

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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July — August 2010

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.

July	Lowell Folk Festival July 24 and 25.
August	No Meeting.
Sept. 25 <sup>th</sup>	We will be back at the Silver Lake Railway for another fun-filled day.
Oct. 16 <sup>th</sup>	Justin Winiarz will be taking us on his railroad travels.
Nov.13 <sup>th</sup>	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.11 <sup>th</sup>	"Members Nite", bring your slides and videos.

### 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.

**Society Officers, Directors and Staff**

President	Dan Hyde
Vice President	Wayne Gagnon
Treasurer	Paul Kosciolk
Secretary	Wayne Gagnon
Clerk	Ellis Walker

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Rick Hurst	Paul Kosciolk	Jerry Kelley
Russ Munroe	Richard Nichols	Buddy Winiarz

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

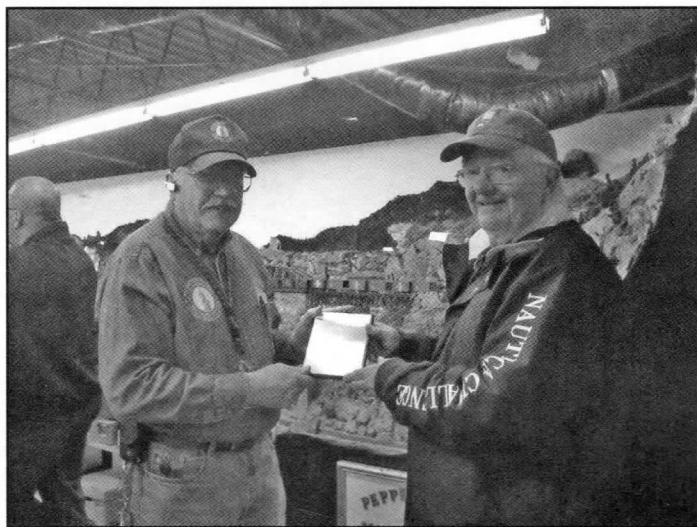
## NOMINATIONS

Nominations are open for the office of **Treasurer, Clerk and Secretary** plus three positions on the **Board of Directors** and two **Alternate Directors**.

**Closing Date Is August 21, 2010**

All members must be in good standing.

Please submit names to the Society either through the PO Box in Derry or via e-mail at [CPC835-DD@juno.com](mailto:CPC835-DD@juno.com)



B&MRRHS President Dan Hyde presents a copy of *George Hills - The Boston & Maine Railroad Show* to Dan Dilliaby president of the Pepperell Siding Club.

*James Nizsus photo*

### Membership Meetings Happenings

The Ever popular Gary Gurski was our guest for the month of January and he took us to many places. A 1937 fan trip on the New York Central to the Alco facilities in Schenectady, NY. Scenes along the New Haven, steam on the Pennsy, Conrail, Penn Central in Beacon Yards and Selkirik.

There was also much Boston & Maine on the Western Division in Haverhill, Ma., Newton, N.H., RDC's in Boston, Fletcher's Quarry, Wachusett Reservoir, East Deerfield, Bellows Falls and Worcester.

February saw Jim Shea of the Friends of Bedford Depot present a history of railroading in Bedford which included stations and the present use of the former right-of-way as a rail trail. There was a total of 21 stations and at one time 18 daily trains. The presentation ended with photos of George Dimond.

In March the Society visited the Pepperell Siding model railroad club for an afternoon of running trains and socializing.

Unfortunately both the months of April and May were disappointments as the entertainment for them were cancellations due to emergency matters. We did watch one of Jim R. Jones's dvd's on Vermont railroading in April.

In May we were bailed out by Chairman Paukl Kosciolk who entertained us with a video of railroading on the Delaware & Hudson along with some Boston & Maine.

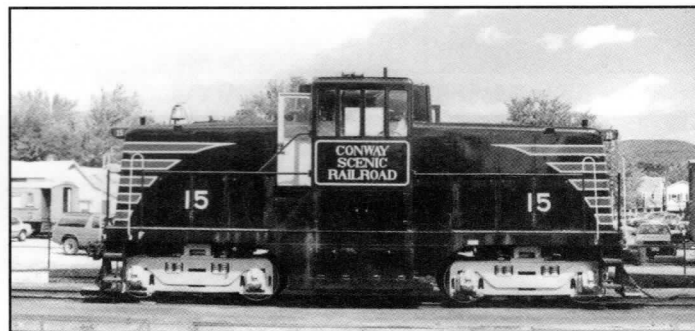
The month of June the Society traveled to the Conway Scenic RR for a day on their RDC or Budd car. We traveled to Conway, along the former Maine Central Mountain Division to the New Hampshire- -Maine state line, to Bartlett and up to Notchland

before returning to North Conway.

