

NEWSLETTER

Bob Warren, Editor (bmbobwarren@comcast.net)

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

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*The Directors, Officers and Staff of the B&MRRHS
Wish its members and their families a
Happy and Joyous Holiday Season
and a
Healthy and Prosperous New Year.*

B&MRRHS CALENDAR

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

- Nov.13th George and Kathy Melvin will do a presentation on their book "B&M Memories" which covers the 45-year career of Preston Johnson on the B&M. There will be a book signing and we hope that Preston Johnson will be able to attend.
- Dec.11th "Members Nite", bring your slides and videos.
- Jan. 8, 2011 Buddy Winiarz will do a presentation on the Boston & Maine
- Feb12th Mel Sockol will take us around the B&M, BAR and other New England railroads.
- March 12th, We will be meeting with the Bolton Model Club at their clubhouse in Shirley, Ma.
- April 2011 Our joint meeting with MassBayRRE at their place, date & time TBA.

Save the third Saturday of October 2011 on your calendar. The B&MRRHS will be having a banquet at Rogers Hall in Lowell. More information to follow.

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:

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Basic	\$35
Basic & Spouse	\$38
Contributing	\$40
Canada & Overseas	\$55
Sustaining	\$50
Supporting	\$75
Benefactor	\$100
Corporate	\$500

Society Website:

The B&MRRHS is looking for a new webmaster. The following is from the present webmaster:

"After being "at the throttle" of the Society's website for the last dozen years, I feel that it is time to resign the right-hand seat box and let someone else take over. Between model trains, prototype railroads, my Fairmont motorcar, sports, family and friends, there has simply been too much on my calendar, and my lack of participation in Society events has made it difficult to keep the site up to date, and properly serve our membership. Please solicit the membership to find a new webmaster or webmasters.

I look forward to being able to relax on the rear platform of the observation car, and see the website continue to grow and serve the members."

Jon Miner

Amtrak Downeaster Expanding Northward

The operator of Amtrak's Downeaster is ready to provide details of a northward expansion into Freeport and Brunswick in Maine.

Work begins on the upgrade of 30 miles of track to bring the train to Brunswick in 2012.

Fast Mail for RAIL: The Newsletter of the Passenger Rail Industry

\$50M In Aid Chugs To Vermont's Trains

By Joel Banner Baird

Rail line improvements in central Vermont, designed to spur speeds and boost freight and ridership, were fast-tracked with the release of \$50 million in federal stimulus funding.

Upgrades will likely trim an hour off train travel through Northern New England, federal officials announced, with speeds between St. Albans and Vernon to reach up to 79 mph.

That's 20 mph faster than the current top speeds, but well short of the 110 mph "high-speed rail" threshold typically held by experts.

Ridership on the daily Vermonter service through the central part of the state has remained strong over the past two years. During the first six months of fiscal 2010 (October 2009-March 2010), the train carried 41,431 passengers — a 10.2 percent increase over the previous six-month period, according to Amtrak records.

The latest proposed enhancements in Vermont include solid, smoother welded rail, rehabilitated bridges and new crossties and grade crossing. They'll improve safety and comfort, as well as speed, experts say.

Heavy Hauling

New England Central Railroad, which owns the Vermonter tracks, is contributing \$20 million to the project.

That company's freight traffic would share the track with Amtrak but would interfere little if at all with passenger schedules, said Greg Cota, a transportation aide to Sen. Patrick Leahy, D-Vt.

Reciprocally, more predictable Amtrak service would speed the passage of freight, which holds a higher commodity value than passengers, said Charles Hunter, director of state relations for New England Central Railroad.

Beefed-up bridges, he added, would allow the railroad to increase the weight of fully loaded freight cars to meet new national standards (from 263,000 pounds to 286,000 pounds).

Leahy identified the latest federal funding as "the biggest single investment in passenger rail improvements we have had in Vermont since Amtrak was created (in 1970)."

Anticipating the release of money, contractors have already bid on many stages of the project. Bridge and crossing work would begin in October, Vermont Agency of Transportation spokesman John Zicconi said. Track upgrades would start in the spring.

"Our proposal was to complete all the work in two years, and we anticipate no problems in meeting that schedule," he said. "Not only does that benefit Vermonters, but it brings us the economic benefit of making it easier for folks from points south to come visit us (remember: 55 percent of New Yorkers have no car)," he said in an e-mail.

What about Burlington?

For many Vermonters, the recent stimulus announcement underscores disappointing news: A companion grant application for \$71 million that would have connected Burlington with New York City along the state's so-called "western corridor," failed to make the final cut.

Instead, Vermont received \$500,000 to boost train frequency between Rutland and Albany, N.Y.

The state retains \$22 million in federal funds secured by former Sen. Jim Jeffords to develop the rail corridor. Transportation experts agree that it's not enough. Vermont's Congressional delegation has written a letter of support for additional federal funding of \$60 million for a Burlington-to-Bennington line that would conduct passengers to New York City via Albany, according to Wednesday's announcement.

Downtown Burlington has hosted passenger trains for about a century: trains arrived in 1850; the last regular service ended in 1953, according to the Vermont Rail Action Network.

Burlington Free Press

Feds Making \$10.5 -Million Investment For Northern Maine Rail Line

The U.S. Department of Transportation has awarded \$10,546,436 to the Maine Department of Transportation to repair and improve the Montreal, Maine and Atlantic Railway (MMA) line in Aroostook and northern Penobscot counties.

