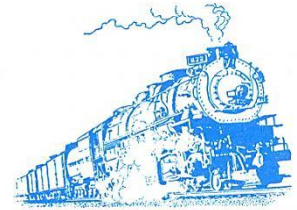


# The Semaphore

South Shore Model Railway Club

## NEWSLETTER

Home of the "East Coast Lines" since 1938



**FEBRUARY 26, 2024 ■■■■■■■■■■ VOLUME 44 ■■■■■■■■■■ NUMBER 2**

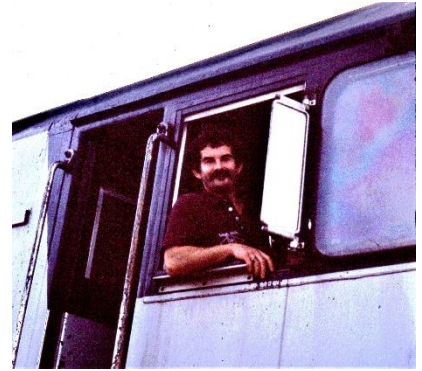


Operations 2/18/24



# The Semaphore

David N. Clinton, Editor-in-Chief



## CONTRIBUTING EDITORS

Southeastern Massachusetts.....	Paul Cutler, Jr.
“The Operator” .....	Paul Cutler III
Boston <u>Globe</u> .....	Paul Bonanno
Western Massachusetts.....	Ron Clough
“The Chief’s Corner”.....	Fred Lockhart
“Behind the Scenes”.....	Savery Moore
Mid-Atlantic News.....	Doug Buchanan

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	Jim Ferris
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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. ©2024  
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VOLUME 44 ■■■■■ NUMBER 2 ■■■■■ FEBRUARY 2024

### CLUB OFFICERS

President.....	Jack Foley
Vice President.....	Ed Bulman
Treasurer.....	Will Baker
Secretary.....	Bryan Miller
Chief Engineer.....	Fred Lockhart
Directors.....	David Galbraith ('24)
	Bob England ('24)
	Roger St. Peter ('25)
	Gary Mangelinkx ('25)

**ON THE COVER:** Views of our latest “Official Operations”, held on Sunday, February 18<sup>th</sup>. (Joe Dumas photos)

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## FORM 19 ORDERS

### FEBRUARY B.O.D. MEETING

Monday, February 26<sup>th</sup> 8 p.m.

### MARCH BUSINESS MEETING

Monday, March 4<sup>th</sup> 8 p.m.

### SPRING SHOW & OPEN HOUSE

Saturday, March 9<sup>th</sup> 9 a.m. – 4 p.m.

Sunday, March 10<sup>th</sup> 10 a.m. – 4 p.m.

### DCC & EQUIPMENT TUNE-UP CLINIC

Thursday, March 14<sup>th</sup> 8 p.m.

### NEWSLETTER DEADLINE

Sunday, March 24<sup>th</sup>

### MARCH B.O.D. MEETING

Monday, March 25<sup>th</sup> 8 p.m.

## CONTESTS

Congratulations to applicant **Larry Edwards** on winning this month's "50/50" drawing!

For **APRIL Business Meeting**, you will find a Word-Find Puzzle at the end of the newsletter. Extra copies are available on the wood case inside the train room door. Don't forget to put your name on your entry and good luck!

## CHIEF'S CORNER

Fred Lockhart



The Spring Open House and Show is upon us again. To be successful, we need a high percentage of participation from members. We have all the basics to do: putting out the flyers; placing of yard signs; cleaning up the club; packing the wood shop with all the items not needed for the show; setting up the White Elephant area; setting up tables for dealers; checking over the railroad for maintenance issues; cleaning track and removing any items that don't belong to be on it or underneath it. The big one is

signing up for selling admission and raffle tickets and the one job everyone enjoys is running trains during the show. Let's hope all goes well and we have a great show. The same applies for this show: I will be assigning tracks for each member to use during the show.

The Locker project is moving along quite well. As of now, the lockers are all stained and polyurethaned. So after the show, we will be assembling them and have them ready by the end of March.

For The Good of the club item--the last person or group out of the club, check that the doors are secure, lights are out, and TVs off before leaving the club.

