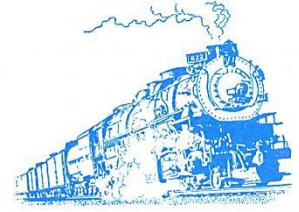


# The Semaphore

South Shore Model Railway Club

## NEWSLETTER

Home of the "East Coast Lines" since 1938



**NOVEMBER 28, 2022 ■■■■■■■■■■ VOLUME 42 ■■■■■■■■■■ NUMBER 11**



# The Semaphore

David N. Clinton, Editor-in-Chief



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Western Massachusetts.....	Ron Clough
Rhode Island News.....	Tony Donatelli
“The Chief’s Corner”.....	Fred Lockhart
“Behind the Scenes”.....	Savery Moore
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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. ©2022  
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VOLUME 42 ■■■■■ NUMBER 11 ■■■■■ NOVEMBER 2022

### CLUB OFFICERS

President.....	Jack Foley
Vice President.....	Rich Herlihy
Treasurer.....	Will Baker
Secretary.....	Eric Mercer
Chief Engineer.....	Fred Lockhart
Directors.....	David Galbraith (*24)
	Bob England (*24)
	Roger St. Peter (*23)
	Gary Mangalinkx (*23)

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**ON THE COVER:** Photos from our Fall Open House and Show. (Courtesy Marlowe Fairhurst)

## FORM 19 ORDERS

### NOVEMBER B.O.D. MEETING

Monday, November 28<sup>th</sup> 8 p.m.

### DECEMBER BUSINESS MEETING

Monday, December 5<sup>th</sup> 8 p.m.

### ANNUAL AUCTION

Monday, December 5<sup>th</sup> AFTER Business Meeting

### DCC & EQUIPMENT TUNE-UP CLINIC

Thursday, December 8<sup>th</sup> 8 p.m.

### NEWSLETTER DEADLINE

Sunday, December 18<sup>th</sup>

### DECEMBER B.O.D. MEETING

Thursday, December 29<sup>th</sup> 8 p.m.

## CONTESTS

Congratulations to **Jim Emerson** (one of our new applicants) on winning this month's "50/50" drawing!

For the **JANUARY** Business Meeting (changed from December) another "Word Find" from Al Taylor, may he RIP knowing that he is still causing enjoyment at the SSMRC. The Puzzle was in last month's newsletter. This will be our "Annual Calendar Contest"-- with all those entering a correct puzzle going home with a train calendar. We appreciate donations of RR calendars, so if you are ordering your favorite...how about an extra to be donated to the contest? Just put in my mailbox or give to me in person. Extra copies of the contest are on red paper in the train room. Good luck!

## CHIEF'S CORNER

Fred Lockhart

We have been busy at the club. Since my last column, our Fall Show worked out great for the club, we had good attendance both days, even with the nice weather. We hosted guests from the Pennsylvania Railroad Technical & Historical Society group and from all reports they enjoyed operating on our railroad. A few days later, we had our annual "Trains and Turkey" operation which was enjoyed by all--no rust on our mainlines! With no major construction projects going on right now the progress is usually in the scenery area, but Savery and Bryan have had to spend their time



putting their work tables back together and getting the supplies set up on the tables., We hope to have a permanent area for them in the future so they won't have to go through this every show. Bob England and applicant Jim Emerson are setting up a demonstration of a working signal system on our new section of the railroad, at the junction of the flyover line and the Boston Division. Jim has this system working on his home railroad, he makes his own control boards and signals.

Now that we don't have any planned events at the club, I am going to start a project that has been on my mind since we moved the Boston/Great Lakes staging yards: I am going to add a turnout off the mainline opposite turnout #73 and add more turnouts to double-end the Great Lakes tracks. It will improve traffic flow during shows and other events. A couple of other projects that I would like to see done would be adding toggles to shut off the newer staging tracks and the other would be adding LEDs to the fascia next to mainline turnouts to show their condition, as we have on leg one. Another (I know I said a couple) would be to add a small "model board" on the fascia at Bethlehem Jct. for the slip turnouts--similar to the one at Cedar Hill's Arrival/Departure yard.

When you are running trains and find a problem, please leave a note in my mailbox, if I am not at the club. I check my mail every time I'm there, as most of you do; it's the best way to notify me of a problem.

That's it for this month. As always, your questions or comments are always welcome.

Fred Lockhart  
Chief Engineer

## Semaphore Memories

### NOVEMBER 2017 (5 years ago)

- Steel Mill backdrops adjusted and Larsen Branch track relocated to come off the passenger lead.
- Amtrak service restored to Roanoke, VA, without rail passenger service for 38 years.
- Western Forest Product's Englewood Railroad of Vancouver, British Columbia, the last logging railroad in North America, closes down.
- The CSX "Santa Train" uses restored Clinchfield F3.
- Brand-new station in Wallingford, Conn. opens.
- GE divests of their Transportation Division.
- Claremont Concord S-4 #102, Ex-QBT #19, ex-D&H #3036 sold to Cooperstown & Charlotte Valley RR in upstate New York.

✳Lack of funds stops restoration work on ex-C&O #1309 at the WM Scenic RR.

✳Plans of installing second train platform at Worcester's Union Station, to enable more than one train at-a-time in station.

✳MBTA to do away with "Charlie Card" and allow riders to board trains, trolleys and buses with the tap of a credit card or smartphone.

#### **NOVEMBER 2012** (10 years ago)

✳Iowa Pacific acquires controlling interest in Cape Rail, Inc. and its subsidiaries.

✳D.O.T. designates Cumbres & Toltec Scenic RR as a National Historic Landmark.

✳EMD's Caterpillar-painted SD70Ace locomotive debuts  
✳Vermont plans to up-grade Vermont Rail System trackage between Rutland and Burlington for future passenger service.

✳Amtrak's Downeaster arrives at Brunswick, ME, station, marking beginning of passenger train service to communities north of Portland for first time in over 50 yrs. ✳Town of Stoughton purchases its train station from MBTA; it is on National Register of Historic Places.

✳CSX begins moving out of its ex-NYC Beacon Park Yard in Allston. Flexi-Flo cars are moved to Westboro and intermodal moves to Worcester's expanded yard.

✳Association of Railway Museums and Tourist Railway Association, Inc. merge.

✳CPR puts all 56 of its SD90/43MACs up for sale; not successful on the RR and frequently in storage.

✳NS unveils latest commemorative locomotive: an SD60E, "The Veteran's Commemorative Locomotive".

✳The New Pullman Sleeping Car Co. inaugurates run of historic cars on back of Amtrak's City of New Orleans out of Chicago.

✳Amtrak inaugurates service from Norfolk, VA to NYC.

✳Six parties submit bids to the City of Waterville, ME, to restore former MEC 4-6-2 #470, which was donated to the City in 1962, and rusting to pieces ever since.

✳Springfield (MA) officially begins transformation into a hub of regional transportation, with the renovation of the terminal building and demolition of the baggage bldg.

#### **NOVEMBER 2007** (15 years ago)

✳Amtrak operates its last dome car (ex-GN "Great Dome" 10031 for the first time on The Adirondack between Albany and Montreal for "leaf-peepers".

✳Genesee & Wyoming buys Maryland Midland Rwy in Maryland.

✳Restoration begins on Canaan, CT, RR station, after arson fire almost completely destroys historic structure.

✳MTH and Lionel reach agreement in 7-yr-old lawsuit over Lionel's theft of designs.

✳Connecticut D.O.T. expands "Shore Line East" service by adding weekend trips.

✳Rail Runner Express service extends to Santa Fe, NM.