The funding will be used for the Aroostook Railroad Preservation and Rehabilitation Project, which seeks to replace railroad ties, rail sections and clear drainage ditches to restore the rail routes serving northern Maine. The State of Maine is currently negotiating with MMA to acquire 233 miles of the rail line, which MMA seeks to abandon. In June, Maine voters approved a \$10.5 million bond package to purchase the rail lines. However, sections of the existing track are in poor condition and require significant repair. Maintaining the operability of the rail line is critical to the economic viability of the region, as the line is northern Maine's sole link to the national rail network.

Railway Track And Structures

Silver Lake Day

By Jim Nizgus

On September 25, 2010, the B&MRRHS once again participated in "Putt Putt" Day with the Cotton Valley Rail Trail Club at Silver Lake Railroad. The weather was perfect with fall foliage starting to appear. Approximately 80 people took part in the event. Along with Silver Lake's trains we had 16 railcars giving rides. For those members riding the Cotton Valley railcars we were able to ride beyond the regular route of the Silver Lake Railroad. We rode all the way to Coleman's pit. What a treat for all to ride on this unique trackage on the former B&M Conway Branch.

The cookout started at noon where everyone was treated to hotdogs and hamburgers and all the fixings. Wayne Gagnon was our chef this year assisted by Rick Hurst. Quesen Brown and Karen Nizgus served all the food with help from James Nizgus, Christine Nizgus, and volunteers from Cotton Valley. Quesen and Fred Brown supplied brownies and carrot cake while Gayle and Jerry Kelley brought a vast selection of cookies and treats. I do not think anyone left hungry.

Gayle Kelley and Paul Kosciolk worked the registration table. Donald Hampton and James (I'il Jim) Nizgus handled parking all the cars. Society merchandise sales was handled by Fred Brown with relief from Buddy Winiarz. Operation Lifesaver information was supplied by Don Provencher.

The grounds at Silver Lake Railroad featuring the restored station are well maintained with two new additions this year: a new garage, which houses three antique vehicles and a beautifully restored diner turned into an ice cream stand.

Mr. and Mrs. Neil Underwood, owners of the Silver Lake Railroad, out did themselves. From the complimentary coffee and donuts to the delicious lemonade, they made us all feel very welcome. Bruce Stewart, the operations manager, along with his fellow engineer Will Scopa, provided us with a perfect day. Once again, thanks to the Silver Lake Railroad for a great day.



Trackcars in the yard.



Arrival in the yard.



Variety of trackcars at the station.



A Tie Up



Pushing the trackcar over the paved tracks.



Bruce throwing the switch for siding in the yard.



Getting ready to push over the slight new bridge.



In front—young Donald and Don Provencher, these two Dons are not related.

back row—Bruce Stewart, Neil Underwood, Jim Nigzus and Dabe Hampton.

All photos by James “Lil Jim” Nigzus

Flying Yankee Restoration Group Update

On Thursday, 9/22/10, the great State of New Hampshire approved and signed TE monies in the amount of \$61,400 toward the continued restoration of the Flying Yankee.

Ben Clark of the Plymouth & Lincoln Railroad (Hobo RR) will again be the contractor.

The first order of business is to complete the weatherization and remove the tent covering /protecting the Flying Yankee. Ben may have his crew at work on this as early as October 2010 with planned unveiling early Spring 2011. Please stay in contact through the Flying Yankee newsletter, Flying Yankee web page “Flying Yankee Restoration Group, Inc.” (Flyingyankee@usa.net), and Flyingyankee Mountaineer on facebook for progress reports.

These reports will be made as Ben (with his extremely busy schedule) is able to provide them.

The “untenting” date will be announced in a timely manner through the above-mentioned sites as well as news media and magazines.

A special thank you and kudos to: The Governor’s Council, Executive Councilor Ray Burton (District #1); Commissioner George Campbell (DOT); Deputy Commissioner Mike Pillsbury (DOT); Lou Barker (DOT).

A thank you and kudos to all Flying Yankee Restoration supporters across the world. You all deserve a big pat on the back and then some.

1935 A CHALLENGE WELL MET
2011 A CHALLENGE WE’LL MEET

Heritage Of Maine Central's Recently Acquired 600 Series Locomotives

- 600 exKCS 3126 Reblt to SD40-3 Jan '96, exQNSL
 601 exKCS 632 Reblt to SD40-3 1995, exNW
 602 exTFM 1336 SD40-2 exFNM13039; exMILW 152:2;
 exMILW 3022
 603 exKCS 6026 SD40-3 Reblt 1995; exSCL2028
 604 exTFM 1408 SD40-2 exFNM13008; exNDM604;
 exFUS 604
 605 exKCS 660 SD40-2 Reblt to SD40-3
 606 exKCS 3237 SD40-2 Reblt to SD40-3 Dec. 1998
 607 exTFM 1432 SD40-2 exFNM13035; ex2NDM13035;
 exMILW150:2; exMILW302
 608 exTFM 1412 SD40-2 exFNM13015; exMILW170:2;
 exMILW3040
 609 exTFM 1420 SD40-2 exFNM13022; exMILW156:2;
 exMILW3026



Pan Am #660



TFM#1412



Ferromex



Ayer MA Circa 1914

A vintage postcard of Ayer MA station from about 1914. The view is looking east. Note the ball signal. Photographed by Postcard View, 1914.

Jonelle DeFelice collection.

Old Newport RR Bridge Deteriorated Inspectors: Wood Rot Worse Than Expected

By Patrick O'grady

Rot in a main timber along the top of historic Wrights Covered Railroad Bridge - one of only eight such bridges left in the world - is worse than estimated. A lot worse Project superintendent Richard Butrimas of Wright Construction said the company had initially planned to replace about 20 percent of one timber - or chord - on the bridges downstream side but it looks now as though close to 70 percent of the timber needs replacing.