The folks at Conway Scenic couldn't have done enough for us especially with photo run-by opportunities. Although Mother Nature gave us a cloudy and sometimes wet day a good time was had by all.

Thanks go to Paul Hallett and his crew at Conway Scenic.

There was a rumor that Society members were going to need harnesses, rope, chains and hiking gear...which was never needed. I wonder where these rumors come from.



### A Railroader's Dream Fulfilled.

The Story of Dwight Smith's journey from a Clerk in the B&M's Traffic Department to owner of the Conway Scenic Railway.

Dwight's byline has appeared several times within the pages of the societies' Newsletter describing his experience working for the B&M but this is the first time that his story been told from the beginning (as a 5 year old being enamored with trains) to his eventual purchase of the upper end of B&M's North Conway Branch to today's successful Conway Scenic Railroad.

Along the way, Dwight served in the Navy during WW2, had a college professor who steered him to the B&M where in 1947 he began his railroad life as a rate clerk in the Traffic Department at Boston headquarters, to B&M sales agent at Concord, NH, to General Manager of the Springfield Terminal Railway in Vermont, and finally Regional Sales Manager for the B&M in the State of Maine.

When McGinnis was in the process of selling off excess property, Dwight saw the opportunity to own his own railroad. After several legal battles, Dwight became the owner of the Conway Branch complete with ornate North Conway station that is today, emblematic of the Conway Scenic Railroad.

To read more of Dwight's interesting life working for the B&M and his own railroad, obtain a copy of Trains magazine's Special Collector's Issue "**Historic Trains Today**" which contains an article by Geoffrey H. Doughty entitled "A Railroader's Dream Fulfilled" and sub-titled "Dwight Smith followed his dream and created the Conway Scenic Railroad."

Scenes From The Recent Society Outing Riding The Conway Scenic RDC



Approaching The Freight House At Conway



On The Old Maine Central Mountain Division Members Getting Ready For The Photo Runby.



As We Pulled Into North Conway Station Taken From The RDC



At Kearsarge On The New Bridge



One of many photo runbys, this one as the Budd car approaches N. Conway station.

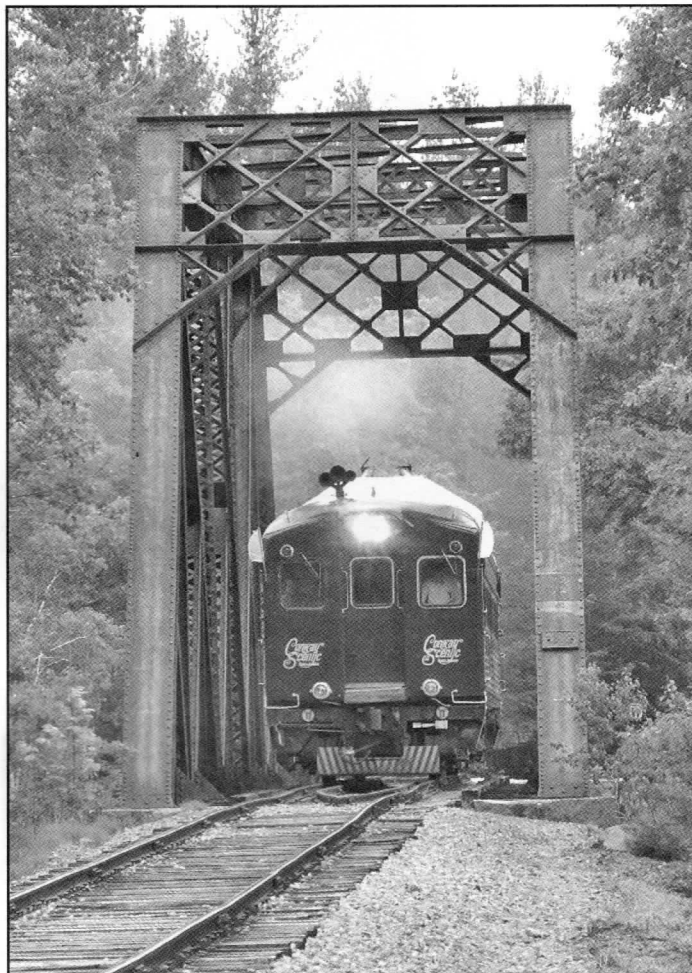


We Meet With The Bartlett Train As It Goes On B&M Iron Back To N. Conway.





Riders On The Bartlett Train Enjoy The View On The End Of The Observation Car.



Coming Through The Bridge At 2nd Iron On The Mountain Division.



Passing The Old MeC Station Which Now Houses A Ski Group.