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

Fred Lockhart  
Chief Engineer

## Semaphore Memories

### FEBRUARY 2019 (5 years ago)

- Boston Division benchwork moving along.
- Loco-net equipment relocated from staging room.
- B&O RR Museum to cosmetically restore first streamlined EMD loco: B&O EA #51, built in 1937.
- MBTA announces it wants to replace PCCs on Mattapan-Ashmont High Speed Line.
- European Union Commission does not permit merger between Siemens and Alstom, both RR rolling stock manufacturers.
- Citing budget pressures, California decides not to move forward with plans to connect LA to San Fran with high-speed rail. Only the Central Valley segment will be built.
- Ed Carter joins SSMRC.
- "Precision Scheduled Railroading" in the throes of controversy at both CSX and NS.

### FEBRUARY 2014 (10 years ago)

- Amtrak's newest locomotive, ACS-64 "Cities Sprinter" makes first revenue Boston-Washington run on Feb. 7<sup>th</sup>.
- Cedar Hill trackwork and electrical completed except for turntable and transfer table areas.
- Railroad Acquisition Holdings buys Montreal, Maine & Atlantic RR out of bankruptcy, changes name to Central Maine & Quebec Railway.
- BNSF Railway plans to purchase 5,000 crude oil tank cars, built to safety standards exceeded industry standard CPC-1232.
- Massachusetts House proposes changing name of South Station to "Michael S. Dukakis Transportation Center" but Dukakis doesn't want it to happen.

## **FEBRUARY 2009** (15 years ago)

- ✳ Canadian National completes acquisition of Elgin, Joliet & Eastern Railway in Illinois.
- ✳ "ACES" non-stop train service starts between New York City and Atlantic City.
- ✳ American Recovery & Reinvestment Act of 2009 includes billions of investment dollars for rail projects, both passenger and freight.
- ✳ Brand-new English 4-6-2 Steam locomotive dedicated by Prince Charles and named "Tornado".
- ✳ New York's MTA begins first subway expansion in 50 years, to new station at 34<sup>th</sup> Street on Manhattan's far west side.
- ✳ Roger St. Peter joins SSMRC.
- ✳ Joe Dumas joins SSMRC.

## **FEBRUARY 2004** (20 years ago)

- ✳ MBTA installs 4<sup>th</sup> track over Fort Point Channel at South Station.
- ✳ QBT's GE U18-b #21 sold to CT Southern RR.
- ✳ Lamoyille Valley RR in VT files for abandonment of complete 96-mile railroad.
- ✳ VT Rail System celebrates 40<sup>th</sup> anniversary.
- ✳ Montreal, Maine & Atlantic RR celebrates 1<sup>st</sup> anniv.
- ✳ Amtrak president David Gunn tells press that President Bush's proposal for Amtrak funding will shut down the railroad.
- ✳ Brand-new station opens in Mansfield, MA, after 50-years of passengers using a "temporary" station.
- ✳ Amtrak's *International* between Chicago and Toronto, Ontario, cut back to Port Huron, MI and renamed the *Blue Water*.
- ✳ Honorary Member Ray Welliver retires from the USPS and moves to Florida.

## **FEBRUARY 1999** (25 Years Ago)

- ✳ LDC begins design work of Benchwork for integration of the two sections of the old Middleton Yard into the new railroad.
- ✳ Original Japanese "Bullet Trains" retired, after 35-years of service.
- ✳ Lionel Corporation celebrates 100<sup>th</sup> anniversary.
- ✳ *California Zephyr* celebrates 50<sup>th</sup> anniversary.
- ✳ CPR sells final MLW (Alco) units off roster to New Brunswick East Coast Railway.
- ✳ Conrail's Altoona, PA, shop builds first GE "kit" locomotive; one of 58 C40-9Ws for NS, it's new owner.
- ✳ CSX closes famous Hyndman Tower, at the base of the Sand Patch Grade.
- ✳ Cranrail Corp. announces it will re-open Edaville by the summer.

## **FEBRUARY 1994** (30 Years Ago)

- ✳ Morrison-Knudsen opens Pittsburg, CA, plant for building "California Cars" for Caltrans and new BART cars.
- ✳ Spanish Talgo trainset sent to U.S. for testing in Pacific Northwest.
- ✳ D&H's Oneonta, NY, 52-stall roundhouse, one of the largest in the World, is demolished.
- ✳ MBTA begins construction of Neponset River Bridge for Old Colony Lines restoration.
- ✳ Boston-Worcester Commuter Rail Service approved for fall start-up.