There has already been one \$70,000 change order to the original \$650,000 contract to pay for repairs to the bearing beams, lattice work and chords at the bridge's south-east corner. The Newport Historical Society, which raised \$143,000 for the contract's local match of federal funds, had enough money left over to also meet the 20 percent local match for the first change order. No local tax dollars are being used to pay for the repairs.

The project started in June, and is slated for completion before winter.

The timber that will be the focus of the effort is one of eight such chords that run the length of the bridge at various heights.

"It looks good from the top and sides but as soon as you open it up you find extensive rot," Sanz said. "What we are finding is something we didn't anticipate. We just can't pass it by."

There are four chords running the length of the 123-foot span that support the diagonal timbers that make up the latticework. To carry the trains the bridge was originally designed for, each chord has double timbers on the outside and inside with three timbers on the middle chord. The latticework is sandwiched between the chords. Thickness of the 12-inch wide chord pieces varies from 2 inches to more than 3 inches and most sections - which are spliced together to achieve the needed overall chord length are about 28 feet long. Wright Construction of Mt. Holly, Vt., has already replaced a lot of the top chord on the southwest end of the bridge and was cutting out the rotted sections in the center of the chord when work was stopped. "We started pounding out the trunnels (large wooden pegs that hold the chords together) and all of it was rot," Brian Tillotson with Wright Construction said.

Workers also found rot in the lattice timbers between the chords. "Where the chord meets the lattice work is completely rotted."

The original contract was for fire suppression systems and some new siding on Wright's Bridge and nearby Pier Bridge with additional work on Wrights to include partial chord replacement and new decking.

The bridges are two of only eight railroad covered bridges left in the world. They span the Sugar River and were built in the early 1910s by the Boston and Maine Railroad. They became part of the Sugar River Recreational Trail after train service was ended and the tracks were removed. The 217-foot Pier Bridge is the longest of its type in the world, and Wright's Bridge is the only one with a laminated arch in the center of each double truss.

In the 1980s, a new metal roof was put on Wrights Bridge, but the water damage to the chords occurred before that. Sanz said. Even though the new roof prevented additional water damage, the moisture already in the wood allowed the deterioration to continue.

The state Department of Transportation has stated that they will pay 100% of the additional funds required to complete the task.

Valley News submitted by Bob Terhune



#3232 at East Somerville Engine House

Boston Commuter Line Nears Deal To Extend Trains Into New Hampshire

New Hampshire officials say they're close to an agreement with Massachusetts Bay Transportation Authority to extend commuter trains north to Plaistow, N.H., the Boston Herald has reported. Commuter service on Pan Am Railways' Boston-Portland, Maine, route currently ends at Haverhill, Mass., and local officials see the extension as a way to alleviate road traffic between Plaistow and Haverhill.

"We're closer than we've ever been," said New Hampshire State Sen. Steven Baddour. He said the Greater Haverhill Chamber of Commerce has taken the lead in forging an agreement between both states and MBTA.

The extension enjoys strong support on both sides of the state line. Some residents around Bradford, Mass., want to see the commuter train layover site moved northward, saying the site creates noise and air pollution. Additionally, because Plaistow-area commuters currently drive to Haverhill to catch the train, they take up parking spaces near the train station there, spaces that would likely be freed if the service were extended.

New Hampshire officials hope to win federal money to help pay for the extension.

Wenham Museum's 21st Model Railroad Hobby Show, Saturday, January 8, 2011

(Snow date January 9, 2011) 10am - 4pm Adults \$5, Children \$2, Family Max \$12

Hobby Show held at the Buker School, School Street, Wenham, MA 01984 Hobby Show ticket holders receive half-price admission to the museum this weekend only Train and model railroad enthusiasts come to Wenham Museum's 21st Annual Model Railroad Hobby Show. January 9, 2011, a short walk or drive from the museum located at 132 Main Street. Have lunch or a snack at The Depot Snack Bar.

After the Hobby Show, make tracks to the museum to visit the museum's special exhibition *Train Time 16* featuring 15 model train layouts including the annual return of the Snow Train to Bakersville, G-gauge model train layout where Snoopy and the gang skate across a tiny pond. Old-fashioned cars fill the gas lit streets and tiny clothespin people visit snow-covered houses as the train clatters by. Mark your calendars to see *The NMRA Hub Division Modular Railroad Group's* room-size layout 16-17 and return to see *The LEGO's Train* model train display February 12-13 presented by the New England LEGO Users Group.

Directions to the Buker School: 128 N to Rte 1A N. Continue just past the museum and turn left onto Arbor Street. Take a right onto School Street. The school is on the left.

Portland Grand Trunk Railroad Bridge

Trail advocates want to retrofit the bridge so pedestrians and bicyclists can cross it. Rail supporters want to preserve the right of way so trains could someday use it to reach the city's waterfront. Rail access to Portland's waterfront via this bridge ended in 1984 when a fire damaged it. The swing bridge has been stuck in the open position ever since the fire.

A plan to seek \$1 million in federal stimulus money to help create a regional trail system has been stalled by opposition from rail advocates and Portland officials. The issue highlights the tension between those who want to convert abandoned rail lines into recreational trails and those that want to preserve rail infrastructure. "Greater Portland's Bicycle and Pedestrian Corridor project," as the grant application calls it, would fill the "last remaining gaps" in the East Coast Greenway as it lets trail users go from Scarborough to Falmouth. The Maine Rail Transit Coalition said the idea of converting abandoned rail lines into trails has been sold around the country as a way to put them to good use while governments wait for the revival of trains.

Portland Press Herald via The 470 470 Railroad Club

Exeter's New Station Encouraging train travel

Exeter is on its way to getting a new transportation center (that's what they call train stations these days). As long as residents are willing to spend \$120,960 to buy a private apartment building and turn it public, that is.