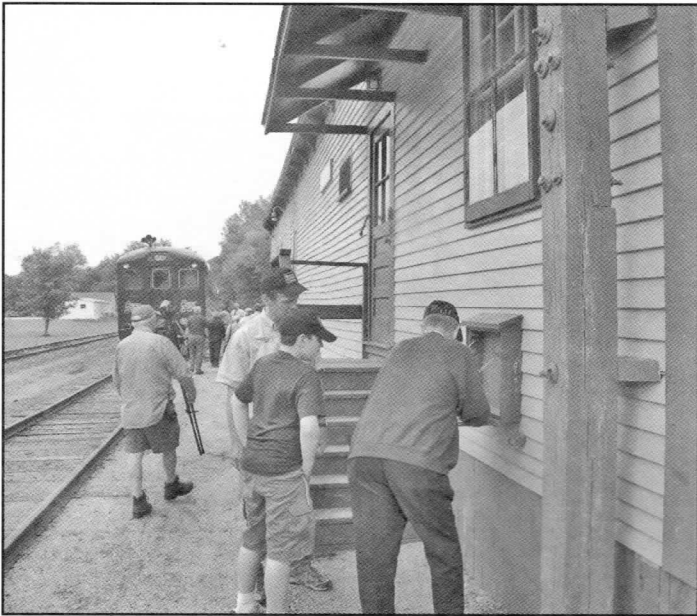
Passing At Bartlett.



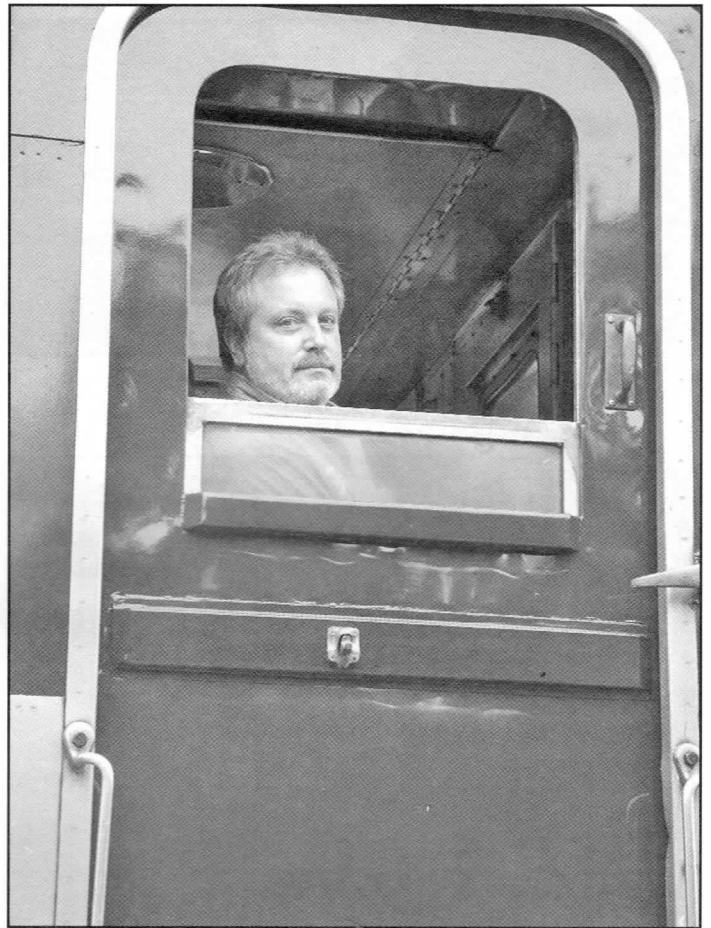
The RDC At The Signal In Bartlett.



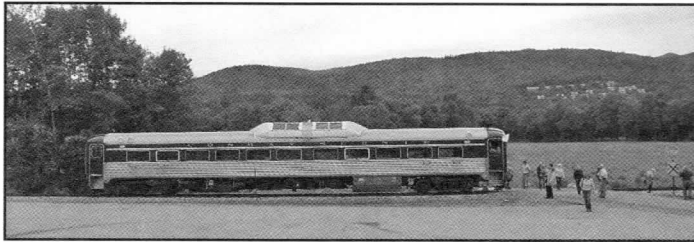
A Little Smoke As The RDC Passes Through The Grade Crossing At Bartlett.



Signing the book at Bartlett as Jim and James Nizgus look on. This is an old MEC tradition still carried on today by CSRR.



Jerry Is Ready To Take Control Of The Budd Car !!!



A broadside view of the RDC at Patches convenience store in Glen.



Society members standing in Maine to take photos of the CSRR's RDC #23 in New Hampshire



Conway Scenic #216 sits in the roundhouse. This is a former MeC /Guilford unit.