✳Work underway by Amtrak to replace Thames River Bridge in New London, CT.

✳R.J. Corman RR Group purchases Chinese Class QJ 2-10-2 #7040 for special events use on its Kentucky line.

✳MBTA purchases two Genset locos.

✳MBTA adds A/C to 10 PCC trolleys used on Ashmont-Mattapan Line.

✳Mass Coastal RR awarded State's rail contract for southeastern Massachusetts rail lines.

#### **NOVEMBER 2002** (20 years ago)

✳Line clearing for Greenbush Line begins. →Atlas brings out FM's H15-44 locomotive.

✳Last EMD F-unit built, New Haven FL9 #2059, acquired by the RR Museum of New England.

✳"Green Goat" from RailPower Technologies of Vancouver, BC, tested on Union Pacific.

✳MBTA increases parking lot fees to \$2/day. BC Rail runs last passenger train—Budd car-equipped Cariboo Prospector.

✳Auburn, ME, intermodal freight terminal on SLA RR becomes "official port of entry".

✳CSX begins using air-powered end-of-train devices, where electricity is generated by a turbine spun by brake pipe pressure.

✳Chicago's Museum of Science & Industry opens new \$3 million HO-scale RR. 3,500-sq-ft with 1,450 ft. of track and 34 trains running at the same time.

✳Chris Barlow joins SSMRC.

✳Club Operations dispatched from location, which is now "Hudson Falls"; Tower 51 yet to be built.

#### **NOVEMBER 1997** (25 Years Ago)

✳First Talgo Train car shells arrive from Spain, to be completed for Amtrak's Cascades Service.

✳Flying Yankee transported from Glenn, NH to Claremont, NH, for restoration on C&C RR.

✳Lima Locomotive Works in Ohio demolished.

✳Pioneer Valley RR/Conrail "diamond" in Westfield, MA, removed.

✳Electrical Committee begins testing various DCC systems, in order to report to membership.

✳Kato (finally) produces SD45 in HO-scale.

✳Business meeting held in Bldg. 51 meeting room—first time with heat!

✳Debate over rail passenger service to Portland continues, with Guilford trying to dictate terms of contract

#### **NOVEMBER 1992** (30 Years Ago)

✳Building 51 windows bricked and brush cleared away from building.

✳Dorchester groundbreaking for restoration of Old Colony Commuter Rail.

✳Amtrak service from Boston to Portland expected to start in 1993 (actual 2001-Ed.)

✳Los Angeles inaugurates commuter rail service on three lines, called "Metro Link".

✳Morrison-Knudsen reopens factory building in Chicago, once operated by the Pullman Company to build passenger cars.

✳RailTex, Inc. purchases CN line from Truro, Nova Scotia to Sydney, naming it "Cape Breton & Central Nova Scotia Railway".

✳Delaware & Hudson RR and the Soo Line RR become totally integrated into the CP Rail System.

#### **NOVEMBER 1987** (35 Years Ago)

✳Editor tours, and reports on, Beech Grove Shops and 19th Street Chicago Coach Yard.

- Computerized car-tracking system installed by MBTA.
  - Conrail purchases 30 GE B40-8s, nicknamed “Camels”.
  - 1,000 employees of Springfield Terminal RR, part of Guilford Transportation, walk off the job. →Marklin introduces “Digital Starter Set”—a first for the model RR industry.
  - D&H’s large “Colonie Yard” in Watervliet, NY, torn up.
  - Bombardier, of Montreal, purchases all rail passenger car designs of former Budd Company, of Philadelphia.
  - Conrail bans steam locomotive excursions.
  - C&O ceases as separate company; merged into CSX.
- NOVEMBER 1982** (40 Years Ago)
- Ron Clough, Barry Doland and Honorary member Tom Ryder voted into SSMRC.
  - P&W takes delivery of first GP38s.
  - Amtrak institutes “Metroliner Express” service, using F40s on short Amfleet trains, between Boston and New York—3 hr., 55 min.
  - “Superliner” sleepers begin running on Western long-haul trains.
  - Amtrak begins Chicago-Toronto International service.
  - Steamtown considers moving from Bellows Falls, VT to Scranton, PA, due to advertising restrictions in VT.
  - White Pass & Yukon RR suspends operations.
  - Graham Claytor becomes Amtrak’s president; a former president of the Southern RR and Secretary of the Navy.
  - Batten Kill RR opens for business.
  - ICC approves merger of Missouri Pacific and Western Pacific into Union Pacific RR.
  - Amtrak and the BLE agree to change from mileage-based pay to hourly wage plan.
  - 17-mile ex-B&M Ashuelot Branch from Keene, NH to Hinsdale, NH abandoned. Used by Steamtown in the early 1970s.

**POTPOURRI**

**KANSAS CITY SOUTHERN (KCS)**, on Oct. 31, held a groundbreaking ceremony for a second international rail bridge spanning the Rio Grande River from Laredo, Tex., to Nuevo Laredo, Mexico. The Class I railroad said the new single-track span bridge, to be completed in 2025, will be constructed alongside the existing bridge—the only one spanning the river and connecting the two border cities. It is slated to “help expedite” KCS and Mexican subsidiary Kansas City Southern de México (KCSM) trains through the corridor, relieving traffic congestion in Laredo and Nuevo Laredo. (RA)

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**THE TUNNEL BORING** machine assigned to the Montreal Réseau express métropolitain (REM) project, which was named Alice, has successfully completed the most complex section. It took almost

two years to move through soft soil that lies underneath the West Island Techno arc wetlands and the Trudeau International Airport. The rest of the REM 67-mile line is being constructed above ground. Tunnel borer manufacturer Robbins from Cleveland constructed the machine that is being described as an earth-bound submarine. It is a 155-meter-long “mobile factory” that included a team of operators, mechanics, electricians, and handlers. The submarine evacuated more than 300,000 tons of material. The machine was created specifically to handle soft soil conditions that have water under pressure. The submarine controls the stability of the tunnel face and possible surface subsidence by monitoring and adjusting the pressure inside the cutterhead chamber with the pressure outside.

The machine also placed cylindrical prefabricated rings to serve as tunnels walls as it moved underground. A total of 1,800 rings made up of 12,600 segments were left behind. No concrete pours were needed for the tunnel section. (RA)



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**AFTER MONTHS OF PREPARATIONS**, Swiss meter gauge rail company Rathish Bahn/Rhaetian Railway (RhB) set a new world record for the longest passenger train Saturday, Oct. 29, with a 100-car special train, formed of 25 identical electric multiple-unit trainsets. The train ran on the world-famous UNESCO World Heritage ‘Albula/Bernina’ route from Prada to Bergün via its spiral tunnels, later crossing the famous Land Wasser Viaduct before ending in Alane. The record-breaking run was part of the celebration of the 175th anniversary celebrations of the Swiss railway network and the 100th anniversary of the electrification of the Rhaetian Railway network. (TN)



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**VALLEY FLYER SERVICE** between New Haven, Conn., and Greenfield, Mass., will be made permanent, Massachusetts Department of Transportation and Amtrak officials announced Friday. The Greenfield, Mass., station, as seen from the Vermonter in 2018. Bob Johnston

The extension of New Haven-Springfield service to Greenfield was launched as a two-year pilot program on Aug. 30, 2019. Service was reduced during the COVID-19 pandemic, and revived in full on July 19, 2021. The current schedule offers two weekday round trips and one on Saturdays and Sundays. (TN)