The state is giving \$282,240 - in federal money, of course - to the town to turn the station's old baggage building into a transportation center where train passengers can buy tickets and wait for their rides, the Exeter *News-Letter* reported last week. Right now

riders have to go across the street from the station to buy tickets at the variety store.

The federal money comes from the Transportation Enhancement Program.

In its wisdom, Congress directed years ago that a small percentage of federal highway money be diverted to non-automobile uses, like choo-choos. And just like that, Exeter gets a pot of cash to spruce up its train station.

But as there is no-free lunch, there is no free train station, either. The town has to pay a third of the project's cost, or \$120,960.

For that money, the town will get a much-improved station. But it also will take a private apartment building off the tax rolls and wind up having to operate it on the taxpayers' dime.

The condition of America's roads being what it is, most people probably would conclude that the better investment would be to stop diverting highway money to mass transit projects and spend it on, say, the highways. But most people aren't members of Congress, who love nothing more than spending other people's money on their own pet causes.

Maybe this improved train station will be so lovely that it inspires thousands of area residents to give up their cars for train travel. Or maybe all those people will just admire it as they drive by every day.

New Hampshire Union Leader Submitted by Mike Lennon

Track Removal at Lawrence Station

Norman Larkin wrote: I was talking with a track gang foreman in Lawrence (Mass.) the other day whose gang was removing the temporary outbound station platform. They are clearing the way for a relaying of track 17 East out of Lawrence Yard. The tie-in to the eastbound main (now the No.1 track) is already installed at Frost Interlocking. When'll is done, the Andover Street Interlocking will have all switches removed and east-end yard access will

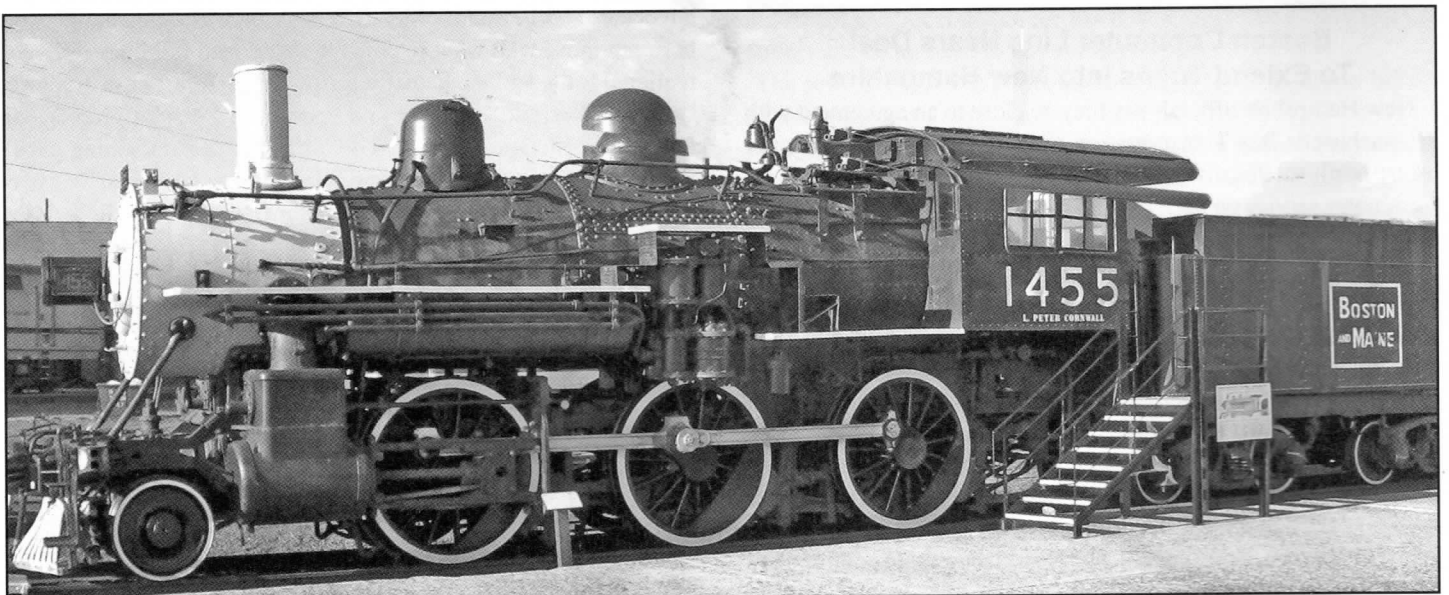
be through the Frost Interlocking.

Too bad; they're sacrificing future operational flexibility they'd gain from leaving the facing point one in place.

My question to him (he didn't know) and now to anyone out there who knows is based on the article in the paper stating the "T" was going to double track from Lawrence to Andover. I'm assuming that double tracking will run from Andover St at the east end of Lawrence Yard to Lowell Jct and, maybe, N. Wilmington Jct. This would turn the Lawrence Runner into the outbound Does any one have any hard info on this and some kind of schedule?

James Van Bokkelen: The plan as outlined on www.railroad.net is founded on stimulus funding: getting it spent fast. In order to avoid the extra permitting etc. required for platforms for both tracks at Andover, the easterly track will only be for Downeasters and freights. Because Ballardvale's platform is on the east side, the double track is supposed to end somewhere between MP 21 and Ballardvale.

