for the wiring and you can hardly see it, as I painted to match the caboose. The capacitor keeps it flashing for 15 minutes, after removing from the rail! I searched the Internet for these Nanos and found that now you can purchase these Nano-size LEDs that flash without a circuit board! I ordered some to satisfy my curiosity; sure enough, they work beautifully—and come with a resistor to be used on DC volts from 5-15. Amazing how far we’ve come, since I’ve been in the hobby. How about a future “clinic” on wiring markers and flashers in cabooses?



Also, at the Club Paul III and I repaired the speedometer in the Essex section of the layout. One of the four outputs worked, so it was a good time to finally get the gadget up to full operation. So, now both main tracks on the Boston Division (The tracks are numbered 1 & 2) and the main track and siding work on the Mountain Division (tracks 3 & 4). The track number appears, than the speed is displayed, as you go by the readout.

Fred Lockhart, Doug Buchanan, Savery Moore, Paul Cutler III, Al Munn, Roger St. Peter, Al Taylor—all these folks have been working on the new section, at various times (not in a group). When done, this section will replace the temporary section, which includes the Boston and Great Lakes yards all the way up to Bryant City. Paul III

gave me a “guided tour” of the plan on display and the actual layout section and it is quite exciting to see what is planned. Included are several new industries and warehouses with sidings, to be



served by a local switcher. At the other end is a big body of water, bridges and a trolley loop, serving a



large beach right along the RR tracks--just like at East Lyme, Connecticut! One of the reasons for the establishing of amusement areas was business for the local trolley on weekends. Just think about the Nantasket Beech Amusement Park, as an example. So, our trolley will serve the sprawling beach area. The whole section sounds like an exciting addition to our East Coast Lines!

RUNNING EXTRA:

The Day three locomotives made a break for it on the Southeast Expressway

Shortly before 3 p.m. on Aug. 21, 1969, a crew of Penn Central workers had just gotten three locomotives ready to haul freight from the Dover Street yard in South Boston to a yard in Albany, NY. The fuel tanks were full and the engines were on to await the "hostler," the yard engineer who

would drive the locomotives over to the freight area to connect them to the cars for their trip.

But then, even though the brakes were engaged, the three locomotives began to move on their own. The hitched locomotives started traveling around a loop in the yard - today known as the MBTA's Cabot Yard.

As they picked up speed, the locomotives moved onto a short spur line that ended at a chain-link fence along Frontage Road and the Southeast Expressway just before the Mass. Ave. exit. Only with no one to stop them - state investigators later concluded the crew that had been working on the diesels panicked and jumped off - the locomotives got up to a speed of about 30 MPH before the lead diesel smashed through the fence and just kept going, across Frontage Road and onto the northbound side of the highway.



The first engine made it most of the way across the northbound sides before it stopped, gouging out what the Globe reported were three-foot-deep grooves in the road. The second diesel came to rest on Frontage Road; the third, its connection to the second broken by the jostling, behind it.

Amazingly, nobody was hurt in the crash, although coming as it did a couple of hours before the afternoon rush hour, it created immense traffic jams on both side - northbound because police were diverting traffic at Neponset Circle, southbound because everybody was rubbernecking - it's not



every day you see diesel locomotives sitting on the highway.

The Globe reports that a Penn Central crew was able to pull the third engine back onto the tracks from which it had come, but that to get the other

two off the road, they had to first bring in some temporary tracks and use cranes to lift the 125-ton vehicles onto them before they could be wheeled back into the yard. The Globe quoted a Penn Central official as saying this had never happened before. The crash came at a time of considerable ferment in the railroad industry. Penn Central itself had only been formed the year before, when the marginally profitable Pennsylvania Railroad and the equally modestly profitable New York Central merged ultimately, the new railroad failed spectacularly). The second engine in the crash, in fact, still had New York Central logos emblazoned on it. The Dover Street yard originally belonged to the New York, New Haven and Hartford Railroad, which Penn Central acquired only a few months before the crash. Four months after the crash, the MBTA board voted to spend \$7 million to buy the 40-acre Dover Street yard, which it still owns today for Red Line and bus operations, but under the name Cabot Yard. Dover Street, meanwhile, was renamed East Berkeley Street. ("Universal HUB" 8/21/20)