*Society Outing at Conway Scenic  
Photos by Newsletter Staff*





### I Have Researched The Photo Of The Train At Greenfield, MA.

By Col. Tom E. Thompson

"It is Sunday, 3 July 1949, B&M Train #59, the Minute Man, arrived Greenfield, MA at 6:11 PM and departed at 6:22 PM. Train consists of B&M E-7A locomotive, Maine Central Baggage-Smoker Combine (car #521 or 522, Osgood Bradley 1931), two 4500 series high-windowed, ice air conditioned coaches (Osgood Bradley 1922-23), and B&M's Restaurant Parlor Lounge, "PROGRESS" car #25, (Pullman 1932). The train is scheduled to arrive Troy, NY at 8:45 PM. I could make out the MEC lettering on the combine and could see the distinctive roof vent layout on PROGRESS to make the positive identifications."

### Malden Branch, Malden, MA

The Boston and Maine Railroad was an amalgamation of small branch lines, consolidated in 1841. The first of its branch lines obtained a charter in 1833 to run a railroad in Massachusetts from Andover to Wilmington. The line was extended to Haverhill in 1835, and by 1837, it ran to the New Hampshire state line. This same line expanded from Andover eastward in 1844, with stops at Ballardvale Junction, South Reading, North Malden, Malden and Boston.

*Harvard Business School*

### Rail Car In Lowell

The rail car on Dutton St. in Lowell will be open on Saturdays during July and August to members and the public.

Dates are July 10, 17 and 28 and August 7, 14, 21, and 28th, time is 1:00 to 4:00 pm.

Remember the Society will man it during the Lowell Folk Festival on July 24 & 25th.

### Shop Razed, Roundhouse Gone

Bridge and Building Shop at the west end of East Deerfield has been razed. The roundhouse in Rigby Yard has been leveled.

### Downeaster

A project to rehab the wye at the north end of the Fore river bridge in Portland will begin soon said Patricia Quinn, NNEPRA exertive director. It will permit Amtrak to turn the trains using the track along West Commercial Street. Over the long term, Quinn said, "we are exploring looking at moving the Portland depot off the Mountain Division dead-end line and come down to Commercial Street" Northeast

*Rails & Ports via The 479 470 Railroad Club*



The engine is on the Central Mass Branch inbound on the Belmont Curve approaching the station.

*Bruce Bowden collection*

### Repairs Set to Begin On Covered Railroad Bridges in Newport

By Patrick O'Grady

Long-awaited repairs to the town's two historic covered railroad bridges are scheduled to begin this week.

Joe Poston, project manager with Wright Construction of Mount Holly, Vt. said his company will be on the site, setting up a job trailer near the Pier Bridge and doing some preliminary work.

The 216-foot span will get some new siding, roof work and a fire retardant material on its timbers. A dry sprinkler system and fire alarm will also be installed.

The 123-foot Wright's Bridge a few miles to the WESI on the Sugar River Recreation Trail, off Chandler Mills Road, will also have fire suppression material applied and an alarm and dry hydrant installed. In addition to new siding, some of the latticework and horizontal chord sections will be replaced on Wrights Bridge.

Both bridges were built in the early 19005 by the Boston and Maine Railroad to replace lattice bridges built by the Sugar River Railroad in 1872.

Today, they are part of the recreation trail us-ed by snowmobilers, ATVs, Bicyclists, walkers and others.

Newport Historical Society member Jackie Cote who helped lead an effort to raise more than \$100,000 to match a federal grant, said there is about \$650,000 in hand for the work.

That includes \$143,000 in private donations and smaller grants to go along with a 2006 federal transportation enhancement grant and a \$111,000 grant from the NH. Department of Historic Resources.

*Valley News submitted by Wm. Brigham*

### MeC GP40's Painted In The Pan Am Phase II Blue

Unit nos. are: 307,313,326,327,350,352, 370, 381, 382, 506 and 517.

BOSTON & MAINE RAILROAD HISTORICAL SOCIETY  
 REPORT OF ARCHIVES COMMITTEE  
 FOR THE YEAR ENDED DECEMBER 31, 2009

To the Board of Directors and Members of the Boston & Maine Railroad Historical Society:

Our Committee is pleased to report the conclusion of a very successful year.

The year began with some unwelcome news; budget problems at the University of Massachusetts at Lowell, our host at 40 French Street, forced the closing of our Archives on Saturdays. We were able to meet on Tuesday evenings, however, due to support by the National Park Service. By spring we were able to meet on Saturdays again. Despite the cutback the Archives Committee held 13 meetings in 2009. In 2008 we met 11 times and 9 times in 2007. The average attendance at our meetings, inclusive of guests, was 9 as compared to 8 in 2008, and 6 in 2007. Most meetings also included one or more guests.

The work at our Archives sessions consists of researching requests for information, organizing our collection, and processing and filing new acquisitions. Our meetings are marked by a lively exchange of railroad information.