Norman Larkin wrote: I spoke with another source who is in a position to know and the following summarizes our conversation. At the east end of Lawrence yard and over Andover St. there will be three tracks: inbound (new No. 2); outbound (the current runner and new No.1); and 17 east, the new yard lead which will extend up to the Frost Interlocking where it cuts into the No. 1 outbound just west of the crossovers. This will be the new access for PanAm into and out of the east end of the yard. The temporary outbound platform has been removed and new track 17 is partially laid from Frost toward the yard (as of 23 June 2010). When construction is complete, the crossovers at Andover St. from 17 to the No. 1 and the No. 1 to No. 2 will be removed. The current double track to single track switch at Andover St. will also be removed. Access to the M&L will be a trailing point switch from the No. 2 track. The Lowell Hill Branch and the Southern will continue to be accessed from the M&L.



In celebration of its 100th birthday, #1455 was given a new coat of paint. at the time we celebrated its 100th birthday.

Currently work is being done on the cab window and frame so it does not look quite as nice at the moment, but will be better for the long term.

The west end of the yard will also see changes down by JK switch. The runner will be the new No 1 or eastbound main. a new interlocking consisting of a double set of crossovers will be built just west of JK. This will permit access from Lawrence Yard across to the No. 2 main and back up to the M&L.

The main line will be double tracked through FRY, with the switch removed, through Andover and down to a straight section of track just east of Ballardvale Station. There is a problem with station locations; Andover on one side and Ballardvale on the other. There is money for double tracking but none for building new stations. That's the latest for now.

Officials Kick Off \$17.4-Million MBTA Haverhill Rail ARRA Project

As part of the Patrick-Murray Administration's Massachusetts Recovery Plan to support economic development by strengthening public transit and rail service, Congresswoman Niki Tsongas joined MassDOT Secretary and CEO Jeffrey Mullan to announce the groundbreaking of the \$17.4-million Haverhill Commuter Rail Project funded by the American Reinvestment and Recovery Act. The project complements a \$50-million ARRA-funded double-tracking and rail improvement project on the Fitchburg commuter rail line.

"This project will greatly improve the reliability of the Haverhill Commuter Rail Line and provide riders with much better on - time performance in their daily commutes," said Mary Beth Mello, FTA Deputy Regional Administrator

The ARRA project will improve reliability and service for Haverhill commuter rail line customers with the installation of a double-track along the Haverhill line and improvements to the train control systems that have affected on-time performance. It has already resulted in 12 new construction jobs to help complete the required work.

The double-track will allow trains to use a new second track to maneuver around disabled trains and maintain service near scheduled levels. New signal systems and track circuits will enhance system reliability and safety for passengers and at crossing through neighboring cities and towns.

The Haverhill/Reading Line runs north from downtown Boston through the cities and towns of Malden, Melrose, Wakefield, Reading, Wilmington, Andover, Lawrence, North Andover and Haverhill. Completion of the double-track work is slated for December 2010, with the signal project to begin in 2011.

Railway Track and Structures

Fletcher Granite Shutdown

By Rachel R. Briere

After more than a century of conducting a rock-solid operation off Groton Road, Fletcher Granite Co. has closed its doors.

The Fletcher family was very influential and one of the first to settle in Westford and Chelmsford. The H.E. Fletcher Granite Co. was founded by Herbert Ellery Fletcher when he was 18 years old. It was one of the oldest quarry businesses in the country, extracting 11 types of stone from 10 separate quarries and distributing finished stone products globally, according to the company's website.

Lowell Sun

Providence Worcester/Springfield Terminal

PW originated a move on December 30 in ProvPort, where a ship had discharged 4 1,000 tons of coal. Stevedores loaded 30 cars at a time; PW moved two cuts, 30 cars each to Worcester where they were combined for the trip to Bow. The train used PW power. The rail use will last until the 41,000 tons are moved. At 6,000 tons per train, that will entail 7 trains. Trucks will continue to haul offshore coal from Portsmouth to Bow as well. About half the off shore coal from Venezuela moves by rail and half by truck.

Atlantic Northeast Rails & Ports via The 470 470 Railroad Club

Danvers Wants Stalled Rail-Trail Project Jump-Started

By Ethan Forman

The Rail Trail Advisory Committee it will ask the Iron Horse Preservation Society when it plans to iron out the schedule for a stalled rail-trail project designed to run through town from Peabody to Wenham.

One of Iron Horse's co-founders said that the trail should be graded and pruned in a couple of weeks, ready for the enjoyment of mountain bikers, joggers and walkers.

"We need to get back in there and finish it up," said Joe Hatrup, the chief operating officer of the family-run operation that is working to build the trail at no cost to the town.

Back in the spring, when the project started, there was talk that the rail trail could be built in six weeks. The town signed a contract with Iron Horse, and the scope of the project called for it to take a matter of months, Day said. Iron Horse began work in Danvers in earnest on April 1, after winning approvals from the town and the MBTA to do the work on a rail bed the town leased from the agency two years ago.

But progress has lagged.

Over the summer, Iron Horse's crews removed rails and wooden ties from the 4.3-mile rail bed and stacked the ties for removal. The final step is to grade the trail using the gravel ballast already in the ground. Iron Horse will also pick up debris from ties before compacting trails and installing informational signs.

"It will look great when it is done," Hatrup said.

Iron Horse is building the rail trail at no cost to the town in exchange for the abandoned rails and ties. Iron Horse gets the materials while a former rail line becomes a haven for bikers and joggers. At the same time, the railroad right-of-way will be preserved for the days when the iron horses — trains — might roll again.

Hatrup said the project stopped a month ago while his group coordinated with the Danvers Department of Public Works to pull rails and ties from road crossings. It's a time-consuming process, Hatrup said, so with the town department stretched, Iron Horse has decided to proceed with the trail work, then come back later to do the crossings.

There are about a dozen crossings in town, and so far Iron Horse and the town have removed rails on Prince and Pine streets.

