

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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September – October 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.

- Sept. 25th** We will be back at the Silver Lake Railway for another fun-filled day.
- Oct. 16th** Justin Winiarz will be taking us on his railroad travels.
- 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.

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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- 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

In Memorium

Richard B. Sanborn

Epping, N.H. — Richard "Buster" Bourne Sanborn, passed away, Aug. 2, 2010.

He was born May 25, 1940 in Exeter, N.H. and a lifelong resident of Epping, N.H. He received his B.A. from Plymouth Teaching College and immediately began employment as a science teacher at the Lincoln-Akerman School in Hampton Falls, N.H. where he spent his entire career of 45 years.

He belonged to numerous historical societies including the B&MRRHS, and served as guest speaker on numerous occasions anytime he was asked to speak about trains in that local area.

Richard was a train admirer all his life. In his earlier days, he would travel an average of 20,000 miles a year by way of train, all throughout the United States and Canada. He was a historian and avid collector of train memorabilia.

Eagle-Tribune

Saugus Branch Abandonment

The railroad filed to abandon freight rights on the Saugus Branch using the Notice of Exemption procedure. MBTA owns the line; the last freight traffic ran in 1998, passenger service ended in 1957. ST stated that the branch began at Milepost 2.69 (at Everett Junction 2.69 miles from North Station, where it splits off from the MBTA Rockport Branch) and ran through Everett, Malden, Revere, Lynn, and Saugus to Milepost 12.43 (where it rejoins the Rockport Branch at West Lynn).

It is to become a rail trail. Bike to the Sea promotes the development of a bicycle and pedestrian trail from Malden area to the beaches of Lynn and Revere. A state feasibility study conducted has concluded that a trail to the sea along the Saugus Branch rail line is feasible

The 470 470 Railroad Club

Cab Units To Head Up PAR Office Trains

PAR traded ST #216 for Conway Scenic FP9 #6516. Also a trade was made for Conway Scenic's FP9 #6505 now numbered PAR1. The units have been painted in the dark blue-black scheme used on the passenger cars.

Pan Am Business Train

US DOT Secretary Ray LaHood announced completion of the funding agreement with MDOT, which will permit the start of construction of the Portland-Brunswick line, owned by ST, to extend Downeaster service. Perhaps knowing the announcement was coming, ST ran its newly refurbished Par Am blue F and two blue business cars from Rigby yard in South Portland onto the branch on July 2, and then returned it to its home in Waterville yard. The F unit PAR I was originally CN, then Via, Conway Scenic and now Pan Am.

The 470 470 Railroad Club

Crawford Notch Excursions

October 16, 2010

The 470 Railroad Club is again running a special excursion train the entire length of the Conway Scenic Railroad's Crawford Notch line on Saturday October 16th

The train will depart from the Conway Scenic Railroad's North Conway station at 9:30 A.M. on Saturday October 16 for a scenic ride to Fabyans and return. Photo stops and runbys will be made as conditions allow. Stops are planned at the White Mountain Cider Company in Glen and at the AMC's Highland Center

at the site of the Crawford House Hotel. We also plan to travel over the relocated ex-Maine Central Railroad track through North Conway village during our trip,

Our train will return to our starting point about 5:00 P.M. allowing time for our passengers to dine at the restaurant of their choice, or to begin their homeward journey.

Trip Committee

The 470 Railroad Club

37 Longwood Drive

Portland, Maine 04102

Coach tickets @ \$55.00 Adult; \$52.00 Child 12 or under

First Class tickets @ \$62.00 Adult; \$54.00 Child 12 or under.

Dome tickets @ \$65.00 Adult; Child \$58.00 Child 12 or under.

Box lunch tickets @ \$11.50 each. Choice of: Ham & Cheese; turkey; Veggie Pocket

Please enclose a Business Size STAMPED SELF-ADDRESSED ENVELOPE with your Name, Address, City, State, Zip

Telephone/E-mail

Tickets will be mailed Oct. 9th, checks will be deposited the same day.

Flying Yankee Newsletter

It has been a long time since most of you have heard from the Flying Yankee. We have gone through some changes and reorganization since the beginning of the year. Though you haven't heard from us since January, we have made some good strides and are moving forward nicely.

