

LOWELL FOLK FESTIVAL IS A HUGE SUCCESS...AGAIN!

The city of Lowell, Mass. once again hosted the annual Folk Festival on July 24,25,26, 1992. The Festival was again a great success, and The B&MRRHS was proud to have been a part of the festivities. The Society's contribution was a display from our hardware and archives collection. The display was located in the B&M combine on Dutton Street. The Festival is an excellent opportunity for your Society to reach out to the general public and share our excellent collection of B&M artifacts with them. It gives people a better understanding of the Railroads importance in the development of our nation, and on a local level, on the development of our cities, and their commerce.



Ed Felten and Jim Nizus, Jr. work on the outside exhibits for the Folk Festival.

Over the course of the Festival's three days 4,126 visitors toured the Society's exhibit in the combine. The Festival is an excellent opportunity for the Society to have our presence known in the city. Lowell is fast becoming a home to the Society, and this type of activity helps to strengthen our ties to the city. There were many people involved in making the Society's exhibit a success and I would like to thank everyone, and if I missed any one, I apologize.

[Jim Nizus, Jr.]

Thanks go to the following organizations: Lowell Historic Preservation Commission, Lowell National Historical Park, Lowell Heritage State Park, and to the following individuals, Mike Basile, Fred Brown, Carl

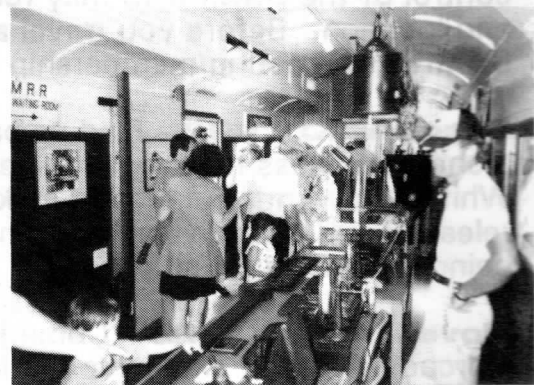
Byron, Rick Conard, Gerry Dube, Ed Felten, John Goodwin, Dan Hyde, Paul Kosciolk, George Maniatakos, Russ Munroe, Dick Nichols, Karen Nigus, James Nigus, Sr., Don Robinson, John Allen Roderick, Joe Shaw, Dick Symmes, Arnold Wilder, Buddy Winiarz, and Peter Victory.



(left to right) Society members Jim Reardon, Joe Shaw, Mike Basile, and Paul Kosiolek watch a young girl try her hand at an "interactive display" outside the Society exhibit.

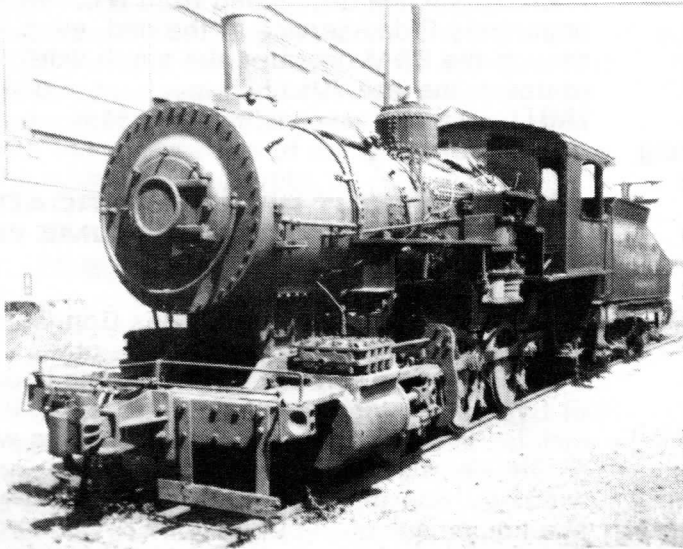


Past B&MRRHS Bulletin Editor and Charter member of the Society Richard Symmes, watches from the combine doorway as part of the over 4,000 visitors learn about the history of the B&MRR.



Fred Brown behind the display case in B&M combine.

