

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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September — October 2008

Bob Warren, Editor (bmbobwarren@comcast.net)

Visit the B&MRRHS on the web at: <http://www.trainweb.org/bmrrhs/>

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B&MRRHS CALENDAR

Meetings commence at 3:30 pm on the second Saturday at Rogers Hall unless otherwise indicated.

- Sept. 27** Tickets for the B&MRRHS trip on the Conway Scenic can be picked up at the Conway Station the day of the trip.
- Oct. 18*** Jerry Kelley will do a presentation on the Hoosac Tunnel Lining Towers
- Nov. 8** Gary Webster will be doing a presentation on New England Railroading from the 1960's to the 1980's
- Dec. 13** Members Night. please bring slides and or videos to share with members.

* Date change from the 11th

DUES INCREASE NOTICE

Due to increase of postage and printing costs, the Board of Directors voted to raise dues as follows:

Basic will be \$35.00

Basic & Spouse will be \$38.00

Contributing will be \$40.00

These increases will go into effect January 1, 2009

Buddy Winiarz, Membership Secretary, B&MRRHS

Directions To The Rogers Hall Society Meeting Location

From Rt. 495 take exit 38 which is Rt. 38, go right, this is Rogers St. Depending if you come from the north or south there are six and seven sets of lights respectively. Approximately 1.3 miles from Rt. 495 is the last set of lights (working) bears to the left here. Rogers Hall is about 3 tenths of a miles on your right. Directly across the street is Rogers Fort Hill Park, parking is available there.

If you come from Rt. 133 (Andover St.) follow that until you intersect Rt. 38 in Lowell. Go through this intersection and take your third left which is High St. Go to the end and take a left and this will take you to

Rogers Hall on your left and Rogers Fort Hill Park on the right.

If you come from Rt. 38 or Rt. 113 you need to get off at the overhead traffic circle as if going to St. Johns Hospital. Follow this to the intersection of Rts. 38 and 133 and follow the above directions to High St.

NEXT ISSUE

The deadline for submitting material for the Newsletter is the first of each even month. Such material can be sent to the editor at the above email address or to 2285 Stagecoach St.SW, Los Lunas, NM 87031

The editor reserves the right to edit any submitted material.

MEMBER INFORMATION

Newsletter

Correspondence concerning the Newsletter can be sent to either
2285 Stagecoach, Los Lunas, NM 87031
or emailed to:
bmbobwarren@comcast.net

All Other Correspondence goes to the following address (or by email) including catalog orders, correspondence with the Board of Directors, Archives, Historian, or Bulletin.

B&MRRHS, P.O. 469, Derry, NH 03038 or
CPC835-DD@JUNO.com

In all instances involving money DO NOT send cash as the society will not be held responsible for if lost.

Make checks, etc. payable to **B&MRRHS**

Address Change: if you change your address please let the Society know by mail or email. When you do not let us know, it costs extra for postage: first mailing, returned postage and second mailing, i.e., three mailing costs to one person.

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MEMBERSHIP

- Please renew your membership within the **ninety-day renewal period** or you will be deleted from the membership list. • All renewing members are provided a preaddressed renewal envelope, containing your membership data on the flap. Please **DO NOT** over tape the flap.
- Write any address changes on an additional piece of paper and include within the renewal envelope
- Payment is by check or money order **ONLY...** please do not **send cash.** You may pay by cash if you attend a Membership meeting or train show at which the society has a presence.
- If you do not get society publications after renewing contact the society at the address below.
- Prior to moving, please notify the society to insure continued receipt of society publications, etc. Failure to do so requires additional expenditures to have returned mail forwarded to you if your new address becomes known.
- A **RED DOT** on your address label indicates that this is the last item you will receive from the Society, as you have not renewed within the allotted timeframe.
- All questions regarding your membership should be addressed to:

Membership

c/o B&MRRHS, PO Box 469

Derry, N.H. 03038-0469

Buddy Winiarz, Membership Sec.

B&MRRHS Membership Dues

All values in US dollars. Dues are payable by check, money order, postal money order or cash. Sorry, but we are unable to accept charges. Please allow 4 to 6 weeks for processing.

