

Boston & Maine Railroad Historical Society
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NEWSLETTER

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Visit the B&MRRHS on the web at <http://come.to/bmrrhs>

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— B&MRRHS CALENDAR —

- MARCH 11, 2000** Bob Poore returns with more MEC Railroading.
- APRIL 8, 2000** Joint Meeting with MassBay RRE in Lowell. Ron Karr, author of *Lost Railroads of New England*, will be our presenter.
- MAY 13, 2000** John Alan Roderick will present a potpourri of New England railroading in the 1970s, 80s and 90s.

All Lowell meetings are held on the second Saturday of any given month in the BOOTT MILLS THEATER (2nd floor) at 3:30 PM unless otherwise noted. If you forget what the program will be please call the Societys phone line.

PROGRAM CHAIRPERSON NEEDED

The Society is still in need of a Program Chairperson to plan presentations and arrange guests for the monthly meetings. This is not a particularly difficult job, but is so much better when it's done by one individual rather than by committee. Anyone interested should contact the B&MRRHS at Box 469, Derry, NH 03038 or via e-mail.

!! NOTICE !! NOTICE !!

JOINT B&MRRHS/SPRRHS TRAIN SHOW CANCELLED

Due to the untimely closure of the Byfield Expo Center, our joint train show with the Salisbury Point RR Historical Society has been cancelled. Fortunately, we had not yet publicized the show (which is why you haven't heard about it). We are currently in the process of trying to find another location and re-scheduling, hopefully for the fall of 2000. Details will follow. We apologize for any inconvenience and look forward to seeing everyone at the re-scheduled event!

FROM YOUR EDITOR...

Thank you for all of the "best wishes" that you have sent me for taking on the newsletter. I especially enjoyed hearing from those of you who shared your memories of the B&M in Lexington.

Thanks again to our contributors. I couldn't do it without you.

MEMBERSHIP

The Society thanks all those who have renewed their membership.

Please look at you mailing label--if you have a RED dot on it this will be your last item from the B&MRRHS. And if you do not renew by May 1, 2000 you will be dropped from the membership list.

If you have a BLUE dot we hope that you will renew shortly.

The Society has had it's ups and downs recently and we thank all the members for staying with us and we had not dropped anyone off the membership however we can no longer carry members any longer thus we are doing this.

*Buddy Winiarz,
Membership Secretary
B&MRRHS*

ARCHIVES COMMITTEE REPORT

January 8, 2000

During 1999 the Committee held 7 seven meetings - same as in 1998. Attendance at meetings averaged 4 to 5. The work at these meetings consisted of sorting, listing, conserving, and filing new materials, pursuing requests for information, and rearranging shelf space. Attendees have included, in addition to your chairman, Ron LeBlond, Vin Bernard, John Barr, Rick Conard, Len Batchelder, John Goodwin, Ellis Walker, and Tim Gilbert.

Forty donations were received and logged in 1999, plus 25 from prior years, a total of 65 vs. 35 total in 1998. Donations included blue print and blue line drawings, photographs, maps, correspondence, clippings, contracts, railroad operating documents, books and periodicals, a 5-drawer legal size file cabinet; and an audio tape. Several hardware items were turned over to the hardware committee.

Major collections processed during the year included the Kenneth McCall photographs and Robert Chaffin roster collection, as well as a valuable collection of material, apparently coming from the B&M contract department. It is important that all donations be labeled with the name and address of the donor, the source if different, and the date of the donation. This permits us to properly acknowledge the donation and helps us to accurately catalog the material.

We responded to 53 requests for information vs. 21 in 1998. These requests covered all aspects of B&M history with emphasis on stations, locomotives, rolling stock, and track profiles and location maps. In connection with these requests we took two official positions related to the computer age to protect the value of our assets. First, the Society does not authorize any private person or organization to publish our materials on the Internet. Second, the Society does not permit scanning of its materials.

2000 ELECTION RESULTS

President	Paul Kosciolek104 Harry Frye1
Vice-President	Joseph N. Shaw103 Carl Byron1
Recording Sec.	Buddy Winiarz105
Clerk	Richard Nichols102
Treasurer	Allen Klatsky105
Directors	Brian Bollinger 104 Wayne Gagnon100 James Nizgus Jr.103 Ronald P. LeBland1
Alt. Directors	Sandy Shepard105 Allen Klatsky100 Bruce C. Bowden1 Richard Nichols1

The Committee furnished archival items for display in our car at the Lowell Folk Festival.