B&M 410 starts on the road to restoration...cosmetic, at least!



Boston & Maine 410 as it sits in Billerica August 1992.

A former Boston & Maine 0-6-0 switch engine is getting a new lease on life.

After sitting dormant and neglected in Billerica since 1979, restoration work is finally under way on B&M 410. The Lowell Historic Preservation Commission, Lowell National Historic Park, Lowell Heritage State Park, and the B&MRRHS have combined resources to cosmetically restore the B&M loco.

Work was officially begun on August 8, 1992. As with any project of this sort, we will be needing the service of as many

volunteers that we can possibly line up. If this is something you would enjoy being a part of please write to the address below, giving us your name, phone number, and when you could work. There is no need for specific skills, as there is always plenty of work to be done getting the loco ready for painting.

To volunteer with either time or financially, please write to: B&M 410 Restoration, PO BOX 9116, LOWELL MA 01852.

KUDOS FOR THE JULY/AUGUST NEWSLETTER

Your editor received many positive comments on the appearance and timely delivery of the July/August B&MRRHS Newsletter. Although this required a little more diligence on my part, the real credit goes to Jeff Ursillo who composed the data onto galleys from a floppy disk, printed the Newsletter and added the Modeler's Notes from Bruce Bowden and Bob Warren, the three of whom live south of the "Mason-Dixon Line"!

One of the best aspects was the clean typeset appearance. Some of the comments of the past were unkind remarks toward dot matrix printers, and typos etc., some of which I was responsible, and some creeping in after I sent the copy out for printing. Generating a Newsletter delivered to your mailbox in

a timely manner requires teamwork from all participants. And all of us being highly underpaid, but inwardly satisfied volunteers tend to put the Newsletter at a lower priority when the boss is looking for his job.

When time is lost in the beginning of the cycle, then it is next to impossible for the next folks in the chain to make up the time. For the July/August issue, the teamwork produced results!!! It looked good, it was not destroyed by a stamp canceling machine and it was delivered on time, and for that we need to credit the Florida and Georgia gang and the U. S. Postal service, but particularly, Jeff. Now, the challenge is to maintain it!!! Thanks Jeff!!!

[ABT]

IN AND AROUND NORTH STATION

Work continues in the North Station area. As all ten high-level platforms are being extended in toward the 1929 vintage station where the platform began until the 1950s, work continues underground constructing a 1300-car parking lot. The track extension by the way, will allow for nine-coach trains to leave from the pedestrian portals of the station. Keep in mind that the current commuter rail car is in the area of 85-foot long considerably longer than the coaches of the thirties forties and fifties.

The parking lot continues to receive a lot of criticism because many feel that such a lot should encourage leaving your car in the suburbs and using rapid transit or commuter rail to come into the city. Nevertheless, construction continues. In addition to the underground parking lot, work continues to construct the underground segment of the MBTAs Green line. That will mean eventual dismantling of the remaining elevated structure in the city, not counting the elevated viaduct between the Science Park station and the terminal Green line station of Lechmere. The viaduct has been listed for several years as a National Historic Structure.

Commuter rail service on the Reading/Haverhill line was temporarily suspended from Malden to North station during the last week of August. A large steel beam was to be installed in the Malden Commuter Rail station so that the large F40PH (stretch 40s) locomotives could be supported on the viaduct over Malden which is shared with the MBTA's Orange Line rapid transit. Over the years, FP10s and the smaller F40s provided the motive power.

The underpass at Wellington near the GTI turnout had some height built in by lowering the bottom and shaving the ceiling to allow the F40s and bilevels to have vertical clearance. Until recently, the MBTA had a share arrangement with Guilford on a by pass track over the overpass.

During the interruptions, the Commuter Rail trains used the Oak Grove Orange Line Station a few blocks north of the Malden Station, and passengers were able to cross over to the adjacent platform. This was the same passenger transfer scheme used on the Reading/Haverhill line after the boarding area of North Station burned several years ago.

On the south side, the MBTA started an experiment by running trains from the Attleboro station on Sundays. Except for the holiday seasons, the south side has not had any Sunday service at all, and Framingham line has not had any Saturday or Sunday service. The North side always had Sunday service (except the Eastern Main from North Beverly to

Ipswich).