- ✳ "Big E" train show attracts 18,000 people; last year for one-building show.

## **FEBRUARY 1989** (35 Years Ago)

- ✳ *Metroliners* celebrate 20 years of service.
- ✳ Seasonal train service from Braintree to Hyannis, started in 1984, discontinued.
- ✳ Subway fares rise from 60¢ to 75¢.
- ✳ 11,200 admissions to "Big E" train show.
- ✳ B&M's leased GP38s returned to owner.
- ✳ Florida's "Tri-Rail" commuter line starts.
- ✳ Bombardier begins delivery of 50 Amtrak "Horizonliners". (Glorified commuter cars.-Ed.)
- ✳ B&A brick freight house in Palmer, MA, demolished. Was last to have "B&A" sign.
- ✳ NYS&W wins bid to operate bankrupt D&H for 18 mos.

## **FEBRUARY 1984** (40 Years Ago)

- ✳ A&D Toy Train Museum opens in Middleboro.
- ✳ Bay Colony RR signs 30-year lease to haul trash from the Cape to Rochester incinerator/power plant.
- ✳ First locomotives arrive in Scranton, PA, from Steamtown's move from Bellows Falls, VT.
- ✳ "Superliner" Baggage-Coaches converted to straight coach configuration for increased capacity.
- ✳ MBTA scraps last ex-Pennsy P70 coaches.
- ✳ Ron Clough spearheads volunteers sewing new black curtains for side of layout.
- ✳ Giant fire destroys bridge piers for tracks leading out of North station. Temporary terminal set up across river in Summerville.
- ✳ Timothy Mellon consummates deal to buy whole D&H for \$500,000, with condition that Guilford would not liquidate it. (A big lie!-Ed.)
- ✳ Clarendon & Pittsford Railway purchases D&H branch from Whitehall, NY to Rutland, VT for \$600,000.

# POTPOURRI

**NEW YORK CITY TRANSIT'S** first R211T open-gangway subway cars entered service on February



A look along the length of one of New York City Transit's new open-gangway subway trains, with no doorways between cars.

2<sup>nd</sup> , operating on the C line between Washington Heights and East New York, following an inaugural ride featuring Gov. Kathy Hochul and Metropolitan



New York Gov. Kathy Hochul and MTA CEO Janno Lieber stand in the accordion connection between the open-gangway subway cars during the inaugural ride.

Transportation Authority and elected officials. Hochul also announced that 1,000 of the city's subway cars are now equipped with security cameras, part of an effort to equip the entire 2,700-car subway fleet that began in 2022. The MTA says the new Kawasaki-built trains, which have accordion-type connections between cars to allow passengers to walk from one car to another, rather than doorways, are the first open-gangway cars to operate in the modern history of U.S. subways. MTA predecessor Brooklyn-Manhattan Transit Corp. ran three-car open gangway segments between 1925 and 1965. "The average age of MTA subway cars is 25 years old and our oldest subway car, the R46, is nearly 50 years old," MTA CEO Janno Lieber said. "As the 20-year Needs Assessment pointed out, the MTA needs to acquire thousands of cars, they need to be the most innovative designs and be eligible for federal funding. This pilot program will teach us if the open gangway design works for New Yorkers."(TN)

●●●●●●  
**THE LANDMARK MICHIGAN CENTRAL** Station, undergoing revival by the Ford Motor Co. as a technology hub, could also become the home of a hotel. A spokesman for the Ford subsidiary overseeing the station's redevelopment said that the company is seeking a zoning change from the current heavy industrial use to one that would allow a hotel on the top two or three floors of the 15-story tower. Future details, including the brand of hotel, would be announced at a later date. The company had previously indicated an interest in having a hotel as part of the facility, but said the COVID-19 pandemic had affected those plans. Ford bought the long-derelict building in 2018 for a reported \$90 million and renovations have been underway since; it took six months just to seal and begin drying out

the building after years of decay. The building will have its public reopening on June 6. First teased with the projection of the June 6 date on the side of the building, the opening was confirmed by the Ford subsidiary overseeing the building project in a statement: "We know Detroit and the world are eager



to see how we've brought Michigan Central Station back to life. We are excited to show the first glimpse of the station on June 6, 2024, as we open its doors once again. The 15-story building in the city's Corktown neighborhood opened in 1913 and closed in 1988. It has been undergoing a lengthy renovation since purchase by Ford, reportedly for \$90 million. As of early 2022 — when it was announced Google would become part of the 30-acre technology campus — renovation costs were reported to have reached \$740 million. (TN)