Our big project for this Summer and Fall is to install the remaining windows, secure the doors, weather seal the whole train, and REMOVE the tent for good. The structure will not go through another Winter for one but most importantly - the Flying Yankee needs to be visible for all to enjoy and to believe that "Yes Virginia, there is a Santa". Power was installed last Fall along with heat so the lights work and the Monitors donated by the FRA also work. No air conditioning yet so the interior can be akin to a sauna without the fans running.

Lou Barker (with DOT) is one of our Board of Directors and makes sure all is done to US & Amtrak specs. He has done up a chart/schedule plus costs of the work to be done this Summer and Fall. There will be a newsletter going out next week with allot more information and detail. Commissioner George Campbell and Executive Councilor Ray Burton (District #1) are also committed to this restoration.

New England Southern Upgrading The State Owned Concord-Lincoln Tracks.

Several long sidings are being construed for transloading purposes.

By the time story appears in the Newsletter, NEGS will have vacated the use of the Manchester to Concord track owned by Pan Am. NEGS lost their three-year battle with Pan Am to continue use of the 18 miles involved

Pan Am Southern And The Mechanicville Yard

PAS hopes to have some portions of the Mechanicville Yard operational by the End of the year but there will be construction activity there in 2011.

The 470 470 Railroad Club

Coal Hopper Car Traffic On The Boston & Maine In The 1940s-1950s

By Dwight Smith

In the late 40s early 50s Anthracite coal from northeastern Pennsylvania was still a major source of fuel for home heating. There were regular moves of single carload lots to coal dealers located in nearly every community in Northern New England. Most of this traffic moved in hopper cars of the originating roads such as D&H, LV, CNJ/CRP, DL&W, Erie, and RDG. Traffic to B&M points moved primarily via the D&H - Mechanicville - B&M gateway. There were a smattering of "back door" routes that applied only for Anthracite coal. One from Reading origins was via Reading - Newberry Jct. PA - New York Central - Rotterdam jct. - B&M. Another oddball route was from D&H origins via Whitehall to the Rutland at Rutland, VT and then on to the B&M at Bellows Falls to specific destinations in NH and Vt.

After the formation of the S&E and C&C railroads from cast off B&M branches the coal to destinations on those short lines continued to move via D&H - McVile - B&M.

Anthracite coal in L&NE and NYO&W hopper cars were seldom seen on B&M rails. Coal from those originating roads moved primarily to Southern New England markets via the New Haven gateway at Maybrook, NY.

Bituminous Coal (aka soft coal) in the 40s and 50s. Bit. coal was principally used for steam locomotive fuel, as well as widely used in industrial plants and mills. Movements via all-rail originated in western Pennsylvania, Maryland and West Virginia and moved via the B&M's western gateways of Mechanicville and Rotterdam Jct. This traffic generally moved in single car shipments or in small blocks of cars. No unit trains in those days. Hopper cars with soft coal were usually from origins on the NYC, PRR, WM, and B&O plus a few from smaller roads.

Bituminous coal also moved from coalfields in Virginia and West Virginia on the C&O, N&W, and VGN to deep-water ports in the Norfolk, VA area, thence via ships to ports such as Boston and Portland where the coal was transferred to hopper cars for furtherance to destination. The car ownership usually seen were B&M from Boston and MeC, PTCO, B&M, and CN/GTW from Portland. Ex water bituminous coal also moved inland from ports of Bath and Searsport, ME.

There were Coke producing plants at New Haven, CT and Everett, MA that shipped their product to B&M destinations, principally for use in iron foundries. These coke shipments usually moved in New Haven and B&M hopper cars respectfully.

Bob Warren: Mention of Eastern Coal and Coke in Everett reminds me of the day the railroad called out the Somerville fire department as one of the cars of coke just brought over from Everett was still on fire. After that incident, the railroad checked all cars at EC&C to make sure that the coke was cold and if any had indication that the coke wasn't cold, that car was to be left with EC&C.