A project to microfilm all back issues of B&M Bulletin is underway; the Bulletins have been taken to New England Micrographics and completion of the project is expected on February 1.

We continue to be grateful for the use of the space at the Center for Lowell History under our agreement with UMass Lowell. A sign identifying the Archives area in the Center for Lowell History has been made and hung up. Our most pressing need is for additional flat files and space to house drawings and maps. Shelf space for other materials will be adequate for the foreseeable future if we make good use of our overflow space in the Cotton Storage Building.

We updated the "Guide to the B&MRRHS Archives" first published several years ago. A supply of Guides is available at the Archives, and we will be happy to mail one to any interested member or prospective researcher.

In 2000 we hope to work away at cataloging and filing the backlog of donated material and to develop a strategy for making our Archives materials available for wider distribution through reprints or similar means.

The Archives Committee meets monthly to sort and process our growing collection of material about the B&M and other New England railroads. Volunteers and visitors are always welcome. To receive notice of upcoming meetings, please write Rick Nowell, Chairman, Archives Committee, B&MRRHS, P.O. Box 469, Derry, NH 03038.

*Respectfully submitted,
Frederick N, Nowell, III, Chairman,
Archives Committee*

B&MRRHS Newsletter

DOVER SEEKING PRIVATE VENDORS FOR RAIL STATION

DOVER - The city is seeking help from the private sector to make its train station a convenient, safe and inviting stop along Amtrak's Boston -to - Portland rail service.

At an informational meeting Wednesday, the Intermodal Transportation Facility Task Force, better known as the train station committee, gave an overview of the project status and sought input for private vending opportunities.

Current plans for the station include a large area to accommodate a passenger waiting room and an open vending area. Who the tenants will be is anybody's guess, City Planner Bruce Woodruff said. "That's why we're all here."

One couple has already expressed interest in operating a gift and model train shop. Also, Days Inn manager Joy Joline was receptive to a suggestion of courtesy phones with a direct connection to the downtown motel.

Looking beyond businesses, several people at the meeting suggested amenities such as lockers and drycleaning services. Woodruff said a computerized kiosk with local information would attract passengers.

The city should look to businesses to help design and even operate these conveniences, said Strafford Regional Planning Commission Assistant Director Steve Pesci. "The private sector is creative enough to include these things."

Despite its share of naysayers, officials say the service is a reality. Several delays have seeded doubt among the public, but the latest predictions indicate a November 2000 startup date.

Crews from Guilford Railroad, the track's owner, have been replacing ties to prepare for the new passenger service - which could run at speeds up to 79 mph.

"They're laying down 1,200 ties a day," City Planner Bruce Woodruff said. The replacement program had a rough start because Guilford had trouble recruiting and subsequently training workers, according to committee Chairman Bill Hunt. "There was a learning curve," Hunt said about crews mastering the technique.

Funding for the train station has been secured for the most part, according to Woodruff. The city has secured \$419,000 toward the \$471,000 pricetag in funding from the federal Congestion Mitigation and Air Quality program. The city will pay a 20 percent match, or \$83,800. The remaining amount will come from bonding or other sources, such as a possible grant from the Great American Station Foundation.

Foster's Daily Democrat, 10/7/1999
By NICK HENDERSON Democrat Staff Writer

REPORT: RIDERSHIP CONTINUES DECLINE ON VERMONT RAIL TRAIN

By ANNE WALLACE ALLEN
The Associated Press

MONTPELIER, Vt. - The Amtrak Vermonter train has been losing riders for two years now at a time when other travel indicators are showing growth for the same period, a new report says.

Ridership on the Vermonter, which started running in 1995, hit a high point in 1997 and then dropped 3 percent in 1998 and 3 percent again in 1999, says the report, presented to the Rail Council last week by the state Department of Tourism and Marketing.

In the same period, air travel in the region increased 10 percent; border crossings were up 5 percent; and Vermont's rooms and meals tax showed a 5.8 percent increase, the report said.

"If the goal of Vermont is to have a viable and successful passenger train operation, we should be concerned that ridership is decreasing when all other travel indicators are showing growth for the same period of time," the report says.

Vermont is expected to pay about \$1.2 million this year for its two passenger rail services. One is the Vermonter, which runs daily between Washington, D.C., and St. Albans. The other is the Ethan Allen Express, which runs twice a day between New York City and Rutland. The services have been running without a contract since July, but transportation officials say a new contract is in the works.