●●●●●●  
**AMTRAK IS BEGINNING** to give its General Electric locomotive fleet a look in keeping with its



newer units. Fresh from an overhaul at the Beech Grove Heavy Maintenance Facility, Amtrak P42 No. 174, manufactured in 2001, sports a variation of the paint scheme the company uses on its new Siemens Charger locomotives as it leads the westbound Cardinal on Monday, Jan. 29, at Munster, Ind. It leads an overhauled Pacific Surfliner coach-baggage and Superliner sleeping car in front of the train's regular consist. Amtrak spokesman Marc

Magliari says the locomotive was the first to be painted in the “Phase VII livery because it was the next due through the Beech Grove paint booth after the older materials had been depleted. All the materials for Phase VII were on hand, and it wouldn’t delay the release of a locomotive into service. This is the most efficient way to get our legacy equipment matching the new ALC-42s.” (TN)

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**THE MBTA ELIMINATED** 16 speed restrictions during two sets of maintenance shutdowns on the Green Line this month, the agency said Monday, including the completion of all work related to out-of-gauge track stemming from the construction of the Green Line extension between North Station and the Union Square and Medford/Tufts stations. (TN)

●●●●●●

**CRUISE-SHIP PASSENGERS WILL SOON** be riding Conway Scenic Railroad’s trains over its Mountain Division through picturesque Crawford Notch in New Hampshire’s 6,000-foot-high White Mountains. Service is expected to begin in June. The railroad will offer ship patrons another option for shore excursions when they debark at Portland, Maine, a popular port of call for at least 75 domestic and foreign-based vessels each year. Seeing growth potential, Conway Scenic has geared up by purchasing a tour-bus company to handle ground shuttles, and by beefing up its passenger-car fleet. In Portland, ship passengers spend from 8 to 14 hours on layover, taking in such activities as bicycle rentals, lighthouse and brewery tours, a tall-ship voyage, narrated historical bus tours, and the Maine Narrow Gauge Railroad. This pause allows enough time for a 1 hour, 45-minute bus shuttle to North



Conway (about 50 miles), a one-way 25-mile train ride, local shopping, and a return to the Portland dock before sailing time. Conway Scenic’s marketing manager (and *Trains* columnist), Brian Solomon, said the railroad bought VIP Tour & Charter Bus Co. last month, and purchased three former Canadian National coaches from Age of Steam Roundhouse Museum in Ohio. (TN) That

GP35 in Maine Central “Harvest Gold” looks great in New England foliage!-Ed.

●●●●●●

**SHORT LINE MASS COASTAL** Railroad is acquiring the assets of Bay Colony Railroad, which serves three customers on 35 miles of state-owned track in southeastern Massachusetts. Mass Coastal currently operates 135 route-miles in Massachusetts and Rhode Island, including trackage rights on CSX Transportation, and interchanges with CSX in Taunton and Middleboro, Mass. The company provides custodial services — maintenance, dispatching, and strategic planning — on another 42 miles of state-owned track used by CSX and the Massachusetts Bay Transportation Authority, the Framingham Secondary and Middleboro Secondary. “The Bay Colony properties are an welcome addition to our existing 97 miles of track and will enhance our freight shipping capabilities on behalf of Massachusetts business and residents,” Mass Coastal CEO Chris Podgruski said in a press release. (TN)

●●●●●●

**AMTRAK AWARDED A CONTRACT** to build the brand new, state-of-the-art Frederick Douglass Tunnel in Baltimore, which will serve electrified Amtrak and MARC commuter trains. This is one of the largest infrastructure projects on the East Coast, and the Kiewit Corporation/ J.F. Shea Joint Venture brings extensive experience with tunneling projects around North America. Early construction activities are already underway for the Program, and today’s announcement moves one step closer to unlocking the Northeast Corridor’s biggest bottleneck between DC and New Jersey. This generational investment will improve reliability and travel times for more than 12 million annual NEC riders, as well as the Maryland Transit Administration MARC Penn Line. This major milestone marks a significant leap forward in Amtrak’s commitment to transforming train travel and delivering a new era of passenger rail in America. (Amtrak)

●●●●●●

**CONSTRUCTION WORK ON A NEW** train station IN Brattleboro, Vermont, which will include the first elevated passenger platform in the state, is now set to start in March, says Amtrak Lead Public Relations Specialist Jen Flanagan. Enfield Enterprises, LLC has been hired to execute the work, which is expected to take 18 months to complete.