Conn River Upgrade

By Andy Kirk

Following the strike against Guilford Rails B&M in 1985 track conditions over the Conn River Line north of Springfield MA got so bad that Amtrak's *Montrealer* required several hours more than the timetable allowed to make the 123 mile run between Springfield MA and White River Jct VT In 1987 Amtrak discontinued the tram and initiated legal proceedings against Guilford which resulted in the jointly operated (with Central Vermont Railway) segment between East Northfield MA and White River Jct being taken from Guilford by eminent domain After operation of the joint line was transferred from Guilford to CV the *Montrealer* returned to operation In 1995 the Washington Montreal *Montrealer* was replaced by the Washington-St Albans Vermonter to due high operating expenses that Amtrak incurred operating in Canada

Although service has returned to Northeastern Vermont the routing via Palmer MA has been circuitous ever since the downgrade of the traditional B&M route between Springfield and East Northfield The *Vermont* is routed east via CSX's ex B&A Boston Line between Springfield and Palmer then north via the New England Central's former CV between Palmer and East Northfield The present operation via Palmer is 11 miles longer than the former B&M route and requires a time consuming reverse move at Palmer. Furthermore it bypasses some areas of central Massachusetts that have the potential for producing additional ridership.

Recognizing the potential for additional ridership along the Connecticut River which is the second most densely populated area of the state, the Massachusetts Dept of Transportation has designated the former B&M route as the Knowledge Corridor (there are 32 universities between the greater Springfield and Hartford areas) MassDOT has received a \$70 million ARRA award for the purpose of upgrading the line now operated by Pan Am Railways between Springfield and East Northfield so that passenger service can return and stops can be made a Northampton and Greenfield. The work will result in time savings of about 25 minutes over the present Palmer routing.

MassDOT is wrapping up agreements with Amtrak and Pan Am that will allow a cooperative agreement to be reached with the FRA. Once the final agreement is inked with the FRA, funding will be released and the work can begin. MassDOT anticipates the agreement being reached in the early fall, with the work to be completed during the fall of 2012.

Via Railpace

Details On The MBTA Locomotive Order

The new MBTA locomotives will be designated as MPI model HSP-46AC, generating 4,650 HP units with GE-supplied EVO-12 prime movers. MPI will act as the prime contractor for the supply of the locomotives while GE will be the major component supplier to MPI.

Andy Kirk via Railpace's Hot News

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

Brunswick, Maine, Taking Delivery Of CWR To Upgrade Passenger Line

In anticipation of the extension of passenger rail service from Portland to Brunswick, the Northern New England Passenger Rail Authority will oversee delivery of "continuous welded rail" track along railroad lines leading into downtown.

The delivery, tangible evidence that the long-awaited return of passenger rail to Brunswick is moving closer to reality, will trigger a celebration among dignitaries and rail aficionados at Maine Street Station. It also will cause traffic diversions on Union, Stanwood and Church streets.

The downtown development at the site of Brunswick's former train station includes a platform for rail passengers to climb aboard and disembark from Amtrak Downeaster trains expected to begin making runs to Brunswick by 2012.

Current plans call for rail between Portland and Boston to be upgraded to accommodate Amtrak Downeaster passenger trains, which already connect Portland to Boston.

The rail upgrade aims to make it possible for passenger trains to travel up the coast from Portland, stopping in Freeport and Brunswick. The Maine Eastern Railroad currently operates excursion trains from Brunswick to Rockland, with stops available in Bath and Wiscasset.

Railway Track and Structures

Massachusetts Bay Railroad Enthusiasts, Inc.

Belfast & Moosehead Lake Railway:

Belfast to Burnham Junction & Return

Saturday, September 11, 2010 ONLY!!

Don't miss this unique opportunity to ride one of New England's historic railroad treasures - the entire 32.7 mile length of the former Belfast & Moosehead Lake Railroad from the outskirts of Belfast, Maine to its intersection with the Maine Central at Burnham Junction.

FARES:

Adult MBRRE Member Coach Fare \$59*

Adult Non-member Coach Fare \$69

Child Coach Fare (ages 12 & under) \$29

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

Transportation To Belfast

Due to the length of the trip and the limited capacity of the train Mass Bay RRE will not offer a bus or van connection from Boston for this trip. If you are looking for a ride to Belfast, or if you are willing to offer a ride to a fellow passenger, please contact us and we will endeavor to match you up.

Tickets are now on sale! Capacity of this trip is strictly limited! Call 978-470-2066 NOW to order your tickets!

The Downeast Scenic Railroad

Make it a full weekend riding trains in Maine! After years of hard work rebuilding the railway, restoring their 1948 diesel engine, vintage passenger car and caboose, the Downeast Scenic Railroad will offer round-trip excursions on the historic Calais Branch Line, from Ellsworth, ME, to Ellsworth Falls and then to Washington Junction and back to Ellsworth, beginning in July 2010. The ten-mile trip takes approximately one and one-quarter hours. Two trips per day will be offered through the season, on Saturdays and Sundays at 10:30 AM and 1:30 PM. Mass Bay RRE invites you to ride this important piece of Maine's railroad history. Further information about the Downeast Scenic Railroad may be obtained by calling 1-866-449-7245 or by visiting www.downeastscenicrail.org.