The report notes that Vermont's subsidy to Amtrak is the lowest per capita in the country, as well as the lowest in dollars. But the amount of the subsidy is tied to the performance of the trains, so the Vermonter's poor performance could cause the subsidy to go up.

Ridership on the Ethan Allen Express has increased steadily since the train started running in 1997, the report says. The service takes five hours to travel between Rutland and New York City.

State officials are aware the Vermonter's ridership is down but don't know why, said Susan Compton, the rail programs manager for the Agency of Transportation.

"That's something we're in the process of discussing with Amtrak," she said. "We're waiting back to hear about their analysis of what's wrong with our service. We're not seeing the same growth in ridership as other segments of Amtrak are seeing."

The report says the Vermonter appears to be losing riders to competition from low-cost air carriers that have emerged within the last year. Airlines are just much faster than trains, especially the Vermonter, which takes 10 hours to travel between St. Albans and New York City.

There's little state officials, who worked with Amtrak to develop the service, can do to lower ticket prices or speed up the trains to make them more competitive in terms of travel time. But they can improve the on-board food service - which the report said has gone downhill in the past few years and their record for pulling in on time.

"Since we cannot compete on price and time, superior service seems to be the only avenue of improvement," the report said.

Manchester Union Leader, 1/21/2000

SIDINGS

There are a bunch of things happening that I have heard about through unofficial sources, especially the New England Railroad Discussion list on the internet ("nerail"). Since I don't have a media source to print, here's my hand-made summary of the news.

The state of Vermont has purchased the former B&M line from Wells River to White River Jct. from Guilford. The folks at Green Mountain Railroad will be running the line, which will likely be re-opened by the time that you read this.

Re-building is proceeding on the Boston-Portland line that Amtrak will use for passenger service. There's been a lot of work done in New Hampshire, especially. See below for a story on one of the stations that will be used.

All of us in New England railroading can celebrate the electrification of the New Haven line into South Station. About time!

If you consider the line under construction into Rutland (see story below), we could have Amtrak passenger service on three segments of the B&M by fall: Boston-Portland, Springfield-White River Jct., and White Creek-Mechanicville.

B&M 3713 RESTORATION

A Contractor hired by the Lackawanna & Wyoming Valley Chapter has begun the next phase of the restoration project on Boston & Maine locomotive No. 3713. The job is comprised of the following tasks: 1) removal of the front end draft equipment; 2) removal of the superheater units; 3) removal of three tubes and flues; 4) cleaning of the tube sheets, inspection of the sheet knuckles and bridges for cracks and repair of same; cleaning of the boiler interior for inspection purposes; 5) cleaning as necessary to perform tests of superheater units to determine repairs required, with minor repairs to be performed as part of the contract.; removal of the front end throttle valves, cam shafts etc., for inspection to determine repairs; 7) relieving and rewelding of the thermionic siphons at the throat sheet diaphragms; 8) removal of flexible staybolts and sleeves to determine bolt sizes, lengths and Qantas (quantities). This will also apply to rigid staybolts needing replacements. The estimated cost of this work is approximately \$20,000. Funds to pay for this work have been obtained from mail donations and from donations received at the Moscow Station. The Chapter hopes to do its major mail fund raising effort later this year to keep a steady cash flow available for this project. Work will continue as long as funds are available.

Laurel Lines, Lackawanna & Wyoming Valley RR Historical Society via The Green Block, Central New York Chapter, NRHS

From the Archives...

Ten years ago, on 27 June 1989, B&MRRHS members John Goodwin and Arnold Wilder journeyed to Lynn and picked up the huge collection of B&M photographs, negatives, slides, roster files, and other paper materials accumulated by Mr. Robert E. Chaffin, who had made his career as a B&M ticket agent at Lynn. This visit was the culmination of valuable preliminary work performed by B&MRRHS member Preston Johnson who had negotiated with Mr. Chaffin for the acquisition of his holdings.

Much of the collection (which consisted of a four-drawer file of photographs, two file cabinets of negatives, a large group of slides, and several boxes of books and paper materials) is still being catalogued. We have, however, just completed the arrangement of Mr. Chaffin's roster material, and if you are interested in B&M locomotives, particularly steam locomotives, you will find it fascinating. Mr. Chaffin left no stone unturned in his efforts to compile a complete record of B&M motive power. He consulted a variety of primary sources, including B&M Mechanical Department records and annual reports, as well as secondary sources and other B&M locomotive experts to compile his rosters. In the process, he also assembled rosters of B&M predecessor railroads, e.g. Concord & Montreal RR, and their predecessors, e.g. Concord RR.