Please send membership requests to:

B&MRRHS - Membership

PO Box 469

Derry, NH 03038-0469

Basic	\$32
Basic & Spouse	\$34
Contributing	\$35
Canada & Overseas	\$55
Sustaining	\$50
Supporting	\$75
Benefactor	\$100

See new dues structure on pg. 1

Company Business

Lowell Folk Festival

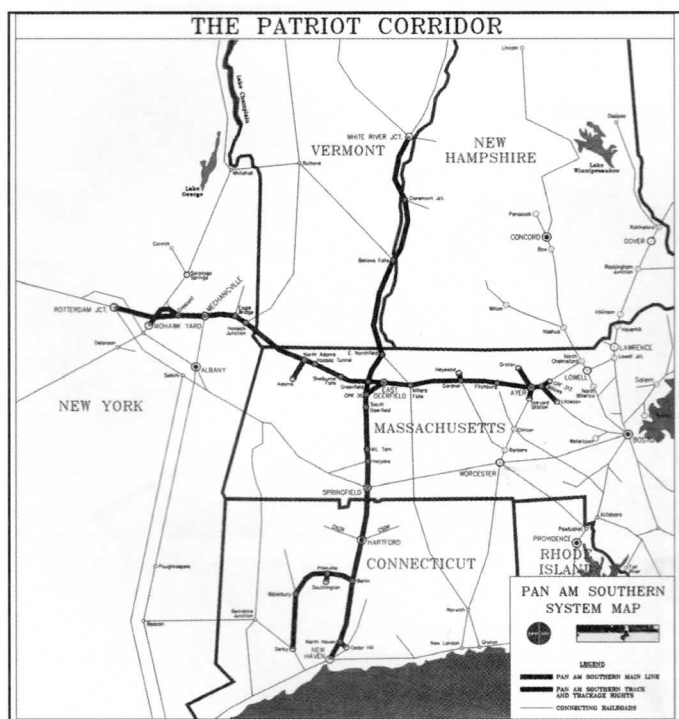
Another successful year for the B&MRRHS as over 2,000 people came through the exhibit in the railcar.

This wouldn't have been a success without the help of the following members: Paul Kosciolk, Buddy Winiarz, Carl Byron, Jim Nizgus, Russ Munroe, Brad Kipper, Dave Hampton, Sandy Shepherd, Dick Nichols, Peter Victory, Pat Abegg, Jacob Foley, Jimmy Nizgus, Rick Hurst and Nathaniel Hurst.

Many thanks go to all of our volunteers.

Jim Nizgus,
Coordinator

About The System



Pan Am Railways And Norfolk Southern Create The Patriot Corridor To Improve Rail Service And Expand Capacity In New York And New England

Pan Am Railways (PAR) and Norfolk Southern Railway Company (NS) have agreed to create an improved rail route between Albany, N.Y., and the greater Boston, Mass., area called the "Patriot Corridor." Investments in the Patriot Corridor are expected to improve track quality and customer service, boost train speed and reliability, and increase capacity on the route. PAR and NS each will have a 50 percent interest in the newly formed railroad company, called "Pan Am Southern."

PAR has agreed to transfer to the joint venture its 155-mile main line track that runs between Mechanicville (Albany), N.Y., and Ayer, Mass., along with 281 miles of secondary and branch lines, including trackage rights, in Connecticut, Massachusetts, New Hampshire, New York, and Vermont. NS has agreed to transfer cash and other property valued at \$140 million to the joint venture,

\$87.5 million of which is expected to be invested within a three-year period in capital improvements on the Patriot Corridor, such as terminal expansions, track and signal upgrades. The company's also anticipate the construction of new intermodal and automotive terminals in the Albany area. PAR's Springfield Terminal Railway subsidiary has agreed to provide all railroad services for the joint venture.

"We are excited to partner with Norfolk Southern on the Patriot Corridor. Since the Conrail transaction was implemented in 1999, both Pan Am Railways and Norfolk Southern have been working to bring additional high quality rail transportation options to our New England customer base. This joint venture is the culmination of those efforts," said David Fink, Pan Am Railways' president. "With energy prices continuing to rise, the Patriot Corridor will give our customers additional capacity and speed to get their products to market."

"Norfolk Southern has been working with Pan Am Railways to improve rail service and increase transportation options between the Norfolk Southern system and the Boston area," said Wick Moorman, Norfolk Southern's chief executive officer. "The Patriot Corridor creates a new level of rail competition in upstate New York and New England by improving train speed, reliability, and capacity, as well as strengthening connections between the region's short line and regional railroads and Norfolk Southern's 22-state network."

Norfolk Southern is currently improving the Heartland Corridor, a high-capacity rail route linking the Port of Virginia (Norfolk), Columbus, Ohio, and Chicago, and has announced the Crescent Corridor, an initiative to divert freight traffic from highways to rail between New Orleans, Memphis, and the Northeast.

Pan Am Railways is the Northeast's largest regional railroad. It operates over 2,000 route miles in Maine, New Hampshire, Massachusetts, Vermont, Connecticut, New York and Atlantic Canada. Pan Am Railways interchanges traffic with fifteen railroads throughout its network.