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**WABTEC HAS CELEBRATED** the 10th anniversary of its manufacturing operations in Fort Worth, having opened a 1-million-square-foot locomotive plant and 250,000-square-foot mining-equipment facility in October 2012. The mining facility opened first, delivering its first product in 2012, with the first locomotive being delivered to BNSF in 2013. Since then, it has delivered approximately 3,000 new locomotives, customer kits, and modernizations to railroads in North America and Australia. The combined facility has grown from 74 to 91 acres, with the addition of a 262,000-square-foot warehouse to support the two manufacturing plants. It employs about 900 workers and includes a 7-mile test locomotive test track adjacent to a BNSF main line. Production milestones include the beginning of production of EVO Tier 4 locomotives in 2015, the beginning of locomotive modernizations in 2017, and delivery of the 1,000th Tier 4 locomotive in 2019. (TN)

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**SHORT LINE EASTERN MAINE RAILWAY** next month will acquire 45 miles of track in the Pine Tree State from Canadian Pacific's Central Maine & Quebec subsidiary. Eastern Maine Railway will acquire former Central Maine & Quebec trackage from Canadian Pacific. Eastern Maine Railway, owned by the New Brunswick-based J.D. Irving Ltd., will gain 36.57 miles of main line along with nine miles of branch line trackage in Maine. The main line trackage links Grindstone and Brownville, Maine, while the branches are located around Millinocket, Maine. The deal will connect Eastern Maine Railway with sister shortline Maine Northern Railway. Eastern Maine also will acquire three miles of trackage rights to connect the acquired trackage with CP at Brownville Junction, Maine. Northern Maine Railway will retain its trackage rights over the former CMQ route to Brownville Junction. (TN)

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**BNSF RAILWAY HAS FILED SUIT** over a start-up airline's effort to use the name "Northern Pacific." BNSF has filed suit in federal court for the Northern District of Texas against FLOAT Alaska, which is working to launch Northern Pacific Airways, a low-cost airline based in Anchorage, Alaska that plans to offer flights between the U.S. and Asia. BNSF has sued over trademark infringement, saying the airline must halt its efforts to register the Northern Pacific trademark. Northern Pacific Railway, of course, is one of BNSF's predecessors.



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**AMTRAK ANNOUNCED** it will be entering into the procurement phase in early 2023 to select a contractor for the construction of a new Connecticut River Bridge, which will be delivered via design-bid-build delivery method. The bridge replacement will allow for better reliability and decreased delays for travelers due to trains traveling on more modern infrastructure. As part of a more than \$500 million investment from Amtrak, the Connecticut Department of Transportation (CTDOT), and the Federal Railroad Administration (FRA), Amtrak intends to award the contract in late 2023. Construction is expected to start in early 2024. The Connecticut River Bridge, first built in 1907, is located on the Northeast Corridor (NEC) between the towns of Old Saybrook and Old Lyme and is used by Amtrak, CTRail's Shore Line East, and freight trains. The project will involve building a two-track, electrified, and resilient movable bridge structure equipped with new track, signal, catenary, power, communication, controls, and security features. The new bridge structure is expected to have a useful life of 150 years. As part of the project, the selected contractor will also perform any environmental mitigation required by the permitting/NEPA process. (RA)

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**MBTA GENERAL MANAGER** Steve Poftak has announced his resignation, effective Jan. 3. The resignation comes nearly a full year ahead of the end of his contract but will coincide with the arrival of a new governor. It will end four years during which Poftak has led the agency during the COVID-19 pandemic as well as a series of accidents and other operational issues that led to federal directives to address safety issues. In an email to staff, Poftak wrote, "While we have faced and will continue to face challenges, I believe in the strength and resilience of the MBTA," and said he would spend his remaining two months preparing for a transition to a new administration and new leadership. (TN)

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**PENNSYLVANIA WILL PROVIDE** \$3.7 million for track improvements needed for a possible Scranton-New York City Amtrak route, the Pocono Record reports.

The grant through the state's Redevelopment Assistance Capital Program has been awarded to the Monroe County Industrial Development Authority. It will provide half the funding for 43,000 new crossties on a 40-mile stretch of the Delaware-Lackawanna Railroad, allowing for higher speeds for passenger service. The segment was part of a proposed route that also includes Amtrak and NJ Transit. The state grant allows the agency to pursue a federal grant for the remainder of the funding. Amtrak's "Connects US" plan for state-supported corridor service envisions three daily round trips on the New York-Scranton route and says the service would provide an economic impact of \$87 million annually. (TN)

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**THE FEDERAL RAILROAD ADMINISTRATION** has launched a website for comments leading to an evaluation of long-distance service Amtrak had previously discontinued, as well as its two current triweekly routes, the New Orleans-Los Angeles *Sunset Limited* and the New York-Washington-Cincinnati-Indianapolis-Chicago *Cardinal*. The "Amtrak Daily Long-distance Service Study" site, which began operation Oct. 28, now only describes the FRA's mission to examine the possibility of resurrecting routes dropped when faced with federal budget reductions. Cutbacks, additions, and re-routings occurred throughout Amtrak's history, but pivotal cancellations came in two groups, in October 1979, and May 1997:

**October 1979:**

— **Floridian:** Chicago-Nashville-Jacksonville-Miami/Tampa;

— **National Limited:** New York-Pittsburgh-Columbus, Ohio-Indianapolis-St. Louis-Kansas City;

— **Lone Star:** Chicago-Wichita-Oklahoma City-Ft. Worth-Dallas/Houston;

— **North Coast Hiawatha:** Chicago-St. Paul-Bismarck-Billings-Missoula-Spokane-Seattle.

**May 1997:**

— **Desert Wind:** Salt Lake City-Las Vegas, Nev.-Los Angeles;

— **Pioneer:** Denver-Boise-Portland, Ore.,-Seattle.

Other notable long-distance discontinuances were the New York-Philadelphia-Chicago *Broadway Limited* in September 1995 (though the Pittsburgh-Youngstown-Chicago segment, over CSX's former Baltimore & Ohio route, was resurrected as an

extension of the New York-Pittsburgh *Three Rivers* from 1996 until 2005), and the *Sunset Limited* east of New Orleans, after the route was repaired following damage inflicted by Hurricane Katrina in August 2005. (TN)

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**FIVE CLASSIC RAILROAD STATIONS** will be featured on a series of postage stamps issued in 2023 by the U.S. Postal Service. Stations included in the series are the Art Deco landmark Cincinnati Union Terminal, which opened in 1933; the Victorian structure at Point of Rocks, Md., completed in 1876; Richmond, Va., Main Street Station, a Renaissance Revival style station dating to 1901; the San Bernardino, Calif., Santa Fe Depot, a Spanish Mission Revival building opened in 1918; and the Tamaqua, Pa., station built for the Philadelphia & Reading Railroad in 1874. All are currently in use for passenger service except Tamaqua, which has been preserved and is the home of a restaurant. The station stamp series resulted from a process that sees more than 30,000 subjects suggested to the Postal Service's Citizens Stamp Advisory Committee each year; it meets quarterly and makes recommendations for stamp subjects to the Postmaster General. (TN)



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**VOTERS IN THE COMMUNITIES** of New Bedford and Fall River, Mass., have voted to join the Massachusetts Bay Transportation Authority, clearing the way for operation of South Coast Rail commuter service, which is expected to begin in 2023. Those two communities and Taunton, Mass., are the only major cities within 50 miles of Boston that do not currently have commuter rail access to the city. Work on the South Coast Rail project, which extends the existing Middleborough/Lakeville Line, began in 2019, but state law requires any city or two to receive voter approval by Jan. 1 of the year service is set to begin. In New Bedford, 80.43% of voters were in favor; in Fall River, the figure was 78%. (TN)

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**UNION PACIFIC CHALLENGER** No. 3985 took one final ride on UP's turntable at Cheyenne on Tuesday, November 8<sup>th</sup>, as the locomotive prepared for its move to Silvis, Illinois. The locomotive was paired with the original tender for Big Boy No. 4014, since No. 4014 has been using No. 3985's original tender. No. 3985 will be part of the "Heritage Donation Special," also including 2-

10-2 no. 5511, DD40AX No. 6936, and other equipment, departing Cheyenne, Nov. 11<sup>th</sup>, for the move to Silvis. The equipment was donated to Railroading Heritage of Midwest America in an agreement announced earlier this year. The group, which also operates Milwaukee Road 4-8-4 No. 261, plans to restore the locomotives to operating condition. (TN)

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**STRASBURG RAIL ROAD'S** ex-Norfolk & Western 4-8-0 steam engine No. 475 returned to excursion passenger duty November 7<sup>th</sup>, after the company's mechanical department worked overtime to repair smokebox damage from a Nov. 2 collision with a tracked excavator. No injuries occurred, and the railroad is cooperating with the Federal Railroad Administration to isolate and clarify conditions that contributed to the incident, which occurred as No.