We have organized Mr. Chaffin's materials into six archival boxes in a fashion that should be useful and understandable to the student of B&M motive power. First, you will find various editions of Mr. Chaffin's B&M rosters, which he compiled separately for the pre- and post-1911 numbering. His corrections and notes will also be found here, including historical chronologies of B&M and its predecessors that Mr. Chaffin laboriously compiled to assist him in understanding the locomotive records. Diesel, RDC, and gas-electric motor car information through the 1960s also appears. Second will be found source rosters and B&M Mechanical Department records and correspondence. B&M predecessor rosters with corrections come third, followed by an interesting section of notes that Mr. Chaffin made from the many builders who contributed entries to the rosters B&M of B&M and the related roads over the years. Still being organized are the locomotive photographs, negatives, and slides that may well double our collection in these categories, as well Mr. Chaffin's books and other paper items.

*Rick Nowell, Chairman
B&MRRHS Archives*

NEXT STOP: EAGLE BRIDGE

Are there members on the West End of the B&M system who feel a little left out? This may be your opportunity to get involved in a real B&M restoration process! We received a letter from George Lerrigo of Northeast Rail, the "Northeastern New York Railroad Preservation Group." This is their story...

"The impossible is happening on the West end of the B&M and with the help of some amazing partners. In this letter I want to give you a little information so that you can get it out to your membership through your publications and also ask for help.

"One of New England's best kept secrets is the quiet work being done by the State of Vermont to restore rail passenger service over the Vermont Railway and connect it with Amtrak services via the Boston and Maine and D&H connection at Mohawk yards to existing Amtrak routings. It is only part of an even more ambitious plan to restore rail right of ways in the West side of the State.

"By last September, VTR rail crews had reached North Bennington with their track work and wound up their restoration work. My understanding is that most track Manchester - North Bennington is class 2. In many places almost a one for one replacement program was taken on to replace ties. Two yard tracks were rebuilt in North Bennington, one with relay ties, and the North Bennington station, recently restored with new concrete platforms and roof work, was put into service for Green Mountain's Railway's Valley Flyer service which ran twice a day from Manchester, Vermont. This town has recently become an outlet center and is a good originator of tourists and services. The VTR ran from September through October its Valley Flyer service.

"All this was part of Vermont's re building in steps, of the West side train service that could once equal the old Green Mountain Flyer service from New York, albeit over a slightly different alignment than through Troy and Melrose where track has long since disappeared.

"Next year, work should begin on the final VTR track piece from North Bennington to Hoosick Junction, the traditional gateway to the B&M. Currently, the frog is pulled and no traffic is possible. Although July 4 is the announced start up date, the bridges on this line may require a longer time. In the next year a number of other projects must be done to make the new passenger train service possible and these include rather sensitive discussions with the Guilford boys to make it happen.

"In the meantime our group NE Rail has, with the help of the New York State legislature proceeded with legislative help of Joseph Bruno to purchase and stabilize the Eagle Bridge station which would, we are lead to believe, will be the Hoosick Falls stop. Eagle Bridge is the first feasible stop and is in Rensselaer County. It is NE Rail's desire to purchase this station and proceed with a quick stabilization and painting and general clean up of the area.

"The station, as you know, was once a fairly well used stop and the D&H Washington County line to Rutland took off there, giving it an interesting 2 sided configuration. After purchase we will have just a limited amount to begin the actual stabilization, but I would initially like to see the B&M paint re-applied, proper B&M style sign boards applied and the area made safe for passenger waiting. A full restoration will require a lot more money, perhaps around \$200 000 if restoration rules are applied.

"Currently the building is in poor repair but standing and square. One end requires a foundation, back filling and the entire building needs to be painted. There is, I believe, not one pane of glass in the current building (it is in an isolated area) and water leaks have led to some sill damage which will need to be re-enforced. The entire immediate station area needs to be cleaned up.

"What we would like to do is to restore it to halt status for the forthcoming Amtrak train and would, if all indications continue positive, like to organize some volunteer help to scrape, paint and preserve. The following is a list of what would be helpful:

- 1) Paint samples or equal for the maroon/ depot yellow. Perhaps you have some experience with other groups that have done such.
- 2) Information about the Eagle Bridge Sign boards, number and position,
- 3) Any other outside visual information
- 4) Plans if they can be located.
- 5) When volunteer day are fixed (likely April-July) advanced publicity for your members to help. They would likely have to sign a release to participate.
- 6) Any personal stories, memories, history or pictures (copied) that center on Eagle Bridge
- 7) Any other support that you can offer to this project. We would appreciate Money donations but at this point they are premature, and fixing up a building requires a lot of money. We have also acquired Cambridge and the Salem NY station are under restoration.