We logged in a total of 66 donations in 2009, as compared to 45 in 2008, and 43 donations in 2007, including material donated by David S. Decker, Sr., Marjorie Wood Danforth, Bob Liljestrang, Frances Monaco, Fran Giacom, Alan C. Moore, Ted Anderson courtesy of Bruce Bowden, Robert F. Wilner, Richard K. Hurst, David D. Ashenden, Andover (New Hampshire) Historical Society, Julie Pike Flechig, William B. Young courtesy of Michael Lennon, Massachusetts Bay Railroad Enthusiasts courtesy of Steve Butterworth, Louis A. Marre, H. Arnold Wilder courtesy of Rick Hurst, Jeremiah Breen, Leonard M. Singer, Preston Johnson, Fred Braun, William E. Davis, Bill Patton, Jr., Robert G. Thibault, Mike Schleigh, HNBT Corp., John F. Born, J. Leonard Bachelder, John W. Reading, Robin Baxter, and Roger Robar.

We extend warmest thanks to all our donors for their generosity and their interest in our work of preserving the history of the Boston and Maine Railroad, its predecessors and successors. We encourage our members and friends to donate additional material to our

growing collection. We will also appreciate receiving information about potential donors.

By the end of 2009 our electronic catalog contained some 8,000 entries. David Ashenden has undertaken the task of integrating our file-card catalog into the electronic catalog and completion of transcription is anticipated for 2010. Our catalogue is available on the B&MRRHS web site.

Other materials available include a right of way and track plan inventory, a list of station drawings, a list of industries, a diesel classification guide, a 1930 system map, a brief history of the B&M RR, and a corporate history of the B&M system prepared for the ICC about 1915. Your chairman completed an addendum to this history which brings the history of various railroads in the B&M System down to the present day.

Rick Hurst has been compiling a catalogue of AFE (Authority for Expenditure) records detailing physical changes to B&M from 1915 to 1980. Ron dePierre continued to help organize the flat files. David Ashenden, Len Bachelder, Brad Blodgett, Steve Butterworth, Al Campbell, Rick Conard, Jake Foley, Gareth Thomas, and Ellis Walker gave valuable service as researchers and organizers. Vin Bernard continued his authoritative assistance with signaling questions. Alan LePain is engaged in an important graphics project for the Archives that we plan to complete in 2010. Your chairman gave a talk to the Medford Historical Society on May 20.

We published a 7<sup>th</sup> edition to "A Guide to the B&MRRHS Archives."

We responded to 140 requests for information in 2009, as compared to 197 in 2008, 119 in 2007, 156 in 2006, 153 in 2005, 114 in 2004, and 140 in 2003. All this work could not be completed at our monthly sessions; many of our committee members have volunteered "off-hours" time to answer research questions, including Vin Bernard, Al Campbell, Rick Conard and Ellis Walker.

This year we made some progress in executing our evolving



*Members of the Archives Committee gathered at the Society's storage facility for their May 29, 2010 meeting. Pictured left to right are Rick Conard, Rick Hurst, Ron dePierre, Charlie Ricci, and Henry Taves. The work of the afternoon consisted of organizing employee card file records and drawings of Fitchburg division bridges. Rick Nowell photo.*



“master plan” by which we hope make the most popular materials in our collection available for use in the Archives in Lowell, and to expand the role of our storage location at North Chelmsford to house materials less likely to be called for by our patrons.

Jim Nigus and members of the Hardware Committee have been most generous with their time to adapt our storage facility in North Chelmsford to the needs of the Archives Committee.

We welcome new committee members. Get started by attending one of our monthly meetings. Contact us for details and times.

Your chairman is, as always impressed and inspired by how much can be done by volunteers.

Respectfully submitted,

**Rick Nowell**

Frederick N. Nowell, III

Chairman, Archives Committee

Boston & Maine Railroad Historical Society

fnowell3@yahoo.com

### Alco Site Sold

A prominent Schenectady County developer has purchased the former ALCO site. The purchase involved 57 acres which sits alongside the Mohawk River. The riverfront land is one of several former ALCO sites in the city.

*Submitted by Frank Klock*

### Caterpillar Expected To Make Electro-Motive More Competitive

Caterpillar Inc.'s purchase of Electro-Motive Diesel Inc. will enable the locomotive builder to pursue the market share it's lost in recent years to General Electric Co., said Electro-Motive Chief Executive John Hamilton. Caterpillar, the world's largest manufacturer of construction machinery, revealed it intends to purchase Electro-Motive from a pair of private-equity firms for \$820 million.