This situation came about because of work rules going back to the pre-MBTA railroads. The B&M had a 7-day schedule, and therefore had seven day service. The Penn Central operation had 6-day service and the Framingham line descended from NYC/B&A apparently 5-day service at the end, even though the B&M operated the south side routes in the late 70s.

[ABT]

CONNECTICUT RIVER RAILROADS AND CONNECTIONS, VOLUME III AVAILABLE

R. W. Nimke's third volume in his Connecticut River Railroads and Connections 8- or 9-volume series is ready. This volume is one of two discussing the Claremont Branch. It includes a short history on the Branch as well as the Electric Railway, photos, maps, sketches, charts, railroad operations, engines, and equipment of the Claremont & Concord Railway. Industries and electric railway traffic information is included as well. The Branch to and including MP-4 (Washington Street) is described. With 208 pages on 9 x 12-inch stock, and some 700 photos, this hardcover volume is priced at \$39.50 postpaid from R. W. Nimke, RR#1 Box 470, Walpole, New Hampshire 03608. Unless I'm mistaken, this volume is available from the author only; it is not retailed anywhere else. [470 Railroad Club, 8/92]

Enclosed with this Newsletter is a very important piece of paper, the annual Society ballot. In this time of national elections, we have one more choice for you to make! PLEASE take the time to read the candidates statements (see page 5) and fill in your ballot. The votes will be counted at the October meeting, so please be prompt. As always, to vote, enclose your ballot in a small envelope marked ballot on the outside. Enclose the ballot envelope in a regular mailing envelope, and mail it to the address below. This procedure allows the ballots to be put into the ballot box with no postmarks, etc. that could identify the ballot. All mail will be picked up on the afternoon of the election. As always, you can vote in person at the meeting.

Mail ballots to:

**B&MRRHS BALLOT
PO BOX 2936 *MIDDLESEX ESSEX GMF
WOBURN MA 01888**

CAMPAIGN STATEMENTS

CANDIDATES FOR PRESIDENT:

CARROLL ROBBINS

I have been a member since 1985. I am a former Treasurer, present Director and chairman of the By-Laws Committee. This 1280 member Society has come a long way in the last four years and needs an experienced leader that can combine the best of our past with the possibilities of our great future. Thank you for your vote.

ALLEN BURDETT-THOMAS

The Society is growing rapidly in both scope and mission despite a poor economy. This requires greater diligence by the Society's administration to address the wants and needs of the Society membership in a positive manner. I am an Information Systems Manager in transportation systems assigned to several U.S. DOT agencies, and also very active in current railroad engineering and planning issues with two Massachusetts statutory agencies. As past-President of the Boston chapter of the Society for Technical Communication, manager of technical seminars, and awarded bachelor in management and master in education degrees, my leadership capabilities and background are well demonstrated.

FOR VICE PRESIDENT:

PATRICIA BYRON

As a candidate for Vice-President, I bring experience in the fields of politics, business, and public relations. Since we are working closer on a daily basis with the National Parks Service at Lowell, now our meeting place as well as our archives and hardware collection home, our ability to work with the political and bureaucratic system becomes increasingly important. Also, our BY-LAWS need structural—not cosmetic—revision, to reflect the changes in the IRS (501C) Tax Code. I can provide hands-on experience in these areas, to meet the challenges and opportunities that lie ahead in the coming year. I respectfully ask for your vote in the upcoming election. Thank you.

RICHARD NICHOLS

I wish to continue serving the B&MRRHS and hope that you will consider me for the office of Vice-President, which I am now seeking. It has been my pleasure to serve on the Board of Directors of our organization over the past several years, and this experience has, I feel, prepared me to be an effective officer of the Society.

FOR BOARD OF DIRECTORS:

MICHAEL E. BASILE, JR.

As a relatively new member, I have enjoyed being involved in a number of Society functions. These include working at various train shows, working at the past two Lowell Folk Festivals displays, and being a regular attendee at club gatherings. I am a self-employed businessman with experience in volunteer organizations, and would appreciate your consideration for one of the three directors seats on this year's ballot.