The new Amtrak station plan was approved by the Development Review Board in December 2020 and administratively renewed through December 2023. The Selectboard, on behalf of the town, voted unanimously to allow Amtrak to use a portion of the

Depot Street parking lot to build the new station and platform. In addition to the easement from the town, Amtrak has had to negotiate a lease with track owner New England Central Railroad and work with the Vermont Agency of Transportation, the State Historic Preservation Offices of the National Park Service, and Green Mountain Power. The new station on the east side of the tracks will include a 36-seat waiting area, a restroom, an engineers' room, and a covered outdoor area with bench seating. The project includes rebuilding existing siding track and switches and a new, 345-foot-long platform set 48 inches above the rail, a feature that will allow level boarding. The new facility will also include an electric snow-melting system and new lighting, signage, and drainage. The full station project construction cost has been estimated at \$7.4 million. Amtrak has also spent \$1.7 million on track work and \$1 million on design, so the total will be \$10 million by completion, Flanagan says. Currently, Amtrak uses the basement of the Brattleboro Museum & Art Center as its Brattleboro station. The space now used for the waiting room was once the baggage storage area when the building was an active train station from its opening in 1916 until its closure in 1967. (RUN)

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**CSX HAS RELEASED** its 10th heritage locomotive,



No. 1836 honoring the Richmond, Fredericksburg & Potomac. (TN)

●●●●●●  
**THE MBTA IS RECEIVING** a \$200 million allocation from the millionaire's tax to address safety, hiring and retention and to improve infrastructure across the beleaguered transit network. A day after commuters couldn't get to downtown Boston using the system's three most popular lines due to an onslaught of issues, MassDOT's Board of Directors approved transferring \$200.8 million to the MBTA – \$180.8 million for physical infrastructure improvements and the remaining \$20 million for workforce and safety initiatives. The pool of money is the first allocation the

MBTA has received from the Millionaire's Tax, or what officials refer to as the Fair Share Amendment. Bay State voters in November 2022 approved a 4% surtax on incomes above \$1 million annually, with the revenue dedicated to improving education and transportation. (RUN)

●●●●●●  
**THIS MONTH'S COAL-FIRED** photographer's snow-train special marked the end of an era as the Durango & Silverton Narrow Gauge Railroad moves to complete its conversion to recycled motor oil as a fuel for its fleet of a half-dozen active steam locomotives. The all-day excursion was powered by 2-8-2 No. 481 (Baldwin Locomotive Works, 1925), a former Rio Grande Class K-36 Mikado that is D&S's only remaining active coal-burning locomotive. It shared the railroad that day with D&S's regularly scheduled winter passenger train, pulled by oil-burning No. 480 (BLW, 1925), another Class K-36 engine. "We've been on a long process of converting all of our locomotives to burn oil," said Russell Heerdt, special events coordinator and a qualified D&SNG engineer and fireman. "We're down to the last one that's operational. We knew this day was going to come. "We thought maybe we'd keep it through the end of its 1,472 (-day boiler certification) as a coal-burning engine," but "business is at a point where we need every single locomotive." Durango & Silverton has just posted two record-ridership years, 219,000 passengers in 2022 and 245,000 in 2023. During peak season, the company runs three trains a day: a multiple-unit, two-diesel 12-car passenger train to Silverton (45 miles), a double-headed 14-car steam train to Silverton, and a single steam engine on a 12- or 13-car train to Cascade Canyon, 26 miles, or roughly halfway to Silverton. Handling 1,300 passengers a day requires most of, or all 40 of, the railroad's cars to be available. "The post-COVID traffic is where we're seeing this huge influx," said Heerdt. Before the pandemic, the road carried 180,000 to 200,000 passengers a year. A changeover to oil began after wildfires in 2018 damaged 54,000 acres of forest land adjacent to the right of way through the rugged Rockies. Federal officials blamed the railroad, which was then using exclusively coal-fired engines, which can spread hot sparks or embers. Local businesses were forced to suspend operation, as was D&SNG. The cause was never proven conclusively, but the railroad made a business decision to opt for oil fuel to eliminate any doubt about, or disruption to, future operations. (TN)