Norfolk Southern Corporation is one of the nation's premier transportation companies. Its Norfolk Southern Railway subsidiary operates approximately 21,000 route miles in 22 states and the District of Columbia, serving every major container port in the eastern United States and providing superior connections to western rail carriers. Norfolk Southern operates the most extensive intermodal network in the East and is North America's largest rail carrier of metals and automotive products.

Submitted by Roger Robar, Buddy Winiarz and others



PanAm's new paint scheme - overall dark blue

Further Details On The Proposed Pan Am Southern

This deal will require STB approval, which will require three to eight months. The two railroads will form a board, with equal representation from each railroad. PAS will be managed by a management committee, a capital project committee, and a joint operating committee, each of which will be composed of an equal number of NSR and B&M representatives, and which together will determine future capital projects and oversee operations. Employees on the railroad will still be ST employees, and labor contracts will remain.

ST will continue to own and operate separately significant parts of its network, including the lines in Maine, the New Hampshire Main (North Chelmsford to Concord), and the Worcester Main (Ayer to Worcester), as well as its trackage rights to Boston. NS does not directly connect with ST, but uses trackage rights over CP from Binghamton, New York. ST will do all the non-auto, non-intermodal marketing and pricing, with all connecting railroads including NS, as they do today. While the focus is on intermodal and autos, all the commodities will receive an operating benefit from an upgraded corridor. Coal and merchandise traffic will see better transit and cycle times. NS will have a connection via haulage and do its own pricing and terms, with three railroads: PW, NECR and VTR.

\$87.5 million is to be invested within a three-year period in capital improvements on the PAS Line, such as track and signal upgrades and terminal expansions. The parties also anticipate the construction of new Intermodal and automotive terminals in the Albany area. NS will have exclusive intermodal access to Ayer from points west of Albany via haulage on Pan Am Southern. The governing board will decide into which projects the \$87.5 million will go, but it will all go into the Ayer-Mechanicville line.

NS has agreed to transfer cash and other property valued at \$140 million to the joint venture. Of this amount the total cash is probably \$87.5 million for a 3-year rehab and cash for working capital for the new company. It is suspected that the remainder is for locomotive and other goods and material.

Do not under estimate NS. Those Southern boys really know how to run a railroad, and their marketing people are focused on bringing good business to the railroad. Undoubtedly they have a written contract that will give them all the control they need and want to make PAS work for them. If you want verification, take a look at the Meridian Speedway, where NS put up the money, took 50% of the ownership and allowed KCS to operate the trains. I suspect that's the reason they have gone joint venture and not stuck with trackage or haulage rights, where they still would be dependent on ST. This way they are at least 50% owner."

The 470 the 470 Railroad Club

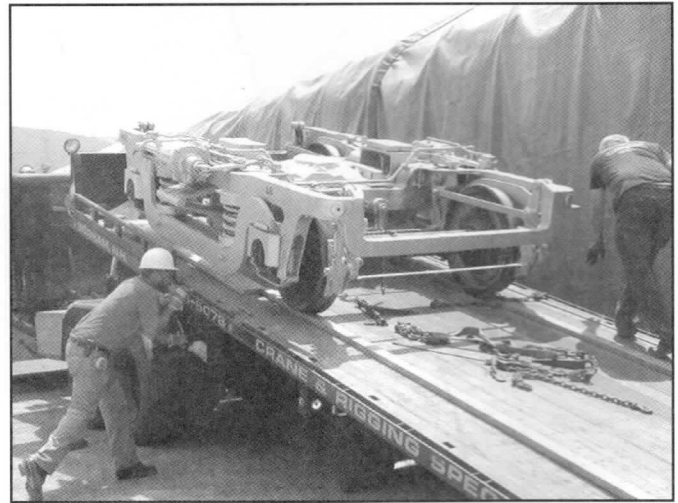
Flying Yankee Truck Restoration Complete