PAUL T. KOSCIOLEK

In addition to my affiliations to the B&MRRHS, which include participating in numerous Society activities, I am a life member of the U.S. JCI (Jaycees) Senate, and clerk of two Lowell-based non-profit organizations which have been responsible for creating and developing elderly housing. I am also owner and general agent for the Thadeus T. Kosciolk Insurance Agency, which was established in 1932.

With my skills and expertise, I feel that I can add a positive attitude to the preservation goals of our Society in the coming years, and ask that you please consider me for one of the three director's positions when you cast your ballot in this year's election.

FOR ALTERNATE DIRECTOR:

DAVID WEST

This is my first time seeking office with our group, although I have been involved with many Society projects. I am employed as a track geometry engineer with Amtrak, and I feel that my professional background in Civil Engineering will be an asset to the B&MRRHS. I therefore am asking for your vote for alternate director in the upcoming election. Thank you.

B&MRRHS RETURNS TO NORTH CONWAY

If it's August... well, you know the rest by now! That's right, it's August and the B&MRRHS paid it's annual visit to the Conway Scenic Railroad in North Conway, NH. Once again, we weren't disappointed as Russ, Gary, and the rest of the Conway Scenic crew put on another great show for those members in attendance.



Dwight Smith, always willing to lend a hand, was awarded the title "head busboy" at the Ham and Bean Supper. Here, he tends to the needs of Engineer Rudy Hood and his wife Louise.

The day dawned bright and sunny, (actually, it was the first sunny day we've had in the last 5 years!) with the temperature in the low 80's and virtually no humidity. This despite Bruce Bowden, our Modelers Notes editor, being in attendance. I guess you can fool Mother Nature once in a while! I think Bruce had been wondering if there really were any mountains on the other side of the golf course, since every time he had been here recently, all he'd seen was a fog bank and lots of rain!

The first thing we noticed on our arrival was the ongoing restoration of Boston & Maine F7a 4268. Currently she is sitting off to the side of the turntable, in a not terribly attractive olive drab primer, but this will soon change. Members Bob and Wayne Allen and Larry Kemp have been hard at work sandblasting and priming, and as soon as this work is finished, sheet metal will be replaced and the final

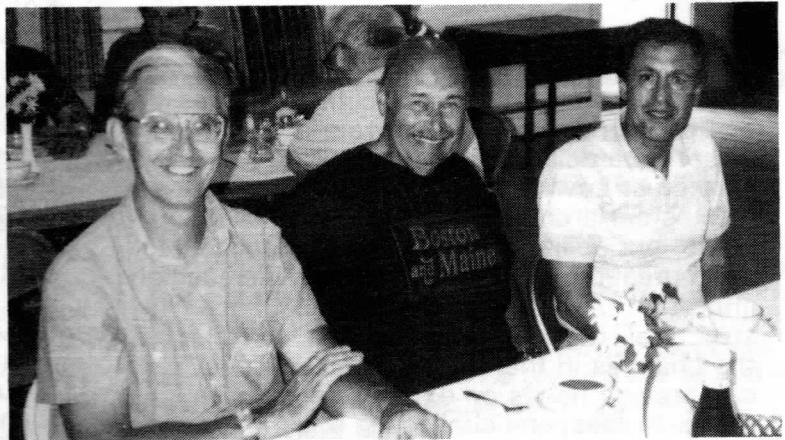
restoration can begin. Donations in the form of cash or volunteer time are still needed, and next year we will have the only back to back Boston & Maine F7a's on the Planet to pull our train!

While on the subject of the 4268A, the Restoration project has turned up a number of "mysteries. The locomotive features some very unusual features for a Boston & Maine A-cab, some of the more obvious include the "passenger style " pilot, a twin beam sealed headlight, and a number of major differences in the placement of some internal components.

These "mysteries", as railfan anomalies are wont to do, gave rise to some interesting rumors as to the units origin and original destination. Some speculated that the unit was originally destined for the Great Northern, or the New York Central, as both had passenger style pilots for their dual-purpose f's. WRONG!! Other guesses were circulating, such as the unit was on-the-shelf and the B&M, needing one more leading unit, bought it. Closer to the truth, but still not quite right.