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**CALIFORNIA'S DEPARTMENT** of Transportation, Caltrans, announced a \$127 million agreement with Stadler Rail on Wednesday to purchase six more hydrogen-powered passenger trainsets, bringing to 10 the number of the trainsets on order for use in the San Joaquin Valley. The funding comes \$407 million for the California State Transportation agency to purchase or lease clean bus and rail equipment and



infrastructure, part of the state's larger \$10 billion, multiyear zero-emission vehicle package. The trains will be used between Merced and Sacramento on the planned Valley Rail service, the San Joaquin Regional Rail Commission's program to expand the Altamont Corridor Express and commuter operation and add frequencies to Amtrak's San Joaquins. The first trainsets are expected to enter service in 2027. (TN)

●●●●●●  
**STEAM LOCOMOTIVES DROPPED** their fires for last time in everyday use in China in mid-January with the end of operations at a coal mine in Xinjiang Province, ending three decades during which the country became famous with railfans worldwide as the last refuge of steam operation. New steam locomotives were still being built in the late 1990s. Steam locomotives remained in widespread use, mainly at coal mines and steelworks, all over China. These locomotives, most of which were SY 2-8-2s (1,860 built between 1960 and 1999) or JS 2-8-2s, have been slowly replaced, mainly by secondhand diesels, of which there are now many as China has invested heavily in high speed rail and mainline electrification over the last two decades. Two SY locomotives are in the U.S. although they never ran in China, having been built to order in 1989. A third similar locomotive was lost at sea on the way from China to the U.S. in 1991 when the ship carrying it was sunk by a typhoon. (TN)

●●●●●●  
**THE MBTA ALSO ELIMINATED** eight speed restrictions during a 10-day shutdown of portions of the rapid transit Red Line that concluded Feb. 14, the agency announced February 16th. Work

included installation of 2,500 feet of rail; installation of a switch; regauging of the third rail and other work at the Alewife crossover; replacement of signal bonds, approximately 3,500 feet of signal cable, and repairs on track circuits; tunnel inspections; and various station inspections and repairs. According to the MBTA's speed restriction dashboard, Red Line restrictions now cover 7.9 miles, down from 8.7 miles. (TN)

●●●●●●  
**ACTIVIST INVESTOR** Ancora Holdings Group, which seeks to oust current Norfolk Southern CEO Alan Shaw, would replace him with former United Parcel Service President Jim Barber Jr., the investment group said recently, in announcing its slate of eight candidates for the company's board of directors. (TN)

●●●●●●  
**I ENJOYED THESE ARTICLES** in this month's RR magazines and can suggest them for your reading:

**TRAINS**

- 1,000 and Beyond
- 1,000 Trains a Day
- Lake Shore Limited: A Survivor
- When Investment Went Awry
- The Eads Bridge: The Improbable Masterpiece
- Bill Stephens
- RR Investors Can Be Their Own Worst Enemy
- Preservation

**MODEL RAILROADER**

- When the Penny Still Climbed the Mountains
- Tips for Building a Road Bridge
- Model Railroader Hall of Fame
- On Operation
- Two Tower Treasures

**MODEL RAILROAD CRAFTSMAN**

- Dummy Third Rail for Modern Transit
- A Simple Operator's Control Box
- Kitbash a Central Vermont 2-8-0

News sources: Boston [Globe](#), [Trains](#) "Newswire", [Railway Age](#), [Railpace](#) Newsmagazine, Rail Users Network, Rail Passenger Association.

**EQUIPMENT REFRESH CLINIC**

Six members attended this month's clinic. **Al Munn** started the fun with a BAR SD40-F "Draper-taper" by Bowser. Loco would not run and indicated "No Ack" on the tester, indicating that no





decoder was found. This was in spite of the box indicating ESU LokSound installed. It was determined that the decoder was defective and should be returned to Bowser for repair or replacement. He then continued his installation of the DH123 into an Athearn "Bluebox" SW-1500, also dressed in BAR. He got everything working but was not able to put the shell on the chassis—just no clearance for the large decoder. It was decided that the DZ123 would have been better and he would have to replace his installation. Blame on Ye Ed, for not catching this before he installed the DH123 he already had.