"Therefore I hope that you could take this information to your Board for consideration. At the very least let your members know what is happening. The State of Vermont will ultimately determine stops but Eagle Bridge could be a significant feeder with the newly restored Hotel Cambridge, Hoosick Falls (both 5 miles away) and adequate parking."

Any interested members can contact George Lerrigo by e-mail at glerrigo@hotmail.com or call the NE Rail office at 518-692-21919.

VRS SUBSIDIARY TO TAKE OVER DORMANT "CONN. RIVER" LINE

Green Mountain Railway, operator of former Rutland lines as part of the Vermont Rail System, has been named the operator of a moribund 406mile former Boston & Maine line along the Connecticut River between White River Junction and Wells River, Vt. The state of Vermont has purchased the line from Guilford Rail System subsidiary Springfield Terminal, which had not operated the line in several years.

Ed. note: The VRS ran its first move over the line on Wednesday, February 16, 2000. GMRC engine no. 804 did the honors.

THANKS

Thanks this issue go to: Buddy Winiarz, Michael Lennon, Andreas Kuehnpast, Peter T. Victory, Steve Myers, Richard Muse, John Luczynski, William Crawford, Paul Griffin, Don Provencher, William J. O'Connor III, Bob Warren

NEXT ISSUE

The deadline for the May/June Newsletter is April 1, 2000. Please send all items to the Newsletter address or E-mail. News items, especially local items not likely to be reported in Boston, will be greatly appreciated.

AMHERST SHOW

This years Amherst show was another big success for the B&MRRHS. The Society would like to thank the following people for their help manning the tables:

John Alan Roderick, Alden Dreyer, Linda Weeks, Allen Klatsky, Jack Kelly, Paul Kosciolk, Buddy Winiarz and Wayne Gagnon.

As well as being the largest Train Show in New England, The Amherst Rwy Society Show is typically the most successful for the Society. It is also a place where we see many of our friends and members from the "outlands", either transplanted New Englanders or B&M fans from across the United States and sometimes even overseas!

MEMEBRSHIP MEETINGS

December was members' night. We were treated to an assortment of slides on New England and other North American railroading by several of our members.

In January, our own Secretary **Buddy Winiarz** presented a show of the slides that he has taken around New England over the last couple of decades. It's hard to imagine a corner of northern New England from which Buddy didn't show us a slide.

Fallen Flags

We are saddened to learn of the passing of three members and friends of the Society recently.

Donald Clerke

of Windsor, Connecticut; noted railfan and model railroader, Don was also Past Chairman and director of the B&MRRHS. An avid B&M enthusiast, he served for a number of years as model railroad director for the society, coordinating several successful model kits of B&M prototypes and giving presentations and clinics on B&M model-building, as well as serving on a number of other committees.

William "Bill" Maine

of Everett; retired B&M employee who worked as leverman and train director at Tower "A", Bill was an always-friendly presence at many B&MRRHS gatherings throughout the years, gladly sharing his experiences on the railroad gleaned from more than three decades of service. Bill was also instrumental in the Society's acquisition of the 1928-vintage Tower "A" model board when the original was taken out of service in 1991 as well as numerous other items of B&M lore.

Phil Paradis

of Milbury; former New Haven RR employee and enthusiast, and well-known railroad signal aficionado, Phil was a regular at train shows throughout the region and assisted in many projects through the generous donation of signal and other equipment.

The B&MRRHS extends its deepest sympathies to the families and friends of these men who served their respective professions —and this hobby—well.

UPCOMING EVENTS OF INTEREST...

- March 25, 2000 Tracks & Trains VIII at Masconomet Regional High School, Endicott Road, Topsfield, MA (Exit 51 on I-95). 10-4. Adults \$4, under 12 free.
- April 9, 2000 Upper Valley Model RR Show at Lebanon High School, Lebanon, NH (Exit 18 on I-89). 10-4. Adults \$2, children \$1, family \$5.
- April 16, 2000 Model Railroad Show at Hooksett Memorial Junior High School (Exit 9N on I-93). 10-4. Adults \$3, under 12 \$1, under 6 free, family max \$10.