A letter to EMD cleared up all the "Mysteries", and at the same time made everyone involved with the project realize that "not just another F-Unit" had been saved.

The letter received from EMD indicated that, yes, the B&M did come looking for another F-unit late in 1949, but instead of constructing a brand new unit, Engineering Department Experimental Unit #930 was brought into the shops at LaGrange, had her test equipment removed, was given a complete overhaul inside and a coat of maroon and gold paint on the outside, and was outshopped as Boston & Maine F7A 4268! A complete write up on this discovery will follow shortly, but, in the words of EMD spokesman J. Wheelihan, a "very rare locomotive has been preserved".



Well fed Society members Roger Robar, Bruce Bowden and Charles Harmantas are looking forward to the train ride back to North Conway. You know the Ham and Bean Supper must be good, Bruce and Charles traveled from Georgia and Illinois, respectively, to partake of it.

Getting back to the North Conway festivities, following the departure of the regular afternoon train, we boarded Passenger Extra 4266A and headed for Conway and beyond, as it turned out! We detrained three times for photo runbys, near the lumberyard, West Side crossing, and one other location. Then, creeping slowly down the rails below Conway, we inched about another quarter-mile to Bald Hill Crossing. One can only imagine what the residents thought as they passed over the paved over crossing and saw an A-cab sitting there. While the train waited for the photographers to shoot their fill, Photographer Les McDonald convinced three young children to sit on the edge of their porch and wave to engineer Rudy Hood to stage a Norman Rockwell-esque scene from days gone by.

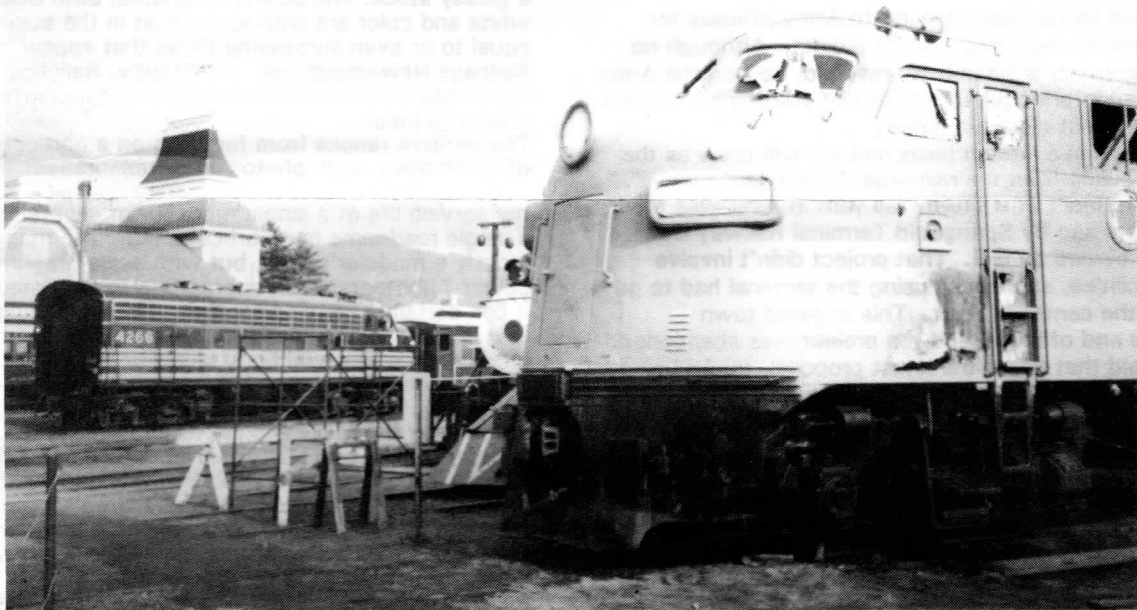
Following our return to North Conway, the Intervale Extra left for the former Maine Central interchange. Upon it's return, we boarded the SUPPER CHIEF for the trip to Conway and another delicious Ham and Bean supper. A

pleasant surprise at the supper, was former Conway Scenic General manager, and now "head Busboy" Dwight Smith, just back from a three week rail trip to Alaska and British Columbia. Glad to see that you're enjoying your retirement, Dwight! Leaving Conway aboard our 44-Tonner powered train, we enjoyed a leisurely trip through the Mount Washington Valley at dusk. Does it get any better than this??