475 (Baldwin Locomotive Works, 1906) ran around its train at the turnaround point of the road's 4½-mile line, Leaman Place Junction at Paradise Pa., along Amtrak's electrified Philadelphia-Harrisburg, Pa., Keystone Corridor. Vice President and Chief Mechanical Officer

Brendan Zeigler said the damage was largely confined to No. 475's cast-iron smokebox front and door, with minor damage inside the smokebox to the cinder screen netting and supporting parts. The major visible repair work was threefold, as the excavator's boom punched a hole in the smokebox front and door, both of which shattered into pieces, and damaged the headlight beyond repair. SRC mechanics replaced the smokebox front with three-quarter-inch-thick steel plate, using the damaged item as a template. The smokebox door – the hinged round center of the smokebox front – likewise broke into shards, and Zeigler said, "We elected to braze-weld that. We put a reinforcing steel ring inside to hold it together." The result is a door with visible spiderweb-like scars where the sections were rejoined. Zeigler addressed the question of why those braze marks weren't ground down to restore a smooth appearance: "I elected not to have them do that," he said, "to leave it as a 'witness mark' to remind our crews" of the need for vigilance. Strasburg's shop, which is one of the best-equipped steam facilities in the nation, routinely maintains not only its own fleet of steam and diesel locomotives and cars but also fabricates and repairs railroad equipment for museums, other tourist roads, and amusement parks. Current

clients include East Broad Top and Black River & Western. Founded in 1832, Strasburg Rail Road is the oldest short line in the United States. Beginning in 1959, it was transformed from a weed-grown feeder line to the Pennsylvania Railroad into a major steam-powered excursion carrier. Situated in the heart of Pennsylvania Dutch tourist country, it handles 250,000 to 300,000 passengers a year. It also services several freight customers. (TN)

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**THE MBTA SHOULD MEET** a number of deadlines in November for corrective action ordered by the Federal Transit Administration, MBTA officials told the transit agency's board recently. But the agency remains short of the number of dispatchers it needs to restore subway cuts that were made in June because of safety directives issued by the FTA. (TN)

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**TRANSPORT CANADA** confirmed Oct. 31 that state corporation VIA Rail Canada has been shunted aside from its own project to construct and operate an electrified "High Frequency Rail" (HFR) service along the Corridor linking Quebec City, Montreal, Ottawa and Toronto—the only profitable route VIA currently covers. A new state enterprise will be created to carry the project forward and oversee HFR operations. Technically, it will be a subsidiary of VIA Rail, but the two entities will be operated independently of each other and report directly to Transport Canada. HFR trains will be run by a yet-to-be-chosen "Private Development Partner." The private operator will also take over VIA Rail's existing "local" services operating on CN and VIA Rail's own trackage in the corridor. The Minister also reiterated that the Government of Canada is committed to working with Indigenous Peoples to take into consideration their views as it develops options to enhance passenger rail service in Southern Ontario. Deprived of the Corridor traffic, VIA Rail would be left only with its money-losing regional and national services, including its low-frequency and often interrupted stainless-steel streamliner *The Canadian*, which runs in fits and starts between Vancouver and Toronto at the operating whim of its main host railway, CN. (Unlike Amtrak, VIA Rail does not enjoy a government-mandated priority over freight operations.) This would kill VIA Rail's commercial viability and eventually the provision of any publicly owned passenger rail beyond the Quebec and Ontario Corridor that spans the essential electoral base of the governing Liberal Party led by Justin Trudeau (whose father, former Prime Minister Pierre Trudeau created VIA Rail in 1977). (RA)



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**DUISBURG, GERMANY, CELEBRATED** the arrival of the first trans-Eurasian freight train to reach its facility in western Germany that had followed a fixed timetable on November 7. The train from Xi'an, China, completed the 9908km journey in just 10 days. The 50-wagon train, which was carrying photovoltaic inverters, electric compressors, vacuum cleaners and other goods, left Xi'an on October 26, arriving in Duisport at 15.55 on November 7, completing the journey in 235h 26min. (RA)

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**FRIEND JOE BURGESS**, owner of the ex-NYC bay-window caboose recently restored and painted in the Fore River RR's shop, has just purchased an ex-B&M caboose. This caboose was on display at the Marshfield Fairgrounds and was painted in D&RGW colors. When he removes the caboose from the short piece of display track, he will be shipping it to a local caboose repair and restoration facility. As our friend Kevin Linagen said: "Another piece of our history saved!" (Photos by Kevin)



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**UKRAINIAN RAILWAYS** (Ukrzaliznytsia or UZ) has run the first passenger train to the major southern city of Kherson which was liberated from the Russian army on Nov. 11. The first train from Kyiv since Russia occupied the city in March arrived on Nov. 19, hauled by a diesel fitted with armor plates to protect the engineers. (TN)

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**CANADIAN PACIFIC'S EXPERIMENTAL** hydrogen-powered locomotive made its maiden revenue run last month in Calgary, Alberta, taking the first step in determining whether the technology could one day replace diesel-electric locomotives. "I'll tell you, the excitement around it, the potential of it, is real," CEO Keith Creel told the RailTrends conference on Tuesday. "I would have told you two years ago it's a pipe dream ... Well, it's not a pipe dream. It's a reality. Still a lot of work left to do, but it's super, super exciting." The home-built unit,

converted SD40-2F No. 1001, is dubbed H2 OEL for "hydrogen zero-emissions locomotive." The Oct. 28 revenue test run was the second main line foray this year for the unit, which uses hydrogen fuel cells and batteries to power its electric traction motors. CP is using solar power to produce hydrogen at its Calgary headquarters. It also has a separate hydrogen production facility in Edmonton. CP is partnering with the Alberta provincial government to build a DC-traction version as well as another AC-traction unit. By the end of next year, CP expects to have the three locomotives switching customers in Calgary, Edmonton, and Vancouver, Creel says. (TN)

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**CANADIAN PACIFIC** has released a video of 4-6-4 No. 2816 being moved into its Calgary shop for overhaul. According to CP, No. 2816 is "being prepped for a special cross-continental trip from Calgary to Mexico City to celebrate completion of



the proposed CP-KCS merger, pending regulatory approval, and the connecting of a continent through the creation of CPKC." In the video, CP 1001, now in testing to become the world's first hydrogen-powered line haul freight locomotive, pulls the 1930-built 4-6-4 into the shop. Canadian Pacific 2816, also known as the Empress was built by Montreal Locomotive Works in December 1930. After being used for heavy passenger service, the locomotive was retired in 1960. In 1964 it was acquired by Nelson Blount's Steamtown USA then located in Vermont. CP reacquired the locomotive in 1998 and after an extensive restoration, it was returned to service in 2001. The 4-6-4 traveled the CP system until its steam program was suspended in 2012. The locomotive was then stored in Calgary until 2020 when it was briefly fired up for a video shoot during the holiday season. In 2021 CP President and Chief Executive Officer Keith Creel stated that if the Surface Transportation Board approves CP's merger with Kansas City Southern, the railway would celebrate by bringing No. 2816 back under steam to lead a tour from Canada through the United States and into Mexico. (TN)