The LaGrange, Ill., company is a distant second to GE in a North American locomotive market comprised of just the two companies. Hamilton said Electro-Motive has about 30% of the North American market, down from about 40% a few years ago. The company's inability to match GE's investment in new product development left Electro-Motive at a disadvantage in the domestic market. Moreover, Hamilton acknowledged that some railroad customers have been concerned about Electro-Motive's viability as a stand-alone company. "That anxiety completely vanishes," Hamilton said in an interview with Dow Jones Newswires. "Customers are reacting positively to this deal. They've got a strong supplier to buy locomotives from. I do think there'll be [market] share change." Electro-Motive, or EMD, is expected to leverage Caterpillar's engineering talent as well as the engines it uses for off-road construction equipment and power generators. The deal is regarded as complementary to Caterpillar's Progress Rail unit, a rail car service and track maintenance business that the Peoria, Ill., company bought in 2006.

Freight railroads have limited experience with locomotives powered by Caterpillar engines. Meanwhile, developing a new variant of Electro-Motive's high-horsepower engine will be expensive and time-consuming. "The EMD engine is still a popular

engine, but they haven't made the level of investment that the rail industry would like to see," said Edward Burkhardt, chief executive of Chicago-based Rail World Inc., a management company that owns regional railroads in the U.S., Canada and Europe. General Electric has "steadily improved their engine, that's why they've gained share."

A spokesman for General Electric's transportation unit declined to comment on Electro-Motive's equipment, but added the diversified industrial company considers the purchase of EMD as a positive development for the rail sector. "We view Caterpillar's acquisition of EMD as a vote of confidence in the long-term profitability of the rail industry," said Stephan Koller, a spokesman for GE. But Caterpillar's transformation of Electro-Motive is likely to face additional headwinds from a depressed market for locomotives.

*Midwest Rail Scene*

### Old Lewiston Railway Depot Reborn

The main building served as Lewiston's passenger depot from 1916 to 1960, when it was purchased by the Steel Service Center. Roy's father was part owner and Roy worked in the offices until he took over ownership. He moved the Steel Service Center out and in 2006 began renovations slowly. He replaced the roof and then the windows. Crews are expected to be replacing the sidewalk in front of the building in the next few days, replacing asphalt with cobblestones. "We didn't have any federal or state money helping us do this; it was all private investment," Roy said. He has reused as much of the building's original fittings and materials as he could. Light fixtures, bathroom sinks and paneling on the depot's wall are all original.

The floor has been replaced with polished concrete made to look like granite.

*Lewiston Sun Journal Via Bob Cavanagh via The 479 470 Railroad Club*

### Springfield Terminal Recent Changes And Improvements

Ed Motte, Pan Am Railways vice-president of transportation, presented the following at a meeting of the Northeast Association of Rail Shippers in Newport. ST has purchased 10 SD40s this spring; some are already operating, the rest are coming into service in the next couple of weeks. They are operating on the Maine to Massachusetts's lines, giving ST reliability for our operating plan we have not enjoyed for sometime.

Motte mentioned the weather problems: The first of March weather caused an inoperative signal on the Portland-Haverhill line, canceling the Downeaster for several days. In the middle of the month heavy rain caused the overflow of a pond in Clinton, MA on the Worcester line. At the end of the month, a pond in Littleton, MA rose over the freight main for the distance of one mile and stayed for six days. This stopped all Maine-New York traffic until ST was able to operate trains through Boston, which restricted clearances.

Because NS crews were able to do two years work in one year, Motte said they are up to timetable speed on the west end. They can now keep their interchanges n Mohawk with CP and Rotterdam Junction with CSX clear of cars. He called the freight main between Portland and Waterville a choke point with only a few passing sid-

ings. This spring crews will start replacing 20,000 ties. It's now 10 miles per hour, so it takes eight hours to go the 83 miles. By getting it to 25, crews can do it in three and half hours. That will give customers better service out of Maine.

*Rails & Ports via The 479 470 Railroad Club*

### Book Of Rules

Here's a good one for the rules minded railroaders.

Back during the war, when anyone could get a job braking, the PRR hired a new kid from Altoona. The Superintendent gave him his copy of the Book of Rules and told him, "Now take this and study it. Keep it with you at all times on the railroad, because any situation that might come up is covered in the Book of Rules." So the kid takes his book, says, "Thank you,

Sir, I sure will!" and goes home to study the book. That night he gets a call for No. 7, a secondary sleeper train from Harrisburg to Chicago. He gets on the train at Altoona, and the conductor tells him to go back and make sure the lanterns are all lighted and ready to go on the rear platform. The train pulls out while he's walking back through the sleepers, and up around the curve he's walking through one car when he sees a woman's bare ass exposed through the curtains of an upper berth.