In a change of pace meeting, we adjourned to a coach in front of the depot, and enjoyed a special showing of the new Conway Scenic videotape. The tape is a look at operations on the Conway Scenic, including footage featuring B&MRRHS day. It's a tape that belongs in the library of anyone who enjoys the Conway Scenic. It is available from the Brass Whistle Gift Shop (at the Conway Scenic) for \$29.95 plus \$3.50 shipping and handling (shameless plug!). A brief shower wiped out plans for a night photo session, however those in attendance went off into the warm evening happy again. we're already looking forward to next year, when in addition to the regular and special events, we have been invited to our first "Dinner in the Dining Car" in the Conway Scenic's new dining car. Pencil in August 13, 1993 on your calendar now!

Once again, it is time to give thanks to all that made the day possible: Russ Seybold and Gary Webster, CSRR head honchos, for inviting us and planning the days events; the hard working crews of the Conway Scenic, especially our Extra Train crew, Rudy Hood, Frank Kerrigan, Gordon Lang, and all of the other CSRR employees, who worked while we played; the men and women of the church in Conway for once again outdoing themselves with our meal, (and especially "Head busboy" Dwight Smith); Dawn in the Brass Whistle Gift Shop for donating the door prizes; and finally to all our members who came out for a fun day in the sun! [Dennis Adams]

P.S. Congratulations go out to CSRR employees Dawn and Carl on their upcoming Marriage! All the best!



B&M F-7A 4268 sits on a turntable track awaiting the next phase of her restoration to her true colors. At the time of the Society meeting, the 4268 wore an olive drab primer. See the text for a partial answer to the mystery of the 4268 oddly arranged internal components.

PLEASE DO NOT FORGET TO

VOTE!!!

**FREIGHT RAIL TRANSFER FACILITY A
POSSIBILITY AT FORT DEVENS**

A planner for the Massachusetts Government Land Bank said recently that a rail freight transfer terminal proposed at Fort Devens (near Ayer, Massachusetts) likely will be in operation within 60 to 90 days. Jeffery Simon, whose agency is overseeing redevelopment efforts at Devens said he plans to offer a written proposal to the U.S. Army soon seeking permission to use facilities at the post as part of the rail project. He said the Army appears to favor the proposal.

"THE Army has been very cooperative. They've made it clear to us that redevelopment at the base is a priority," Simon said. The project involves a rail link between Devens and the Port of Boston, and depends on the use of existing rail spurs, warehouses and loading docks at the post. The project developers, Guilford Transportation Industries, Inc. of Billerica and CP Rail Systems of Montreal, say they will also need to use roads at the post for truck traffic to and from the terminal.

When the project was announced by Governor William Weld in July, an impression was given that arrangements had been made with the Army to use the needed facilities at the post. Devens officials, however, denied the claim.

Simon said he had been talking to Army officials for several weeks regarding the rail project. Although no formal agreements have been reached, he said the Army has agreed in principle to the idea of starting the project before the post closes in 1995.

"We'll start on a limited basis and it'll will grow as the demand builds from the railroads, Simon said.

A similar project at a nearby rail yard in Ayer was tried three years ago by Springfield Terminal Railway Co. which is owned by GTI. That project didn't involve Army facilities, and trucks using the terminal had to go through the center of Ayer. This angered town residents and officials, and the project was abandoned. Simon said that under the latest proposal, trucks using the terminal would drive through Devens to State routes 110 and 111 which intersect with Route #2, bypassing residential and commercial areas.

Besides approval from the Army, the project must also receive approval from the state Department of Environmental Protection. Simon said he hopes to have that accomplished by the end of August. [Editor's note:

Allowing for proper public review and comments by officials and residents of all the communities involved, this process may take much longer than that.]