Rebuilt trucks and wheel assemblies return to Lincoln

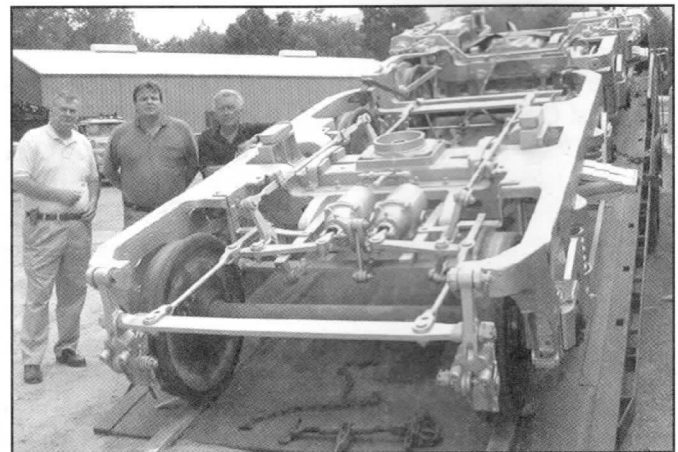
N. Woodstock, NH – A major piece of the Flying Yankee Restoration project has been completed. The restoration of the rebuilt trucks and wheel assemblies was completed by New Hampshire Central Railroad in North Stratford, NH last week. On Monday, Amtrak officials inspected the completed trucks and the work was officially approved, certifying that the trucks meet all applicable Amtrak requirements.

The restoration was a \$150,000 project paid for with Transportation Enhancement Funds as well as private donations raised by the Flying Yankee Restoration Group, Inc. It is a project that took more than a year to complete, but represents a significant milestone in this historic restoration.

The next step in the project will be the restoration of the GE-721 Traction Motors. One of the two traction motors is basically complete while the other needs some additional work to finish the restoration.



Ben Clark (l) of the Hobo Railroad helps to unload one of the four rebuilt trucks and wheel assemblies on Tuesday. The N.H. Central Railroad completed the restoration of the trucks and the Hobo Railroad is performing the overall restoration of the historic Flying Yankee.



A Trip On The Pullman 'Salisbury Beach'

Andrew Wilson, Editor, B&M Bulletin

On July 6, 2008, society members Preston Johnson, Wayne Hills, board member and author Carl Byron, and Bulletin Editor Andrew Wilson rode former B&M streamlined sleeper #34 "Salisbury Beach" (Pullman 6-4-6, Osgood Bradley, Worcester, 1954), from South Station, Boston to Worcester Union Station, as the car returned to its home near Los Angeles attached the rear of Amtrak's "Lake Shore Limited."

The restored car, owned by Mr. Thomas Pearson, was on a coast-to-coast charter round trip via the "Southwest Chief" and "Lake Shore" with ten paying passengers and five family members.

Original plans to run the car with a mate (former Union Pacific 10-6 "Pacific Sands") did not pan out due to lower-than-expected ticket sales, and an arrangement to take the "Salisbury Beach" over to North Station for two Portland roundtrips via the "Downeaster" fell through at the last minute. For the story on the "Salisbury Beach" restoration, please see Mr. Pearson's fine article in B&M Bulletin v. XX, no.2, pp. 18-25.

An update, with more photos from the recent trip, will appear in an upcoming issue of the Bulletin.



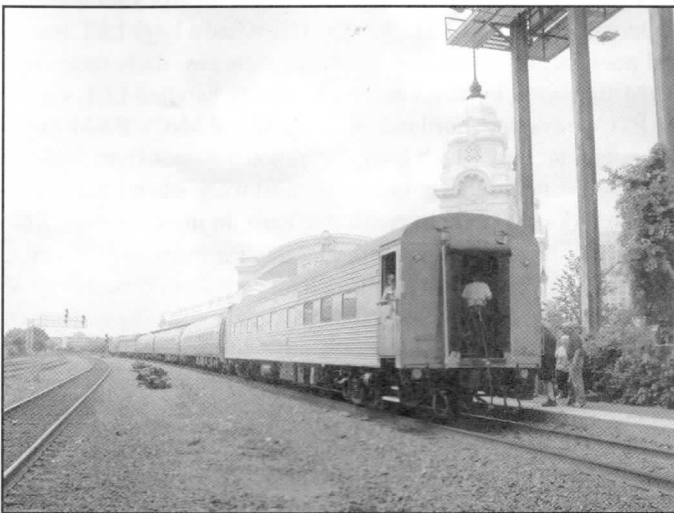
Unfortunately, every time I went to take a west facing picture, my Amtrak brothers would pipe a draft down track 7, blocking the shot. Bill Keay

Traffic Interchange between the B&M and Other Railroads.

By Jim Foley and Dwight Smith

Jim Foley: "In snooping through the CSX Tariff Library in Jax for several months, I found all 34 RF&P freight traffic books from Richmond Sales going back to the 1880's. The B&M section, as I recall, almost filled an entire binder (8" mouth with post and screws) and had correspondence, traffic notes, percentages and divisions, Fast Freight Lines tariffs, and perishable tariffs of all kinds etc. There seems to be quite a few pages referencing junction traffic over Wells River, the Suncook Valley RR, and as I recall a Boston Terminal Market for perishables. "At Pot Yd we usually classified northward B&M traffic moving via the PRR to either Greenville Piers for the NH connection and moved it in the Cedar Hill slow block. Perishable and livestock traffic moved in solid perishable or livestock blocks designated as Cedar Hill and Boston, or the traffic moved via Enola-Wilkes-Barre or (Buttonwood) to the D&H for Mechanicville.