"Hmhmhm, how do I handle this? Oh yeah, the Book of Rules!" So he gets out the Good Book, then runs to the rear of the train, grabs a red lantern and hangs it on the berth. Next comes a traveling salesman, who sees parted curtains and the red light, and gets the entirely wrong idea. Needless to say, there was blood on the moon when the word got back to the "Old Man" the following day, and the kid had a message waiting on his return to report to the Superintendent's Office RIGHT NOW!

He walks in, and the "Old Man" inquires politely, "Son, what in the world were you thinking of when you hung that red lamp on that poor woman's berth on Monday night?"

"Well, Sir," the new hire started, "you told me that anything that came up on the railroad was covered by a rule in the Book of Rules."

"Yes, I did," said the "Old Man." "But where in hell did you find a rule to cover that one?"

"Right here," the new guy replied. "It says, 'The rear end of a sleeper, exposed by night, must be protected by a red light.'"

Next day the kid was a Trainmaster.

*Submitted by Buddy Winiarz*

*Yes, the B&M had one just like that - I was on a flagging job, this 'schooled' trainmaster comes along told me to get with my flag - except it wasn't my flag - he just didn't bother to find out who put the flag in place. And one does not REMOVE a flag that another crew has put in place unless one has specific direction to do so by the crew that placed the flag. BW*

### MBTA Acquires Nine Locomotives From Utah

Continuing the Patrick-Murray Administration's commitment to strengthening transit service throughout the Commonwealth, the MassDOT Board of Directors approved the purchase and/or lease of up to nine new commuter rail locomotives from the Utah Transit Authority (UTA). Once purchased and made ready for passenger service, this investment will mark the first time in 17 years that

new locomotives will pull MBTA commuter rail trains.

Seeking to take advantage of UTA's surplus of new locomotives, the MBTA is negotiating with UTA to determine the exact number to be procured and through what process (lease, purchase, or combination). Built in compliance with MBTA requirements, the new locomotives are 'Commuter Rail-ready,' and will be in passenger service by this fall.

Because the MBTA had an option on UTA's original 2005 procurement, the general construction of the locomotives is compliant with the MBTA's needs and requirements. The purchase cost for each locomotive is \$3.5 million, which includes the modifications necessary to ensure that each locomotive is ready for immediate entry into the MBTA service fleet.

Compared to the locomotives in the current fleet, the new engines burn less fuel and emit lower levels of nitrogen oxide and hydrocarbons. It's estimated the T will save about \$78,000 annually per locomotive because the new engines burn 36,500 fewer gallons of fuel each year. Employing new technology that makes the engines more fuel-efficient and prevents unnecessary idling, the new locomotives reduce nitrogen oxide levels by 38 ½ tons per engine annually. Whether acquired through purchase or lease, Utah Transit Authority will deliver all of the locomotives to the MBTA by the fall. All but 20% of the purchase will be funded by federal grants.

*MBTA via Railpace's Hot News*

### Commuter Rail Push

Town described as a  
"gateway community to New Hampshire."

By Jason Schreiber

A strong Plaistow is a strong New Hampshire. That was the message local officials delivered to George Bald, commissioner of the state Department of Resources and Economic Development during a meeting yesterday to outline the town's efforts to improve its economic climate.

Much of the focus of the meeting was on a push to extend commuter rail service from Massachusetts into Plaistow.

State and local officials have been in discussions with the Massachusetts Bay Transportation Authority [MBTA] about a proposal to create a commuter rail stop in Plaistow, where tracks already exist.

Talks began when the MBTA indicated that it wanted to find a new layover facility to park its trains closer to the New Hampshire border to replace its lay-over station in Bradford, Mass. The Plaistow Park and ride off Route 125 - which borders the tracks is a location where officials are considering a train station.

Planning board Chairman Tim Moore described Plaistow as a "gateway community to New Hampshire" as he outlined the rail project and other in this border town.

*New Hampshire Union Leader submitted by Mike Lennon*

### Worcester to Boston through Ayer Passenger Service?

The MBTA board has approved a deal that allows the state to purchase a section of railroad track to expand commuter rail service from Worcester to Boston through Ayer, but passengers won't be

able to travel that route any time soon, the *Telegram and Gazette* reports.

Lt. Gov. Timothy P. Murray said yesterday the Ayer option is still under consideration, but on the state's long-range plan.

"I think that's quite a ways away," he said, adding that the state is already concentrating on a \$200-million investment in the Fitchburg commuter rail line

As for the Worcester-to-Ayer route, expanding commuter rail service there is not conditional on the state's purchase of the track, Murray said, but the issue needs much more study. The cost of acquiring the line and making all the improvements necessary for fast passenger trains would be \$100 million to \$200 million, he said.