<https://www.railwayage.com/mechanical/locomotives/watch-cp-1001s-first-revenue->

[move/?utm\\_source=&utm\\_medium=email&utm\\_campaign=36319](https://www.wmsr.com/move/?utm_source=&utm_medium=email&utm_campaign=36319)

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**THE WESTERN MARYLAND SCENIC RR** has added former New York Central grill dining car No. 456 to its fleet. The car was part of the “Chattanooga Choo-Choo” hotel complex for over 50 years. WMSR said in a Facebook post it will be relocating the diner to Cumberland as soon as possible. The target date to roll out the diner is Memorial Day 2023. WMSR said it needed the car since its current cafe lounge car is overwhelmed by the increased volume of events and passengers. The NYC car has a capacity to seat 42. No. 456 is one of 18 grill diners built for the New York Central in 1948 by Budd. Among the trains the cars operated on were the James Whitcomb Riley, New England States, Ohio State Limited, The Pacemaker, Southwestern Limited and Twilight Limited. (TN)

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**THE FEDERAL RAILROAD ADMINISTRATION** has released a priority list of projects eligible for funding under the Northeast Corridor component of the Federal-State Partnership portion of the Infrastructure and Jobs Act. Of the \$24 billion available to be matched by Amtrak and 8 states from Massachusetts to Maryland plus the District of Columbia, the 68 projects identified were split into two categories: 15 “Major Backlog” (\$10.028 billion) and 53 “Capital Renewal, Stations, and Improvement” (\$14.383 billion). Each category was further divided into groups of projects where enough engineering and environmental work has been completed so construction could begin by 2024, and those projects that are expected to be at least “in development” by that year. A third “not started by 2024” group was identified as worthy of possible future investment, but no funding was proposed at this time. (TN)

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**IT’S BEEN FIVE YEARS** since Canadian Pacific and retail giant Canadian Tire Corp. unveiled North America’s first 60-foot intermodal container, and intermodal analyst Larry Gross says the larger container type is probably going to remain exclusive to Canada for the foreseeable future. CP



and Canadian Tire launched service with the larger container in May 2017. U.S. federal regulations limit trailers to 53 feet and while states can request oversize units, Gross says the load typically needs to be indivisible, which is not the case with a 60-foot container. In comparison, provincial governments in Canada allow longer truck lengths, which accommodates the 60-foot container as-long-as they are hauled by short-wheel-base tractors in order to comply with overall total truck length. In Canada, some provinces allow total truck and trailer lengths of 75 feet, while the U.S. standard is closer to 72 feet. (TN)

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**THE PARTIES INVOLVED** in the long-running dispute over Amtrak’s effort to launch Gulf Coast passenger service say they have reached an agreement, but at least initially are offering no details on the nature of that deal. In a joint statement, Amtrak, CSX Transportation, Norfolk Southern, and the Alabama State Port Authority say they have “collectively reached an agreement to support passenger and freight service in the Gulf Coast Corridor. ... Due to the confidential nature of the settlement agreement, the parties are not able to provide further comment on its terms at this time. With the assistance of Board-sponsored mediators, the Parties have agreed upon a settlement that will — after several conditions are met in the coming weeks and months — completely resolve this dispute,” the filing says. “Some of these conditions are not entirely within the Parties’ control, however. Therefore, each Party has reserved its right to reinstate this proceeding in the event certain of those conditions are not met.” (TN)

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**MONTANA RAIL LINK** has asked federal regulators to approve the termination of its lease with BNSF Railway, which would allow BNSF to resume control of the former Northern Pacific main line in Montana and Idaho--one step closer to closing up shop and turning over its operations to BNSF Railway. (TN)

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**AFTER A TWO-YEAR ABSENCE** — and a late reversal of a decision made earlier in the year — the CSX Santa Train returned for its 110-mile run on the railroad’s former Clinchfield route between Shelby Yard in Pikeville, Ky., and Kingsport, Tenn, on Saturday. CSX CEO Joe Hinrichs (in red cap) and Jamie Boychuk, vice president of operations, are interviewed on board the Santa Train. Ron Flanary

The train, marking its 80th anniversary, drew large crowds en route. New CSX CEO Joe Hinrichs told

reporters on board the train that he was just so proud of how we can touch people's lives in a meaningful way during the holiday season. ... It's great to be back after a couple of years and you can tell — by the crowds we've had — that people really appreciate it." (TN)

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**THE CANADIAN PACIFIC HOLIDAY TRAIN** has launched its 2022 tour, making its first-ever visits to Maine last week as well as stops in Lac-Megantic, Sherbrook, and Farnham, Quebec. It is the first time the train has run in three years, after the Holiday Train program offered online concerts in 2020 and 2021 because of the COVID-19 pandemic. Overall, the tour — with two trains, one operating only in Canada, and one in both Canada and the U.S. — will feature 168 stops with live shows, concluding Dec. 18 in Port Coquitlam, British Columbia. The Holiday Train program benefits food banks and other food programs across the CP network. (TN)

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**STEVE STEWART**, co-founder of Stewart Hobbies with his late wife, has died at the age of 79. Stewart Hobbies produced innovative HO scale locomotives and freight cars that were some of the first mass-produced models of their prototypical counterparts. The business began in 1984 out of his home basement and flourished for 20 years until he retired and sold to Bowser Manufacturing. He continued his railroad interests through involvement with the Anthracite Railroads Historical Society and by co-authoring a retrospective of the Pennsylvania RR. (TN)

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**THIEVES IN THE STATE** of Bihar, India, stole an entire diesel locomotive, piece by piece, by digging a tunnel into a rail yard and removing parts from the unit awaiting repairs, police said last week. The Hindu newspaper reports three people were arrested and 13 sacks of locomotive parts were recovered at a scrapyard. Police were seeking the owner of the scrapyard. Items recovered included engine parts, wheels of vintage locomotives, and other heavy iron railway parts. Police said the gang had also been involved in unbolting and stealing parts from steel bridges.

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

**TRAINS**

Practically Inexhaustible

Gallery: Photo Contest Winners

Dinosaurs of Minnesota's Iron Range

**MODEL RAILROADER**

Adding Foreground for Photography

Trains of Thought

Front Lighting for a Change

**RAILROAD MODEL CRAFTSMAN**

Buffalo Creek & Gauley: Summer of '64

Building Signals for the Lackawanna

**PASSENGER TRAIN JOURNAL** (Issue 2022-4)

White Pass in Transition

Good-Looking From Any Angle

SP's Alco Locomotives

Jonesy's Big Adventure, Part 5

Santa Fe All the Way

Remembering *Super Chief* in its final decade

News sources: Boston Globe, Boston Herald, Trains "Newswire", Railway Age, Railpace Newsmagazine, RRE "Callboy", "The 470", Patriot Ledger, Rail Passenger Assoc., Attleboro Sun Chronicle.

**LIBRARY CORNER**

**New books will be displayed on the table in the Break Room for a month and can be checked out, by using the check-out sheet on the Break Room counter. They will be filed alphabetically in the Library afterwards.**

New this month:

**Amtrak, An American Story** by various Editors; published by the National Railroad Passenger Corp. on the occasion of Amtrak's 40<sup>th</sup> anniversary—11 years ago.