The rail terminal is intended to handle cargo from not only the Port of Boston, but from the Midwest and western Canada. The terminal could be used to transfer cargo from trains to trucks and vice versa. The facility would be run by Springfield Terminal. The rail lines into Fort Devens are owned by the Boston & Maine Railroad. Local officials who are involved in the Devens redevelopment effort say they have received little information about the proposal, (See related story).

Ayer Selectman Stephen Slarsky has said he is concerned about the impact of the project on Ayer, considering the town's experience with the earlier ST project. He noted that many of the rail facilities needed for the project are in Ayer. As a result, he said local permits will be required.

[Submitted by William J. O'Conner III through the Worcester Telegram and Gazette, 8/4/92]

IN RECOGNITION OF DIESELS: A MAGAZINE REVIEW

While most of us over 45 years of age remember steam rather fondly, and witnessed the slow, but steady transition from steam to diesel on the nation's railroads, the erstwhile boxcab electrics and venerable GG-1s set speed records during the steam-diesel transition. I think many of us were not really aware of the profound changes that were taking place. Though we have a spot in our hearts for steam, and some for electrics, we do live in a diesel world, like it or not.

While most railroading magazines devote themselves to all three power modes, one magazine, Diesel Era, a relative newcomer to the hobby shop magazine racks, is devoted primarily to the many, many configurations, paint schemes and variations of diesel locomotives. I used the word, "primarily" because most of the photos and text refer to diesel locomotives.

As the name, Diesel Era implies, the magazine does touch upon other vehicles made and used during the diesel era, which accounts for an occasional short article relating to gasoline-powered doodlebugs, or reefer cars, or specially constructed flat cars to carrying nuclear cores..

Thus Diesel Era represents a lot of railroading for all of us despite some of our reluctance to admit it. Although I consider myself a steam fan, the magazine has quickly become one of my favorites, primarily because of the production quality. The covers are in high-gloss color, and the other 56 pages are in black and white printed on a glossy stock. The quality of photos, both black and white and color are among the best in the business, equal to or even surpassing those that appear in Railpace Newsmagazine. Admittedly, Railpace Newsmagazine contains a much larger proportion of photos in color.

The content ranges from focusing on a particular model of locomotive, with photos of representatives of all or many roads to focusing on the many paint schemes over the service life of a single model or of several models of a single roadname in a particular era. The mag is not strictly a modeler's mag, but with scale drawings and detailed photographs in appropriate road number series, it can certainly be used for that. The only thing it lacks that modeler mags have are some of the tips about modifying commercial body shells or scratch building.

The September/October 1992 issue is particularly interesting to B&M fans and New Haven fans particularly the McGinnis era for both roads. A rather in-depth article on EMD's GP18s does a good illustration service to B&M GP18's #1750 1751, and 1755 showing a small McGinnis livery, a large McGinnis livery, the large Boston and Maine on the long hood and finally the early Guilford grey and orange treatment on former B&M 1755, now ST #43. These were the five units #1750 through 1755 that were delivered in 1961 from EMD displaying 1770 through 1775 road numbers, remember??? NH fans have an interesting article with fine photos of the light-weight silverside parlor cars that were in the series with the silverside coaches used by the B&M/MBTA until a few years ago.

The excellent photographs support well-written text about the subject matter well. Although I've placed a lot of emphasis on photo quantity and quality, it would be entirely unfair to bill this as a photo essay magazine; far from it. It has good balance with detail so that the subtle differences between locomotive models, or even block orders of a single model are not obvious or visible are described and photographed so that the reader can understand the difference.

Diesel Era can be found at many area hobby shops at the current newsstand cover price of \$3.50. It can also be ordered through a 1- or 2-year subscription of 6 issues (bimonthly) for \$20.00, or 12 issues for \$40.00. The publisher has been known to have special subscription rates for new subscribers. It may pay to inquire. The publisher is Withers Publishing, 528 Dunkle School Road, Halifax, PA 17032 Phone : (717) 896-3173.