While the work has been intermittent in recent weeks, the delay is nothing to the years rail-trail proponents have waited to create such an amenity in town.

"As these things go," Day said, "we are still moving along very rapidly."

After Danvers, Iron Horse has plans to pull rails and build trails in Wenham, Topsfield and Peabody.

Salem Ma. Evening News Submitted by Buddy Winiarz

All Aboard Mass Bay RRE's Fourth Annual
'STEAM in the SNOW' Photographers' Special
 on the Conway Scenic Railroad

North Conway, NH to Notchland & Return Behind 0-6-0 Steam
 Engine 7470

Sunday, January 2, 2011 ONLY!!

There's just something about crisp winter air that makes a steam engine look great! Join Mass Bay RRE on our fourth annual steam-powered photographers' special excursion on the Conway Scenic Railroad. This unique event features multiple photo stops and photo runbys, starring Conway Scenic's 0-6-0 7470 (built by the Grand Trunk Railroad in 1921) in the lead. We'll have the engine "pointed southward" throughout the trip for great photos in the mid-day light.

Our train will depart from the landmark CSRR North Conway station at 10:30 AM. At Notchland the 7470 will run around the train to lead us back through Sawyers River, Bartlett, Glen Ellis and Woodland Pines to North Conway, with a scheduled return around 3:30 PM. We'll make several stops at scenic locations along the way where passengers can disembark to photograph the train.

Our train will consist of the dome car "Dorthea Mae", first-class cars "Carroll P. Reed" and "Gertrude Emma" and up to three Conway Scenic coaches, depending on demand. A limited number of seats are available in the dome section of the "Dorthea Mae" and in the parlor-observation car "Gertrude Emma", which will be at the rear of our train on the return trip (extra fare & advance reservations required for seating in these cars - see fare listing below). Mass Bay RRE members will receive discounted fares and preferred seating in the first-class cars.

rain capacity is limited! Last year's trip was completely sold out, so we urge you to order tickets early. We will assign seats by car only and will reserve blocks of seats for groups of four or more. Passengers wishing to sit together must order tickets together at the same time.

'Boxcar' lunches are available for advance purchase, or you may bring your own food. Also, the Conway Scenic snack counter will offer light snack and hot & cold beverage service during our trip.

We will operate connecting van or motor coach service from Boston, leaving South Station at 7:00 AM, the Anderson RTC in Woburn at 7:15 AM, and the park-and-ride lot at Exit 3 in Portsmouth, NH, at 7:50 AM. The bus will offer a guaranteed connection with our train at North Conway. The coach will leave North Conway shortly after our train's arrival and will return to Boston around 6:30 PM.

Fans who choose to chase our special train rather than ride it will want to purchase our special "Railfan's Chase Package". This package will include a trip brochure, detailed route maps and operating schedule, and a special "Official Chase Vehicle" commemorative placard.

This trip operates ONE DAY ONLY, rain or shine. Sorry, we cannot honor passes or issue vendor permits. All sales are final and

tickets are not refundable. Alcoholic beverages and smoking will not be permitted aboard this train. Tickets will be mailed to you about two weeks prior to the trip; we will send driving directions to the departure point in North Conway with your tickets. Please notify us if special accommodations (handicap seating, etc.) are required.

FARES:

Adult MBRRE Member Coach Fare	\$54*
Adult Non-member Coach Fare	\$64
Child Coach Fare (ages 12 & under)	\$29
Upper Dome Seating Supplemental Fare	\$40
"Gertrude Emma" Parlor/Obs. Car Supplemental Fare	\$40
Box Lunch (indicate menu choice when ordering)	\$12
Boston Bus or Van Connection (if sufficient demand)	\$45
Railfan's Chase Package	\$25

*One discounted seat per member, except as noted in our Member Benefits policy.

BOX LUNCHES:

The box lunch will consist of a sandwich, chips, snack dessert (granola bar, cookie, etc.), Chef's choice of a side salad, and a beverage. Sandwich choices are as follows:

- Ham & Swiss with Dijon mustard, lettuce & tomato on Country White Bread.
- Turkey & Provolone Cheese, with mayo, lettuce & tomato on Oatmeal Bread.
- Vegetarian: Cucumbers, tomatoes, sprouts & lettuce in a Whole Wheat Wrap.

HOW TO ORDER:

Please use the order form to order your tour ticket and box lunch. Be sure to enclose a self-addressed, stamped business-size envelope for return of your tickets. Full particulars of the tour will be sent with your tickets about two weeks before the trip. For further information please call our information line at 978-470-2066, or send e-mail to: trips@massbayrre.org.

Orders are accepted by mail or telephone only. Mastercard & Visa accepted for all orders. For telephone orders please call 978-470-2066. No calls after 8:00 PM Eastern Time, please.

**Mystic Valley Railway Society Amtrak Trips,
 These Mountains Were Made To Be Enjoyed.**

April 11-15: "Blue Ridge Express" departing from Boston's South Station with convenient stops along the Northeast Corridor,

Over 1,100 miles rt. to the Mountains of Virginia. Lodging in Charlottesville, we will travel the Blue Ridge Parkway and explore the wonders of Shenandoah National Park. Tour the Presidential mansions of Jefferson & Madison and more.

Total package is \$875 per person double occupancy coach class with lodging, many meals, touring and transfers.

Spring Excursion To Washington. D.C.

April 1-3: "Cherry Blossom Special" to Washington, DC. leaving South Station at 9:35 am on Friday and returning Sunday evening. A complete package with lodging, meals and transportation to view Cherry Blossoms, historic sites, monuments and more. Fares: \$525 pp. double occupancy coach class.

Wisconsin: Naturally Beautiful In Every Season...