"A sprinkling of B&M traffic also moved by the Inside Gateway via PRR's Bel-Del and the L&HR to Maybrook and the NH for Cedar Hill. The B&O/B&M traffic moved via Park Jct. to the Reading to either the RDG or CNJ floats at Port Reading or Jersey City and floated to Oak Point in the Bronx (the PRR had exclusive use to Bay Ridge) and the NH, or it moved via Allentown to the



*Detraining at Worcester Union Station, Sunday, July 6, 2008
B&M Bulletin Staff photo*



*Parked at South Station, Saturday, July 5, 2008
B&M Bulletin Staff photo*

CNJ for the for connection with the L&HR and Maybrook , but the predominate carrier of B&M traffic was the PRR.

"I am most interested in your thoughts and recollections on B&M's handling of perishable and livestock connection traffic from the NH or the D&H moving from the deep south. At Pot Yd all perishable that was to float to the NH had to be fully iced or iced and vented to make it to Cedar Hill and livestock could only make it to the several Jersey City terminals and have to be rested etc. D&H routed traffic all had to be reclassified at Enola and Wilkes-Barre.

"I do remember certain perishable traffic had to move on Monday or Tuesday at the latest to make the Boston area and to also make connections at Rigby. These were the "Rabbi's cars" as the fruit and perishable brokers in NY and Boston called them. Had to be placed no later than 12 noon Friday for the Rabbi's to bless. I worked the Diversion and Reconsignment Desk for some time, and the brokers would go nuts if a car failed to make MD6 or MD18 on Tuesday out of PY. (According to the NH's FTSB's, the connections from 1948 PRR MD-6 left Pot Yard at 4 AM reached Boston - NH 23 hours later at 3 AM - no mention of MD-16 in that schedule. Boston - B&M would have received cars via UFRR. B&M's Conn River stations would have received cars via the morning SJ-1, and Lowell, Lawrence & Portland via P-2 which arrived at Rigby at 4 PM or 36 hours after leaving Pot Yard. In 1958, MD-6 would leave Pot Yard at 2:30 AM and reach Boston-NH at 2:00 AM with connections to the Conn River via SJ-1 and Portland via the Bullet M-6 at 1:30 PM. MD-18 would leave Pot Yard at 2:45 PM ex Tuesday and arrive in Boston - NH at 9:35 PM (31 hours after leaving Pot Yard) . The B&M connections were the same as for the 1958 MD-6.)

"Also Potomac Yard operated from 1906 to 1934 a LCL Transfer Station (Potomac Transfer, Va.) strictly for RR to RR LCL traffic. One of the LCL classifications made routing via the PRR was Boston B&M, and two or three full carloads of Boston LCL were dispatched daily on the PRR for the NH connection. Northern Routes LCL beyond Boston were included in the Boston Cars, but I have seen in the old time Transfer Ledgers referencing to a Portland car at times when the traffic exceeded a certain limit in the Boston cars. (The only scheduled direct LCL car from south of Baltimore for the B&M that I remember was a 1947 one scheduled from Greenwood SC - SAL to Lawrence Transfer; this car was not in the 1948 NH FTSB. There was scheduled direct LCL cars in 1948 from the B&M to Southern's Spencer NC Transfer: - from Boston, Gardner, Lawrence, and Portland - none, however, in 1958. That does not mean that there were no unscheduled LCL direct cars. Because of the lack of volume to justify any cars from the Deep South, transfer work could have been done at Pot Yard, Philadelphia Transfer (PRR) or Cedar Hill Transfer (NH) T.G..

Did the B&M operate a Joint Facility Transfer Station at Boston for the connecting roads out of Rigby?" (In 1929, the B&M's A House could supply next day service to most of the MEC via the Maine Meteor (B-11) either directly, or by transfer to MEC's local freights or trucks. The joint B&M/MEC transfer operated by the PTM, however, did a lot of transfer work for MEC inbound and outbound LCL shipments into direct LCL cars to or from points south & west which did not use the Boston Transfer points. For instance, most LCL arriving at Boston, Portland, Lawrence and other larger stations on the B&M and MEC from the west was subject to

transfer at B&M Mechanicville NY Transfer. T.G.)