**Chris Wheeler** had one of the Bochmann "Doodlebugs", dressed in B&M maroon with gold lettering. He also had the DH123 decoder, which needed to be hard-wired onto the light board and there is plenty of room inside for the decoder to hide. The light bulbs included were wired directly to the power rails, so there was no need for the usual 270-ohm resistor, which we have previously used in similar



models. Removing the shell was the biggest problem, as some of the glue used in assembling had leaked and bonded the shell to the chassis. Everything worked fine.



**John Sheridan** brought two locos to lubricate, change couplers and register: Baldwin "Centipede" in PRR colors by BLI and a MEC RS-3 by Bowser.

**Savery Moore** brought his Athearn Genesis 4-8-4 "Daylight" loco for wheel repair and re-gauging. Some of the electrical "wipers" had moved and were not doing their job. A fairly easy fix for Savery.



**Ed Carter** brought two Walthers Sleepers in PRR paint, wanting to install light bar LED's in them. He had purchased the lights at the "Big E" and all he needed was to add the 820mf capacitors to each to cut down on "flickering", when bad contact is caused by dirty track, wheels, and dead spots on the track. He successfully wired both cars up and now his passengers don't have



to travel in darkness!

**Dennis Hester** brought in two new Athearn Genesis specially-decorated locomotives: the UP's "ONE" and the NS's "9-1-1". Very colorful and unique but came DC. So, he installed a 21-pin ESU motor decoder in each...an easy "plug 'n play" but good training for how to take the shell off and not destroy all the little wires inside for the "light show" that these locos have! Installing Kadee "whiskers" was his last job on these.



Another successful evening, especially considering what we were working on. Thanks to Joe Dumas for the pics. The next Clinic will be **Thursday, March 14<sup>th</sup> at 8 p.m.** Let me know if you have any questions about the clinics.

*Stream our Railroad DVDs at Home!*

**Chris Wheeler** has been busy scanning our collection of over 300 railroad DVDs and placing them on a special server run by Plex. If you're interested in watching these DVDs in the comfort of your own home, please request an "Invitation" from Chris, either in person or with an email to: [webgrub@gmail.com](mailto:webgrub@gmail.com). He will send you an email with the link and instructions on joining this free service.

Thanks so much to Chris for taking on this project on his own and expanding the ability to view our wonderful collection of DVDs!-Ed.

## LIBRARY CORNER

Dave Clinton

Donations to our Library collection this month:

From Ye Ed: **Rio Grande Steam Finale** from the collections of the Center for Railroad Photography & Art; 2023; CR&P publisher. This 230-page, hardcover book is mainly b&w photos but is a tremendous collection of essays and photos from Don Hofsommer and Karl Zimmermann, including photographs by Tom Gildersleeve, John Gruber, Victor Hand, Jim Shaughnessy, Fred Springer and Richard Steinheimer—all esteemed railroad photographers. Anyone who has a fondness for the D&RGW three-foot narrow gauge railroads will enjoy this book to its fullness. Even more so, if you've ever travelled on the Durango & Silverton RR or the Cumbres & Toltec Narrow Gauge RR. And if you haven't, you will be adding these railroads to your "bucket list" after reading this book! They are both "trips of a lifetime", in this writer's opinion.

New Library books are introduced on the Breakroom table for 30-days and then placed in the library. They may be checked-out (and back in) anytime by using the form on the return tray in the breakroom. Happy reading!

## EDITOR'S NOTES

1. Our first **"Christmas Model Railway Open House"** was quite the success, with 156 attendees and over \$500 in donations received.



Thanks to **Dave Galbraith** for suggesting and organizing the event and to all of those members who ran trains. Also, thanks to "Santa" (played by Dave's son) who added something special to the festivities. Trains and Christmas *do* go together, don't they.

2. **"Trains 'n Touchdowns"** attracted 18 members and applicants to a fun

- day of running trains around the railroad without crashing. A good time was had by all!
3. **"Official Operations"** had 15 members and applicants participating in our first Sunday session in four years. All trains were run in the first part but several local freights did not in the second half of the operation. We all had a good time, though, operating trains "like the real thing". Thanks to Paul Cutler III and his crew for the 25+ man hours spent setting up these sessions.
4. **Coming up in less than two weeks** is an opportunity to again run trains but this time to show our work off to the general public, "the great unwashed", as Barry Doland used to say. Sign up to help out in one of the many areas that helps bring our "Show and Open House" together!