May 21 - 30: "Wisconsin Limited" departing from Boston's South Station with convenient stops across central Massachusetts. Over 2,100 miles round-trip to experience diners & sleepers on

over-night train travel to Milwaukee, Wisconsin. Journey from the shores of Lake Michigan to the American Heartland. Total package is \$1,500 per person double occupancy coach with lodging, many meals, touring and transfers

For complete details on any of these trips, please send SSAE to: Mystic Valley Railway Society, P.O. BOX 365486, Hyde Park, MA 02136, dial 617-361-4445 or

WWW.MYSTICVALLEYRS.ORG

Boston-Maine Rail Line Grant Work Approved

Portland, Maine — Federal Transportation Secretary Ray LaHood says a grant agreement's been finalized that allows work to begin on the rehabilitation and expansion of Amtrak's Downeaster passenger train service to Brunswick.

Maine was awarded \$35 million in federal stimulus money in January to the Northern New England Passenger Rail Authority, which manages the Downeaster. The train runs from Portland to Boston, with stops in New Hampshire.

The grant agreement finalized Tuesday starts work on the extension of the popular rail service from Portland to Brunswick, with a stop in Freeport. Construction is to continue over the next 28 months.

The \$35 million stimulus grant augments funds from the state of Maine to cover the project, which includes the rehabilitation of 26.4 miles of existing rail lines owned by Pan Am Railways.

Associated Press

A World Famous Industry - The Norton Company Of Worcester

An Important Patron of Boston & Maine Service, Uses Private Railroad in Operating Its Sprawling Home Plant, Has Factory Divisions in Various Parts of the World

The world's largest manufacturer of abrasives, the Norton Company of Worcester MA, is unique in the nature of its products among the countless industries in the Boston & Maine territory. In another sense, the Norton Company is unusual among the industries served by our railroad in that it maintains its own private railroad. Norton's immense size, with 112 major buildings and 12 smaller buildings, providing over 50 acres of floor space in Worcester alone, makes the use of a private railroad, connecting with our railroad, a virtual necessity.

The influence of the Norton Company products and payroll is worldwide in scope. Besides the Worcester Plant, the company employs another 6,000 people in plants located in Troy NY, Littleton NH, Bauxite AR, Cap-de-la-Madeline QU, Hamilton and Chipewawa ON and in England, France, Germany, Italy, South Africa and Australia. Its products are prime essentials in keeping much of the world's industrial machinery in operation, and, thus, have a profound influence upon countless jobs.

The B&M handles thousands of carloads (perhaps a bit of editorial license?) of revenue freight in and out of Norton's Worcester Plant each year. This direct business makes the Norton Company a very important factor in the welfare of our railroad family. In addition our railroad benefits indirectly from the wages and salaries expended in our territory by employees of Norton which number about 6,000 in Worcester alone.

Norton's chief output is grinding wheels and it makes about 200,000 different types and shapes of them. They vary in size from less than a quarter of an inch up to six feet in diameter and ten tons in weight. About the smallest wheel produced is one to slit pen-nibs (points), while the largest is a ten-ton pulpstone used in the pulp and paper industry to convert logs into wood pulp for newsprint and other paper products. In addition, the Company makes countless forms of abrasive bricks, sticks, hones and mounted points, sand papers and cloths, sharpening stones, and polishing, blasting and tumbling abrasives, to provide for every conceivable use by industry and the home craftsman.

Other important products include non-slip tiles for floors and stairs, ceramic mosaic tile, refractories for all purposes, ceramic surface plates, grinding and lapping machines, and encapsulating and bottle labeling machines.

Norton uses two basic types of abrasives for making grinding wheels. One is aluminum oxide, which comes from Bauxite. The Company had its own mine in Bauxite AR, and imports bauxite from South America. This is processed in electric furnaces in the Company's two Canadian Plants. These Canadian Plants also produce the other basic abrasive from silica sand and coke. These basic materials are shipped to the Worcester Plant in lump form in covered hopper cars. The raw materials are crushed and rolled and cleansed of iron impurities by magnetic separators. Then these are washed, dries and screened to form various grades and sizes of abrasive grains. The grains are used by the Norton Company in making its own grinding wheels and also sold in bulk to other industries.

In its wheel-making operations, Norton mixes the finished abrasive grain with bonding materials in power-mixing machines, compresses it into steel molds, shaves the molded wheel if necessary to attain a special shape, then "fires" or heats the green wheel in tunnel-like kilns about 350 feet long. Cars of wheels move through the kilns at a snail's pace. Some large wheels may take up to two weeks to complete the trip. This firing process, which sometimes reaches a maximum heat of 2,500 degrees Fahrenheit, converts the wheels into hard, durable tools capable of working on the hardest material. Yet tough as they are, the wheel go from the kiln to a truing department where they are mounted in lathe-like machines for trimming to a finished shape or size by hardened steel conical cutters, steel shot or diamond tools. Some wheels are bushed with babbitt or lead or are fitted with aluminum bushings. All wheels are carefully tested for hardness. Most are tested for balance and speed. The latter test is made for safety purposes to make sure that the wheels will not break when revolving at high speed.

To guard against chipping or cracking in transit, Norton packages large wheels in wooden boxes or barrels packed with sawdust. Smaller wheels are shipped in corrugated boxes packed with sawdust or shredded paper. Pulpstones are so large and heavy that four of them may fill a flat car. On the other hand, dozens of small mounted points or burrs can be shipped in a single small package.