**Don't forget we have a great DVD collection in the mailroom.** Filed alphabetically. No need to sign out but please return to the books return tray in the Break Room when you're done. Happy reading and viewing!

Dave Clinton, Librarian

**DCC & EQUIPMENT TUNE-UP CLINIC**

Dave Clinton

**Joe Dumas** brought his Vermont Rail System's 50<sup>th</sup> Anniversary GP40 from Atlas. Inside were 8-pin and 21-pin receptacles. This loco was equipped with separately-powered ditch lights. Trying the DZ123PS did not power the ditch lights, as the 8-pin plug does not support more than two functions. So, trying the ESU 21-pin worked wonders and **Paul III** programmed it to flash them alternately,

when F3 (horn) was pushed, even though it was not a sound decoder!

**Tom Ross** brought his usual “odd and interesting” items. The first was three drive motor/truck combos, which he plans to use in a scratch-built “Triplex” locomotive. Doing away with the light board, we were able to fit the DZ123 decoder right in and hard-wire into the lines. It worked fine, so now he has to figure out where to go from here. Each power unit will be the same address, so there will be no problem there. Tom also brought one of his favorite locos—a Mantua C&NW 4-4-2 “Atlantic”, all gussied-up in turn-of-the-century colors. The tender wheels had “pizza-cutter” flanges, so he changed those out. The boiler was filled with a split lead weight but, luckily, the motor was not directly-connected to the weights and had it's own contacts on the back. So, he hard-wired a DZ126, which fit on top of the motor in the shell. Even the headlight worked without resistors!



**Jeff Griesemer** was working on his IHC steamer and checking out the possibility of installing a decoder in the split-motor design.

**Eric Mercer** worked on his second-hand airbrush, taking it completely apart and cleaning every little bit and piece. Getting it back together was another story and a good reason to use your cell phone camera to take pictures, as you disassemble models...or airbrushes! Paul III had some suggestions, which worked, and Eric was pleased with the test operation, using water.



**Dan Peterson** brought his Athearn Dash 9-44 dressed in, what else, Chicago & North Western. This was a simple “plug ‘n play”, using the DH126PS decoder. He also brought an A-B set of “Erie-built”, by P1K, dressed in Milwaukee Road paint. He ended up hard-wiring both units, using the DH126D in each. Another case where the headlight worked without a resistor (resistance is futile!).



**Paul Cutler III** brought his Atlas New Haven S-2 to install replacement cab glazing produced by LaserKit. These change the look from “recessed glass” to in-line with the window frame. A detail part which certainly improves the model.

Thanks to Paul Cutler for his assistance this session. The next clinic will be Thursday, December 8<sup>th</sup> Please contact me with any questions about the clinic. (Joe Dumas photos)

## EDITOR'S NOTES

1. **It is very important** that you **DO NOT bring “donations” of anything to the Club**, without first checking with the B.O.D. If you have something that you “hate to toss, and the Club can use”, please do not consider the Club a dumping ground! Check with the B.O.D. FIRST. Thanks for your understanding.
2. Thanks to the hard work of many, **Jack Foley** reports that there were **1100 paid admissions** through the door at last month's Open House and Show. An excellent showing!
3. **Ron Clough's series** “How We Got Here” will continue in next month's issue.
4. **Next month's Semaphore** will be published one week early on December 19th, due to the Christmas holiday.

.....*David N. Clinton*

“Blessed are the peacemakers, for they will be called children of God.” (Matthew 5:9)

## MEMBER NEWS

Welcome aboard to four new applicants, who submitted their applications for membership during our recent Open House and Show:

**Robert Sieollinski** of Bridgewater  
**Ian Wiesi** of Quincy  
**Andrew Allen** of Middleboro  
**Jim Emerson** of Bridgewater

We look forward to getting to know you all during the next several months!

(Note: For the “Health & Welfare Committee”, Ye Ed, would like to hear of any member who is ill, hospitalized or special occasion news, so we can keep the membership advised of these happenings.)

## **BIRTHDAY CELEBRATIONS**

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

Jay Pease.....December 2<sup>nd</sup>  
Stan Rydell.....December 6<sup>th</sup>  
Chris Barlow.....December 12<sup>th</sup>  
Paul Feeny.....December 13<sup>th</sup>  
Will Baker.....December 14<sup>th</sup>  
Ron Clough.....December 15<sup>th</sup>  
Bill Sims.....December 21<sup>st</sup>



### **RUNNING EXTRA**

#### **“FLYING YANKEE ASSOCIATION PRESS RELEASE OF SEPTEMBER 12, 2022”** Contact:

Brian LaPlant, Chairman [b.laplant@flyingyankee.org](mailto:b.laplant@flyingyankee.org)

“Flying Yankee” Train Is Back on the Right Track NASHUA, NH – Supporters of the original 1935 Flying Yankee streamlined train have announced the resurrection of the inactive Flying Yankee Restoration Group (FYRG), renamed as the Flying Yankee Association (FYA). The Flying Yankee is a complete passenger train built in February of 1935 for the Boston & Maine Railroad. It was just the third streamliner train ever built in North America, using a car body developed by the Budd Company of Philadelphia and diesel-electric propulsion from the Electromotive Corporation near Chicago. After entering service in April 1935, the Flying Yankee served for 22 years on various routes throughout Massachusetts, New Hampshire, and Maine before its retirement on May 7, 1957. After private ownership, the train was acquired by the State of New Hampshire in 1997, with ongoing fundraising and promotion being managed by the non-profit FYRG. Starting in the spring of 2021, volunteers updated and filed all required state and federal documents to bring FYRG back into good standing and establish the new FYA name. Along with the new name came an all-new Board of Directors, including several members with significant business and management experience and a number that are active in preservation at other New England non-profits. The past sixteen months have been spent researching the restoration status of the Flying Yankee trainset and the history of the FYRG. Research shows that many of the initial decisions that guided the project created a financial barrier that could not be overcome. The original FYRG plan that relied solely upon the use of contractors (rather than a mix of contractors and volunteer labor) to restore the Flying Yankee required significant and continuous influx of capital that the organization was unable to raise. The Flying Yankee is currently in a partially restored state

and is still owned by the State of New Hampshire. FYA will not call-in pledges, sell memberships, or solicit other donations until an agreement for the train is in place with the State of New Hampshire. With the organization’s commitment of funds, FYA is pursuing a different business model from those that have been tried before by FYRG, and the group is working towards a transfer of the Flying Yankee’s ownership from the State to the organization. FYA’s goal is to reunite the train and its components at a location within New Hampshire where both previous and future restoration work is protected. FYA has identified several state-owned properties within the Mt. Washington Valley that may be suitable as restoration sites, and the organization is currently seeking to utilize one of these properties. In addition to the \$19,000 on hand from the previous board’s fundraising efforts, FYA has obtained substantial pledges of \$470,000 (with another \$265,000 available in matching funds) for the relocation of the trainset and the



construction of a building to house the Flying Yankee. FYA hopes to break ground for the new building in 2023. FYA has also been in discussion with the Conway Scenic Railroad of Conway, New Hampshire, whose assistance and expertise will be beneficial during the restoration of the Flying Yankee. Operation of the restored Flying Yankee at Conway Scenic has been discussed. Updates will continue to be posted to FYA’s website ([www.flyingyankee.org](http://www.flyingyankee.org)), Facebook, Twitter, and Instagram pages. While memberships are not yet available, interested parties are encouraged to visit the FYA website and join the email list to get updates directly to their inboxes. The Flying Yankee Restoration Group d/b/a Flying Yankee Association is a 501(c)(3) non-profit charitable organization that is responsible for raising and managing funds related to the restoration of the famous Flying Yankee train, originally owned and operated by the Boston & Maine Railroad. For more information, please visit the FYA website at [www.flyingyankee.org](http://www.flyingyankee.org), or find the organization on Facebook, Twitter, and Instagram. (470)



# ECL THE OPERATOR ECL

OCT. 10 & 13/22

ECL OPERATING DEPARTMENT

NO. 189



## OPERATIONS REVIEW

by Paul A. Cutler III

Okay, we are all a little rusty and the layout extension is still relatively new, but holy cow did we have problems this time. 😊 We started late and only got later. We also had clock issues and a few wrenches thrown into the works that made this operation...um, less than ideal.