Dwight Smith: "Now to Pot Yard. From the south we received many cars via routes that by-passed Pot Yard such as the old NS-Norfolk ferry to Cape Charles-PRR-NH-B&M. There was a smattering of other traffic from the south via Hagerstown and even via Cincinnati. I even recall cars via C&O-Durbin-WM-Rdg-CNJ-D&H-B&M. Most likely the latter were "diverters" (unsold rollers of lumber from the west coast.)

"Most of the north-south traffic to and from the B&M moved via Pot Yd-PRR thence Wilkes Barre-D&H-B&M or L&HR-Maybrook-NH-B&M or Greenville Piers-NH-B&M. The principal NH-B&M gateways were Springfield, MA and Worcester, MA. A smaller portion of B&M traffic moved via Pot Yd-B&O-Park Jct.-RDG-CNJ-D&H-B&M or B&O-Rdg-CNJ-NH-B&M. There were routes off the PRR to B&M via PRR-Weehawken-NYC (WS)-Rott Jct.-B&M but I don't recall if the NYC route worked via Pot Yd.

"As a sales rep. in Me-NH-VT for the B&M 1952-1972 it was our policy to promote our Mechanicville-D&H and Rotterdam Jct.-NYC routes over the New Haven gateways, as the B&M earnings were better via the D&H and NYC. We were told to be neutral about the NH on traffic moving along the Atlantic seaboard.....but in practice we worked against NH routes whenever possible.

"I'm not too well versed on the subject to answer your questions on perishables and LCL traffic. The B&M had a large LCL transfer and pool car facility at Boston. There were two daily trains from B&M Boston to Portland and undoubtedly handled LCL cars for the PTCO transfer at Portland (joint B&M and MeC). B&M Boston had potato houses, which largely handled potatoes from Maine. It was those potatoes that gave me the most work when I manned the diversion desk! I seem to recall that early in my career the B&M had an auction terminal for fruit...largely for fruits and vegetables from the west. The B&M public delivery tracks in Boston handled many carloads of meat and other perishables for the downtown, and off-track, Boston market. I'll have to assume that the New Haven RR in Boston had a lock on the perishable traffic moving via Pot Yard.

"When I was in Portland, Maine (1960-1972) I recall carloads of potatoes moving to team track delivery for several off-track potato chip manufacturers in the Portland area. The cars came from Hastings, FL and undoubtedly moved via Pot Yd. These potatoes moved during the time of year when the quality of the local spuds were unsuitable for chip production."

Bob Warren: "The B&M's fruit and vegetable auction terminal was located in Yd. 19 along Rutherford Ave., Charlestown while the team track delivery of meat reefers was located at Yd. 7, Lechmere Sq., Cambridge."

Tim Gilbert: "Until McGinnis, there were two Boston to Portland trains - the Maine Meteor (B-11) express and BP-5 which stopped at Lawrence, Haverhill, Rockingham, Dover, and Biddeford before terminating at Rigby. B-11, however, continued onto Bangor.

In the 1949-50 Season, Massachusetts received 2,831 carloads of Florida Citrus via rail or ship and 520 carload equivalents via truck. Connecticut received 454 carloads via rail and 152 via truck; Rhode Island 357 carloads via rail and 105 via truck; the other three New England states received 100 carloads via rail and 85 via truck. About 90% of the rail traffic was via the PRR; the rest via the B&O.

The Boston and Lowell Railroad

Part 1 of 2

Originally built as the Boston and Lowell Railroad, and later operated as part of the Boston and Maine Railroad's Southern Division, the line was one of the first railroads in North America and the first major one in Massachusetts.

Beginnings

In the early 19th century, Francis Cabot Lowell decided to build a model mill town in a Massachusetts town near Boston that was promptly reincorporated in 1822 as Lowell, Massachusetts in his honor. This industrial town began to produce large amounts of textiles and other products which had to get to people so they could be used. It also had to get raw materials such as cotton from which to build these products. At the time, the best way for the factory owners to do this was to transport to and from Boston and let Boston merchants deal with the rest there.

Before the railroad, there were two main ways of moving goods between Boston and Lowell. The first was the Middlesex Canal, built previously to bypass a circuitous coastal route from the Merrimack River. The other consisted of stagecoaches running on the road between Boston and Lowell. These sufficed for some time, but as Lowell grew and more industrialists built mills there, problems with both modes soon overwhelmed them.

The canal was a very efficient way of moving large amounts of heavy goods cheaply and with minimal labor. It was slow, but no one had any delusions that it was suitable for perishables or other time-sensitive goods, passengers included. Unfortunately, it would freeze in the winter and the towpath was muddy in spring and late fall. This made it impractical for a burgeoning mill-town that needed year-round freight transportation.