The Norton Railroad, which serves the sprawling Worcester Plant, consists of six miles of track, three locomotives, a round-house, sixty-five boxcars, four flat cars, one gondola and a derrick. (None of these freight cars were listed in the Official Railway Equipment Register, and thus were intended for in-plant use only.) Two of the three locomotives are novelties even among railroad

men. They are fireless steam locomotives commonly referred to by Norton's employees as "thermos bottles." Steam is piped into the boilers at the company powerhouse. This provides enough steam for the locomotives to operate for three to four hours depending upon the weight of the cars handled and seasonal temperature before refilling is necessary. The third locomotive in use (in 1951) is a diesel-electric switcher.

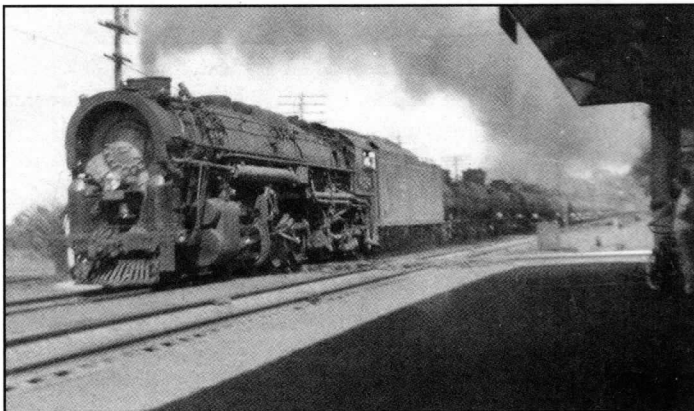
The Boston & Maine serves only of Norton's buildings directly; switching cars to that Plant from the track of our Worcester-Gardner (ex Worcester & Concord Main Line). All other deliveries and shipments are exchanged with the Norton Railroad at the Company's main yard, which connects with our main line tracks. From this yard, the Norton Railroad moves incoming and outgoing cars to and from its many buildings. It uses its own cars to move materials between plants during the manufacturing process.

The major inbound traffic brought by the B&M to the Norton Company consists of the raw abrasives from Canada and coal (from probably Mystic Wharf where colliers from Hampton Roads were off-loaded). Also inbound were many miscellaneous raw materials including clay, brick, sand, sulphur and lumber. Outbound, the B&M handles grinding machines, all types of grinding wheels, abrasive grains and refractory material. (Much of the smaller, lighter items were probably LCL shipments in 1951.)

The Norton Company has had a remarkable history of successful operation and steady expansion. It started 66 years ago (in 1885) in a small two-story building in Worcester, an outgrowth of a small pottery shop begun about 10 years earlier (by Franklin P. Norton on Water Street). Today (1951) it covers over 2.75 million square feet of floor space in Worcester plus its twelve divisions elsewhere - three others in this country and nine abroad. Only recently, ground was broken north of its present Worcester location for a new \$6,000,000 plant for the making of grinding and lapping machines - a completely modern expansion of its present machine-making facilities.

The Norton Company is an industrial partner, which B&M employees serve with genuine pride. Its steady progress and expansion through the years is a bright omen for New England's continued industrial and economic leadership.

(Transcribed from the August 1951 Issue of The Boston & Maine Employees Magazine) by the late Tim Gilbert



B&M #4024 barreling westbound thru West Concord, MA one hot summer afternoon with a string of wartime empties in August 1943.

Photo by Bruce Bowden

Mileposts

Malcolm Laughlin: What is meant by "wrong" side for a milepost? Why should anyone care? The horizontal location has no operational significance. The correct distance along the track was used in the old days to determine speed, but that was never accurate to within less than 0.1 %, about five feet.

Bill Keay: Based on my observations, the B&M seems to have been very consistent, in that, mile markers were placed on the Engineer's side on the outward side of the right-of-way, (ROW).

For example, on the Fitchburg Line, the marker would be on the north side of the ROW, and on the New Hampshire Line, the marker would be on the east side of the ROW.

On the Worcester-Ayer Line, the mile markers are on the south side of the ROW, which seemed to be a contradiction to the above until I remembered that, by Timetable, trains operating from Worcester to Ayer were actually outbound.

It sounds like the mile marker in the original thread was moved at some point, and I know of at least one other location where one was moved, (Eastern Route, MP 5, on the approach to Draw 7), and there are probably locations where it worked better to have the marker on one side better than the other, so there may be exceptions.

I wanted to add, just for information, that these markers are still used to check speeds, as many Railroads still require Engineers to perform a "Measured Mile" check to determine the locomotive speedometer's accuracy, and once in awhile, speedometers still fail, and Engineers have to rely on the old fashioned methods.

Most lines have specific "Measured Mile" locations detailed in the Timetable, which are closer to 5280', but based on most of the track charts I've seen, almost every mile is close enough to get a 'ball park' estimate of a speedometer's accuracy.

What's In A Name

From David Lamson

The Mudsuckers

had a stoker (I believe the first on the B&M just ahead of the P-3's) to feed the firebox and if the the day was wet, the coal and it's dust would soak up the water making a black mud and would blow it into the firebox making the engines into "Mudsuckers"

If I remember it correctly, Rudy Hood, now on the CSRR mountain job said that the 2900 "Mudsuckers" were well liked by the boys on the Berlin jobs for moving tonnage, they were slow, but fast enough for 85 lb rail and although they reduced crews when the maximum size K-8's on the big jobs for the time were replaced, the 2900's were well-liked enough until the F-7's came along.

Alas, love is fickle. I don't think the 2-10-2's were liked that much on the high-iron because of their slowness and being hard on the rail which is why the B&M contemplated the diesel road locomotive (too early) and eventually ordered the Lima "Super-power" 2-8-4's in the late '20's. Turns out they weren't that loved either because of a poorly designed trailing truck, They didn't like to back up, their drivers were too small and their counter-balancing left a bit to be desired.