### **Operations Review: Monday, Oct. 10<sup>th</sup>, 2022**

The tower was staffed by **yours truly** on both the Boston and Mountain Divisions. The fast clock showed our 0600 hour start time at 7:50 P.M. instead of 7:30 P.M. Getting operators signed up and assigned took longer than normal, which is why we recommend arriving at the club at 7:00 P.M. A 7:50 P.M. start time should have meant a 9:50 P.M. end time for our two-hour session, but our fast clock ended up showing 1800 hours at 9:40 P.M. We somehow lost ten real minutes (one whole fast hour). This did not help with our schedule keeping.

Engineer **Dan Peterson** ran six trains...or maybe six and a half depending on how you slice it. **Dan's** first train was HC-1, a short-run westbound freight train from Cedar Hill to the new Chicago staging yard. However, he turned it into one of the longer runs on the layout because he left Cedar Hill going eastbound. **"Oops!" Dan.** (*You can't get there from here*). In his defense, the Ops Set-Up Crew did forget to turn the engines around for HC-1 (**"Oops!"**) so it *looked* like it should go east...but the Train Order did say *"westbound"*. In any case, the error wasn't noticed until **Dan** almost hit **Savery Moore's** mail train #101 head-on at E-6 in West Middleton. **Dan** airlifted his power to the other end of his train and drove it back to Cedar Hill and on to Chicago. *But wait, there's more!* ConnDOT FL9 commuter train #510 out of East Middleton was next for **Dan**, but for reasons unknown, he tried to take NH FL9 passenger train #29 out of Boston instead. After a gentle reminder of where Middleton was, **Dan** ran #510, which had at least four derailments along the way (which did nothing for his on-time performance). When he got to Boston, he parked his train on track 4 instead of track 6 (**"Oops!"**), which meant that when the same train was to be run later by **Dan** as #533, he took train #547's train instead (even though the DCC numbers didn't match the train order). This later confused #547's engineer (**Dave Clinton**), who had no train left on track 6 to run. Next for **Dan** was TOFC HB-8 which ran perfectly, but then **Dan** ran two more commuter trains. The first, #533, had no issues other than being the wrong train (*see above*). **"Oops!"** The second RDC train, #725, entered Cedar Hill Passenger Terminal by going through the Cedar Hill Freight Yard past the ice rack, into the engine terminal,

reversing over the connector bridge, then reversing *again* into the passenger terminal. Apparently, there was a traffic tie-up at Bethlehem Jct., and instead of calling the dispatcher, **Dan** and Cedar Hill yardmaster, **Chris Barlow**, decided to take the passengers on a lovely tour of our freight & engine facilities. When asked why they didn't call dispatch, **Chris** laughingly said, "We were in the yard. It's none of *your* business." 😊 *Au contraire, mon ami.* Bethlehem Jct. is ultimately the dispatcher's responsibility, especially when it comes to routing passenger trains into freight yards. 😊 At the very least **CALL DISPATCH** before attempting things like this. *I like to feel like I'm accomplishing something up in the tower from time to time...* Lastly, **Dan** operated MS-9, the ore train from Middleton to the Steel Mill, and had no problems. *Huzzah!*

**Will Baker** did one better and ran seven trains with only the first one on-time due to external factors. He ran #502, #100, #29, BH-7, #734, CH-2 and CH-4. **Will** pointed out that after the first train, every time he picked up a new train order he was already late. He had a few problems; he missed the note on his train order for #100 to take switch E-6 red at West Middleton. This meant that **Will** was traveling on the wrong track through Richmond Mills when he entered the siding at speed then struck and wiped out the engine crew of **John Sheridan's** BX-7 local freight. **"Oops!" Will.** Another issue of note is that for the second operation in a row, he left his throttle cracked open at 7% after parking his train (#100 in this case). This caused the NP F7A/F7B to grind against the bumper until **Dave Clinton** heard it running. **Folks, please zero your throttles after each run and dispatch the lead address.**

**Ed Carter** said, "I ran six trains that flawlessly – in a dream that I had." He ran LM-4, BS-3, 701, 58, BC-5, and CM-8. Of his four freight trains, they ran well but he did run BS-3 from Boston to Middleton on the left hand main after someone left E-21 red. Only a quick saving switch thrown by **yours truly** saved **Ed** from orbiting the layout. On the passenger trains, **Ed** had a little trouble getting into Cedar Hill with #701, a double decker GO train (*the issue turned out to be a yard switch thrown against him*). With NH PA-1 powered #58, **Ed** derailed at Bethlehem Jct. due to improperly lined switches, then derailed again at E-58 near the dual-gauge diamond (possibly not fully re-railed after first derailment). This delayed his train even more. **Ed** then got caught up in a multi-train traffic jam at Mt. View's E-54 with **Will** and **Dave** going west while **Ed** tried to pass them going east. **Will's** derailment across E-54 didn't help things. Meanwhile, **Savery** ended up stuck forever at E-7 in West Middleton with passenger train #43, waiting for **Ed** to clear the Gallery – which he couldn't do because he couldn't get by **Will's** derailment. *Savery mentioned something about a passenger riot on board.*

Speaking of **Savery**, he said that "Things went fairly well." Other than getting almost hit head-on at E-6 and then

stabbed at E-7 for way too long, that is. **Savery** ran #101, HC-3, #43, and CB-6 while having no problems of his own making.

**Dave Clinton** ran D&H PA-1 powered train #34 out of Cedar Hill. When he tried to run it out of the yard, he discovered that the 2<sup>nd</sup> engine wasn't MU'd. After some quick button pushing, he got going again only to find multiple switches thrown the wrong way, including the switch to the Larson Branch and then again into the steel mill. **Folks, please clear your mainline switches after you use them.** Moving down the line, one of **Dave's** D&H cars derailed three or four times and it was medevac'd to a repair yard. Next was #524 and #716, which both ran fine. Freight MC-7 had trouble getting into Chicago because the assigned track 8 was full; **Dave** was told to take any empty track which he did. His last train was commuter #547 from track 6 in Boston. Much to his surprise, there was no train waiting for him on track 6 (for details, see the **Peterson** chapter on page 13).

Local freight engineer **John Sheridan** had a fun time with BX-7 switching the Boston Division main. He had to replace his engineer & fireman because they were obliterated by the previously mentioned head-on collision at Richmond Mills with **Will's** #100. Later, there were a couple derailments (**Dave** and then **Will**) on the Mountain Division at White River Jct. while **John** is trying to work under them in Richmond Mills. *Added note: Dave almost fell off a step stool!* **John** said he had a couple switching errors but fixed them before leaving Essex, then he finished up and returned to Boston. **John** complained about his new Rapido SW1200s that hung up on magnets, grade crossings, and switches. Perhaps a little grinding down on the gearboxes might help?