Stagecoaches provided the passenger aspect of the transport, moving 100 to 120 passengers per day. There were six stagecoaches in operation at the time of the building of the railroad, for a total of 39 fully loaded round trips per week. This was sufficient passenger service for people who had to make an occasional trip but was much too expensive for daily use or what we would now call commuters.

One of the first railroads in North America was nearby Quincy's Granite Railroad in 1826. It was a three-mile, horse-powered railroad, built to move large granite stones from the quarries in Quincy, Massachusetts to the Neponset River in Milton. As was believed to be the most sturdy - and convenient, in this case - method at the

time, it was built on a deep foundation of granite, setting a precedent for all railroads that could afford it. The Granite Railroad showed the Lowell mill owners that a railroad could be a practical method of freight transport.

The owners of the Lowell mills decided that they needed to do something about their transportation problem. They looked at the recently completed, nearby Granite Railroad and took inspiration. A railroad would supply exactly what they wanted. It could run year round, was expandable with as many tracks as they might need, and could use the new locomotives that were being highly praised in England.

Getting chartered

Once convinced that they wanted a railroad, they formed a group called the Boston Associates. This new group had the task of convincing the state legislature that a railroad was a good idea, and later building the railroad itself. The former proved very difficult, as the investors of the Middlesex Canal were very much against them building a bypass that seemed designed to replace their canal and drive them out of business.

Because there was no provision in Massachusetts State law for chartering railroads prior to 1872, all railroads had to be chartered by special acts of legislature. This made it slow and inefficient to charter a railroad because the politicians had to agree; the issue would become partisan. This also meant that the legislature would not let the Boston Associates build the line unless they could show it was completely necessary.

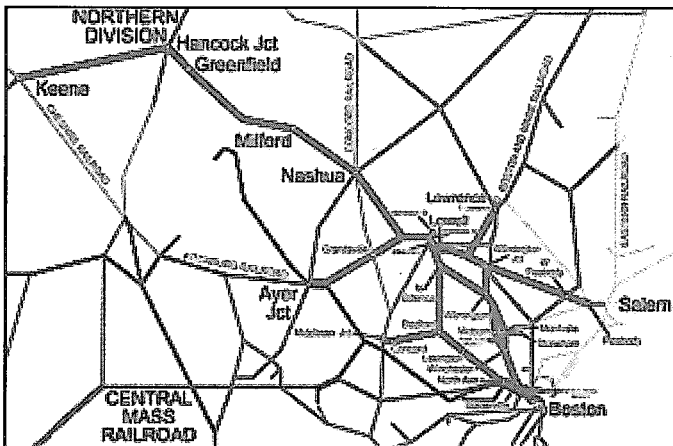
The case of the Canal investors seemed reasonable and compelling at the time, though some aspects are humorous in hindsight. Their argument was mainly:

1. Their investors spent a lot of money on the Canal.
2. The Canal currently deals with all freight between Boston and Lowell.
3. There is a finite amount of freight to be moved.
4. The railroad is being built with the main purpose of transporting freight between Boston and Lowell.
5. All the railroad can do is take business away from the Canal.
6. This will ruin the canal.
7. The railroad should not be built, or it should be forced to pay compensation to the canal's investors.
8. Failure of the court to force compensation would decrease investor confidence and make it much less likely that people would be willing to invest in major projects in the future.

The Boston Associates won because they convinced the legislature that the Canal was inherently incapable of providing what they needed: reliable, year round, freight transport.

The Canal operators were also unable to foresee the future worth of canals. Before the State Legislature of Massachusetts, the Canal spokesperson testified that, "It is believed that no safer or cheaper mode of conveyance can ever be established, nor any so well adapted for bulky articles" than the Canal. This does not really reflect negatively on them because it was a common attitude at the time, but today is ironic and amusing.

The Boston Associates got their charter on June 5, 1830, with no provision for reparations to the Canal's investors. It was a favorable charter because it allowed for, in addition to the right to build and operate a railroad between Boston and Lowell, a thirty-year monopoly on the right to have a railroad between the same. The people



Map of the Southern Division as it was in 1887

along the road and in terminal end cities bought large amounts of stock, financing half the company. These two ideas, monopoly rights to discourage competition and public interest in the company as shown by the large amount of publicly bought stock, were exactly what the argument over the Canal was about. The legislators seem to have realized the growth value in giving a monopoly that they more or less stole from the Canal, but the Canal's investors seem to have been wrong with their final point; people were eager to purchase stock, showing no decrease in confidence at all.