.....*David N. Clinton*

"Let all that you do be done in Love." (1 Corinthians 16:4)

## MEMBER NEWS

**Bryan Miller** is continuing treatment for his serious brain tumor, with the shunt to be removed early next month, followed by a series of radiation treatments.

**Dan Peterson** is in the process of taking medication for radiation treatments starting next month, also, following diagnosis of prostate cancer.

We keep both of these members in our thoughts and prayers for their successful recovery and happy return to be with us. God bless you both.

(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

My apologies for forgetting to update last month's newsletter with the **February Birthdays**. Here's a "Belated Birthday" celebration for all of the February babies:

- Bob Farrenkopf ..... February 2<sup>nd</sup>
- Jeremy Cahill ..... February 3<sup>rd</sup>
- Don Pierce ..... February 5<sup>th</sup>
- Steve Wintermeier (H) February 5<sup>th</sup>
- Jeff Griesemer..... February 5<sup>th</sup>
- Roger St. Peter ..... February 6<sup>th</sup>
- Dennis Hester ..... February 16<sup>th</sup>
- Paul Agnew..... February 18<sup>th</sup>
- John Walker (H) ..... February 26<sup>th</sup>



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

Joe Dumas..... March 4<sup>th</sup>  
Bob England ..... March 7<sup>th</sup>  
Marlowe Fairhurst .. March 11<sup>th</sup>  
Larry Strumpf ..... March 13<sup>th</sup>  
Peter Palica..... March 28<sup>th</sup>  
**Running Extra**



Outbound Old Colony train crossing Water Street in Hingham. Crossing watchman holding "Stop" sign. Date and photographer unknown.

# RR ROLLING STOCK

X L K V I C T K O L O P U J I R O U R X  
 T O S J R L H Q H H Z O E C Z B N K O L  
 E C I R N R A C X O B Y E I S T U C Y K  
 U P V E B D E F Z I S R W E A S Y A E A  
 J H T G D L S D X J E Z R L E M B R Q Q  
 V K P P K E O U N E E V F N C W F O W C  
 A M V C E D R U F E A B R Z F P L T K G  
 P G C C U O G E N T T X V L V O C U I Z  
 J I T O Z O R Y I G Q O L G C N J A Z D  
 R G F N V H T O C J E Q E O H H N V Z L  
 F F H Z C E N D Q D N N M J X P E Y F K  
 R I F A K U R F S Q V O L Y N F M I S K  
 B E O K O G P E I R T H U I N S J C B U  
 N C F L C K H M D I M Q Z K K Q T G P T  
 H Q S E Z O R W V H G Z F U S F Z V R J  
 Z H E T E L T E E S O O B A C J R C G I  
 Y X L U D R S K K K N P M I Z J J T E K  
 U O X O C W L I P V D D P E V W G I G N  
 H O P P E R C A R Y O E B E O F Y O M A  
 D B U R V A R L C T L Q Q W R L F A D T  
 I C I H X H V W G I A D S L E E P E R I  
 N I Y W X Y G W G Y N W S B D B Z Q P O  
 E N J J K U A X I R N A Q X W B I G Q Q  
 R C Q D X E N N B B E O H V A V Q R X Z  
 F C W Q E C E N B X D X L C X W F E J X  
 H X R R O E X V Z U H I C B E J U W E R  
 O Y F F C X R H R A U Q R D C M Z N J G  
 Y J L C F F G T E A G F I E V Q V L C Y  
 I S P P J B M C M P G T X F Q F M L Y I  
 X I U L J V B S H T Y P V E U A A K A U

AUTORACK  
 COVERED HOPPER  
 HOPPERCAR  
 MECHANICALREEFER  
 TENDER

BOXCAR  
 DINER  
 ICE REEFER  
 OBSERVATION

CABOOSE  
 FLAT  
 LOCOMOTIVE  
 SLEEPER

COACH  
 GONDOLA  
 LOUNGE  
 TANK

Words can go in any direction and can share letters as they cross over each other. NAME: \_\_\_\_\_