**David Galbraith** ran local freight HX-1 down to Larson with brakeman **Jeff Griesemer**. They finished up early and **David** ran a mainline train (#525) at the end with no issues. All cars were picked up or set out in Larson.

Over in the Steel Mill, **Tom Ross** ran for the second time of switching out local BIC-1. His choice of motive power, a small steam engine, *probably* wasn't the best choice as it stalled constantly over most switches. Another issue is that he jumped out onto the mainline a few too many times, blocking various passenger trains. Even though I told him he could use the main, he really shouldn't.

**Jack Foley** ran Middleton as yardmaster. He reported a couple early derailments at E-6 but the problem possibly fixed itself as no other derailments happened there. **Jack** noted that the Ops Set-Up crew had not written down the train DCC numbers on the Middleton yard sheet. *Because it was already after 3:00 A.M. the night before.* One extra note is that there's a dead spot going over Yellow 5; trains had to be dragged over it.

First time Cedar Hill yard/stationmaster **Chris Barlow** had some interesting times in the big yard. He didn't do too badly for his first try (except for that rogue Budd car), but he did point out some issues. Namely that the crossover and switch to the Larson Branch do not have working lights on the Cedar Hill yard panel and that switch numbers are very confusing as they are seemingly out of order. Still, **Chris** got all the trains in and out of the terminal, but everything was late due to circumstances out of his control.

Trainmaster **Joe Dumas** was conned into taking the job as I had no one else to be volun-told. He kept his camera

ready, too, and got a few shots in. All train orders were handed out.

As for **yours truly**, dispatching was rather a headache this time with everything late and not getting better. It started with a situation where we had some kind of digital lightning bolt rip through the layout a week before the operation and randomly reset a bunch of engine decoders back to address 03. We thought we got them all...but we didn't. One of the victims were the DCC decoders I use to control the signals guarding the Gallery. They were suddenly 03 and so were a couple engines and a cab control car in Middleton, plus a few engines up at the Steel Mill and Cedar Hill. This meant that to turn on my signals, I had to put Function 1 on...which made my cab control car ring its bell all night (sorry **Jack!**).

The operation got off to a late start because we almost didn't have enough people. More folks arrived, which is great, but it'd be better if they got there early (*hint, hint*). **Chris** got tossed into Cedar Hill without training, **Joe** had to be the Trainmaster, **Tom** could have used more instruction, etc. It was rather chaotic at the start...and it never got better.

Our ceiling-mounted camera system is still inoperative leaving us blind and the whole thing might need to be replaced. We had poor radio communications with people not listing before transmitting, walking over each other, engineers not saying they were clear after asking for switches to be thrown, etc. All in all, it was a frustrating night for most of us. It was still fun, but it was a challenging kind of fun.

## Operations Review – Thursday Oct. 13<sup>th</sup>, 2022

This was all-local freight running instead of the mainline running on a timetable and fast clock that we did on Monday. We had seven peddlers to complete out of the ten that exist.

**Ed Carter** ran MX-4 in East Middleton. His reaction: "*Veni, vidi, vici.* I came, I saw, I conquered. Everything went fine. Well, that's a lie, actually." **Ed** used an ECL S-12 switcher because it has a nice power extender for getting over dirty track and dead spots. However, it wasn't extended enough and routinely had to be helped over certain bad spots. But the first problem was reprogramming it back to the correct DCC address because it had been reset to 03 like several others (see: Monday's review above). **Ed** says he must be getting better in Middleton because he actually finished the job this time; last time, he hadn't even finished the pick-ups. He had no complaints about the paperwork; everything was where it was supposed to be.

**Chris Barlow** did MX-3, the other Middleton job but for the west end. He complained that the west end of switch E-3 has a dead frog. It's a long enough frog that his engine wouldn't power over it. Other than that, **Chris** had no problems as he made all pick-ups and set outs.

**Al Munn** took his first crack at the still quite new BX-9 freight that handles the switching area on Leg 3. I guess it's been a while since **Al** has done car cards and waybills because he didn't know exactly what to do. He left Boston with his train of ten cars to be set out at the various Leg 3 industries. He got to the area and did all the

pick-ups, but he didn't do any of the set outs. **Al** returned to Boston with all his pick-ups and all his set outs, complaining the whole while about what he's supposed to do with all these "extra" cars. When I asked him why he didn't set out these "extra" cars, he said he didn't have any cards for them. Then I pointed at the box of car cards with "BX-9" printed on it, **Al** said he didn't know what was in it. When I said those're the cards for your train, he said, "Oh. Well, nobody told me!" ☺ Don't worry, **Al**; there's always next time.

**Yours truly** ducked into Hudson Falls and did half of JX-2 because I started about an hour into the operation session when it became obvious no one else wanted to do it. ☺ I got all the pick-ups done and was just starting set outs when it got to be 9:30 P.M. (quitting time). There's some work to do in Hudson Falls: the switch leading to Hudson Falls Manufacturing has a busted point (since fixed!), the grade crossing at the diner is a little too proud of the railhead causing my engine to die every time I went over it, and the crossover switch into Essex Yard had sticky points. There's also the usual dirty track issue in such a relatively unused area; we could use a permanently mounted "Briteboy-on-a-stick" chained to the layout in there (so it doesn't wander off). Not to mention that JX-2 needs a map on its clipboard (that's my fault).

Up in Cedar Hill yard, **Paul Cutler, Jr.** operated HX-4. He reports that switch 315 wouldn't throw all the way and a lot of minor derailments. He is the first person to switch out the new ice rack in the arrive/departure yard, and he said it's sure a long way away; it lengthened the job quite a bit. As for the rest of Cedar Hill, he did the car shop pick-ups but didn't get to the car shop set outs. This was the only incomplete industry for the entire job. Not bad considering it's by far the largest local on the layout. **Dave Clinton** and **Jeff G.** had lots of fun down in Larson with HX-3. At least this time, they only had themselves to worry about and not HX-1. They only had ten cars to pick-up and ten more to set out, but **Dave** complained, "The places to switch are short and curved, and you back up and there's more industries there...who designed this? It's a very difficult thing to do." **Dave** had trouble with his first engine, a brass loco, as it kept shorting around the trucks (brake shoes, probably). He replaced with a plastic Genesis engine and had no problems with it. **Dave** asked for advice on how to switch the area and was told to do all the pick-ups first, then the set outs (which is good advice for any local freight except HX-2 and BX-7, our traveling switchers). **Jeff** said it went great! However, **Dave** had one more complaint: modern cars with low side sills, "Suck!" because they are not easy to re-rail. ☺

**John Sheridan** took on HX-2 had no problems at all...except that a club-owned 40' WP Athearn boxcar got smashed by persons unknown into the bumper inside Fine Furniture so hard that the coupler fell off. The problem with this is that Fine Furniture has a glued-on roof and is glued to the layout making the job of retrieving the coupler lid and coupler a tricky prospect. Other than some

unscheduled trains running at Acela-like speeds on the Mountain Division, **John** had a pretty relaxing night.

The narrow gauge did operate on Monday and Thursday with **Bob England** at the throttle. There was no paperwork or anything, but Bob seemed to have fun and it's good to see the narrow gauge running.

**Tom Ross** was running around with his lightning-fast European loco, which is fine. But perhaps slowing down when approaching other trains might be advisable. ☺ Unlike our timetable operation on Monday, local freights have the right of way over "free running" mainline trains.

Lastly, **Joe Dumas** was filling the role of company photographer. His only complaint was that there weren't hardly any accidents to shoot. Sorry, **Joe**, but that's a good thing. ☺

So as messed up as Monday was, Thursday was much easier. But then, that's the point.

Paul Cutler III 

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