Building the railroad

The Boston Associates, armed with their charter, now had before them the task of surveying and building the line. They brought in Mr. James Baldwin, son of Col. Laommi Baldwin, who had engineered the canal, to do the surveying, and charged him with finding a gently sloped path from Boston to Lowell, with few grade crossings and well away from town centers. This latter point ended up being quite inconvenient later on. The general popular view toward railroads in the late 1820s, when Baldwin was preparing to do his surveying, was that railroads were smoky, noisy, dirty, fire-causing nuisances that should be kept as far away from people as possible. No one had any idea of the future possibility of railroads acting as public transportation, or if they did they were not paid any attention by the builders or financiers of the road.

The right-of-way that Baldwin surveyed did well in each of these characteristics. The path sloped up at a gentle ten feet per mile at the maximum and there were only three grade crossings over the entire 26 mile distance. The path was close to the older Middlesex Canal path, but was straighter - as boats can turn sharper than trains. To achieve this superior linearity it needed small amounts of grade elevation in places. The route ignored Medford center entirely, going through West Medford instead, and totally bypassed Woburn and Billerica. This would have to be corrected later with various spurs (the one to Medford being built off the Boston and Maine Railroad) but were always sources of annoyance to both the riders and the operators.

The proposed route was accepted by the Boston Associates and work began on building phase. The road was begun from both ends at once and some sources say that they both started on the right hand side of the right-of-way, missing in the middle and having to put in an embarrassing reverse curve to tide them over until they built the other side. Irish laborers were brought in to do the building, which was made especially difficult and heavy because the Boston Associates wanted to make the road using the best techniques then known. This, for them, meant laying imported British iron rails with a four foot deep wall of granite under each rail. They did this because it was commonly believed that the train would sink into the ground if the rails did not have strong support.

The first track of the road was completed in 1835 and freight service began immediately. The solid granite roadbed proved to be much too rigid, jolting the engine and cars nearly to pieces. Repairs on the locomotives (there were two at the time) would sometimes take most of the night, trying to get them ready for the next day's service. The much poorer Boston and Worcester Railroad could not afford a granite bed and so was built with the modern wooden ties. This turned out to be far superior so the owners of the Boston and Lowell decided they would upgrade their entire roadbed to wood when they added a second track.

The original Boston terminal was at the north corner of Causeway Street and Andover Street (halfway between Portland and Friend Streets), at the western most edge of the current North Station. The bridge over the Charles River to access it was the first movable railroad bridge in the United States. [1] The original Lowell terminal was at the south corner of Merrimack Street and Dutton Street.

To be continued

Mass Bay Enthusiasts Sponsor All-rail 'Call Circle Tour' On Providence & Worcester RR, Oct. 18th

Mass Bay RRE Will Sponsor The "Fall Circle Tour", a special all-rail excursion over the Providence & Worcester Railroad, Saturday October 18. The tour will use the P&W's excursion train to travel its main line from Worcester to Groton, Conn. and from Providence to Worcester. Between Groton and Providence the tour will follow Amtrak's high-speed Northeast Corridor's main line.

This special train leaves from P&W headquarter, 75 Hammon St., South Worcester at 9A and returns at 5:30P.

Coach fare for children (12 and under) is \$39, deluxe seat in parlor car 'Massachusetts' or observation car 'New Englander' is \$129.

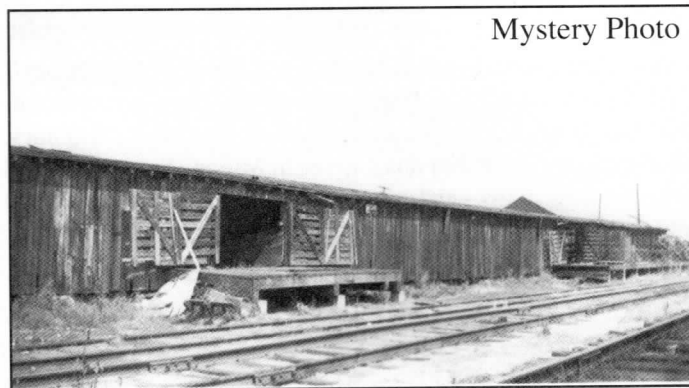
A box lunch from Gerard's (Dorchester) is available for \$11 by advance order. Passenger may bring a lunch. A snack car will be on the train

A connecting bus or van from Boston to Worcester and return, leaving S. Station at 7:30A and MBTA Riverside station at 7:45A (\$30 extra fare).

MBRRE's 'Hot Line' for tickets and information is: 978-470-2066 (phone/fax) or email: massbayrre (iducmst.net) or SASE to Mass Bay RRE, Box 4245-BV, Andover, MA 01810-0814.

A trip flyer and ticket order form for the tour are posted on the Mass Bay RRE website: www.massbayrre.org.

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