"Significant capital improvements are needed along the line to make trains fast enough. Sometimes these acquisitions take decades," he added. A trackage rights agreement approved by the MBTA board last week, however, seeks to avoid "protracted negotiations," such as the ones between CSXT and the state. The agreement "establishes a procedure to acquire the ownership of the rail line," MBTA spokesman Joe Pesaturo said in an e-mail. "This acquisition is to protect that option for the future."

The deal between the MBTA and Pan Am Railways and Pan Am Southern also allows the state to expand commuter rail service to a new train station near Route 2 in Fitchburg. The new station is scheduled to open in 2012.

The new Wachusett Station in Fitchburg is expected to divert traffic from the often-congested Route 2 and bring about 400 additional commuters to trains. A layover station will be constructed nearby to house inactive trains. Most, if not all, of the layover station will be in Westminster, rather than in Fitchburg, Pesaturo said.

The MBTA's new agreement with Pan Am also states that the MBTA will no longer charge Pan Am for using state-owned tracks, and in return, the MBTA will be able to use Pan Am's track for free.

*Submitted By Alden H. Dreyer*

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## Rail Project Chugs Along

### Railyard plan proceeds despite environmental concerns, loss of funds

By Eric Anderson Times Union

Despite the loss of \$3 million in state funding promised in July 2008 by then-state Sen. Joseph Bruno, a \$40 million railyard project here is still in the works.

The new facility is to be built by Pan Am Southern and Norfolk Southern Railway.

Officials initially thought the railyard could begin operating last month (January), but environmental concerns delayed the start of construction.

"They need a permit from this office to fill wetlands and streams on the site," said John Connell, senior project manager for the Army Corps of Engineers, based at Watervliet Arsenal. "They're proposing to re-establish some stream channels on site and to create new wetlands at a site in Stillwater."

The project apparently lost its chance at state funding when contracts weren't completed before Bruno's retirement, said Dennis Brobston, president of Saratoga Economic Development Corp.

Husband said the railroads would like to see construction begin this spring, but that work couldn't begin until they had all the permits.

Thomas Richardson, Mechanicville city supervisor, said the project includes "three or four" buildings, and that there will be 16 sets of tracks, with a crane that would stack and unstack cargo containers from the rail cars.

The rail project would give Norfolk Southern access to the Boston and eastern New England market, in competition with CSX Transportation.

As many as 85 people will work at the Mechanicville facility, which also covers land in the adjacent towns of Halfmoon and Stillwater, when it is fully operational sometime in the middle of the decade.

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## Mechanicville Status

Pan Am Southern has run into two obstacles in re-building the yard as an intermodal and auto facility. Officials initially thought the rail yard could begin operating in January, but environmental concerns delayed the start of construction. The Army Corps of Engineers will now issue a public notice outlining the PAS plans to deal with wetlands and a stream, permitting public comment for 30 days. "They need a permit from this office to fill wetlands and streams on the site," said the senior project manager for the Army Corps of Engineers. They're proposing re-establish some stream channels on site and to create new wetlands at a site in Stillwater. Thomas Richardson Mechanicville city supervisor, said the project includes three or four buildings, and that there will be 16 tracks. Steve Watts, chair of the Halfmoon planning board, said he hasn't seen any applications for building permits.

*Atlantic Northeast Rails & Ports Via The 470 The 460 Railroad Club*

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## Maine Operation Lifesaver And The Maine RR Trading Cards

Maine Operation Lifesaver invites you to be part of the third printing of our extremely successful Maine railroad trading cards, specifically requesting that you to submit photos for possible inclusion. Over 50,000 cards have so far been handed out much to the delight of schoolchildren – and adults, too. With 14 new photos to be chosen for the new printing, photographer name credit will appear on the back of thousands of trading cards along with information about the railroad pictured, a rail safety message, and other information.

Before we print photos, a check will be made with the respective railroads for clearance. Photos of derailments, graffiti, pictures taken long ago, and the like will be rejected. On the other hand, your creativity and expertise in modern Maine railroad photography is welcome. We will be choosing two photos each of Pan Am Railways; Amtrak's Downeaster; St. Lawrence & Atlantic Railway; Maine Eastern Railroad; Montreal, Maine & Atlantic Railway; Eastern Maine/New Brunswick Southern Railway; and one photo each of the Downeast Scenic Railroad and the Belfast & Moosehead Lake Railroad. If possible, the railroad name should be visible in the picture.

Up to two photos representing each railroad may be submitted at [rrphotos@roadrunner.com](mailto:rrphotos@roadrunner.com).

The deadline for entries is August 15, 2010.



## Aerial View of a Portion Of Boston Freight and Passenger Yards



Code:

A - Lower Yard 8; B - Lower Yard 9; -C - BET; D - Yard 2 - commuter trains

E - East Somerville Engine House; F - Yard 19

G - Miller River; H - Yard 14 ; J - Yard 10; K - NH Main Line