Please use the ORDER FORM obtained from the Internet to order your Belfast & Moosehead Lake train ticket. Be sure to enclose a self-addressed, stamped business-size envelope for return of your tickets. Full particulars of the trip will be sent with your tickets about two weeks before departure. 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.

Seven Tips To Preserve Your Piece Of History

Submitted by Al Kallfelz

The Society of American Archivists offers seven tips to ensure proper care and management of your historic keepsakes:

1. The best protection for your photographs, newspapers, train tickets, maps, timetables, and magazines is a cool, dry, stable environment (for example, moderate temperature and humidity with relatively little fluctuation, clean air and good air circulation, no natural or fluorescent light, and good housekeeping).
2. Valuable paper collections do not belong in your attic or basement, which commonly are subject to excessive heat and/or moisture. Avoid storing materials beneath or close to such water sources as washing machines, bathrooms, or air-conditioning equipment. And consider what is in the room above your collection.
3. Heat causes damage. When displaying your framed photos, newspapers, invitations, and other memorabilia, don't hang these valuable items over radiators, heating ducts, heat-producing appliances, or fireplaces. Anything with long-term value should be housed away from heat sources.
4. Light causes fading and other damage. Keep photos and other memorabilia "in the dark" as much as possible; don't put them in direct sun or bright light. Hallways or other rooms without windows are best. Install shades and/or heavy curtains where you can't avoid windows.
If you must display an item in direct sun or bright light, consider obtaining a high-quality scan and displaying the digital print instead.
5. Indoor pollution rapidly damages paper and is a growing problem in energy-conscious spaces with good insulation. Any valuable photo or paper-based document on display should be protected by a preservation-quality mat and frame. The glass or plastic covering, which protects the item from pollutants and dirt, should contain UV filtering.
6. Photos, letters, clippings, and other family documents should be stored unfolded because folding and unfolding breaks paper along the fold lines. Storing photos and documents in folders rather than envelopes is recommended because envelopes can cause damage as items are removed and replaced.
7. When considering whether to use paper or plastic enclosures for your photos, select enclosures that pass the Photographic Activity Test (PAT). This test ensures that the enclosure will not react chemically with your photos.

Supplier catalogs should indicate whether a photographic storage product has passed the PAT. To read more about the PAT, see the Image Permanence Institute's "Archival Advisor" at www.archivaladvisor.org/.

The Green Block Cent NY Chap, NRHS

Buses And Bikes Envisioned For Unused Track Corridor would ease region's traffic, planning agency says

By Matt Gunderson

In an effort to ease rush hour traffic and overcrowded commuter rail parking lots, regional planners are looking into the possibility of building a side-by-side bus corridor and bike trail along a 28-mile portion of an unused rail right of way that stretches from Route

128 in Waltham to Interstate 495 in Berlin.

The so-called Mass. Central Connector could serve Berlin, Hudson, Sudbury, Waltham, Wayland, and Weston. Buses would run on a concrete strip while bicyclists would use a gravel path next to it.

Supporters of the connector say it would cost less and provide more flexibility than light rail. It would also help leverage federal transportation dollars. Combining bus and bicycle transportation options would be beneficial to both bus riders and bicyclists, they say. The connector could be linked to the MBTA's Fitchburg commuter rail line and to other bike trails in the region. But the proposal probably would face resistance from some neighbors of the right of way who might object to buses whizzing along their properties. Environmental concerns, including the delicate nature of wetlands along the route, may also be an issue.

The right of way is owned by the Massachusetts Bay Transportation Authority and is already under consideration by the state as a bicycle trail.

"The impetus for this is that some of us began to ask: If we are doing a rail trail, then why not do a bus way?" Bourassa said. "It's both cheaper and more flexible" than a rail line, he said.

For example, if there is bridgework, for example, the bus can simply take an alternative route, which a train cannot do, he said.

The easement issue won't be a concern with the 28-mile connector, however, since the entire corridor is owned by the MBTA, said Rachel Szakmary, transportation intern at the Metropolitan Planning Council. But concerns about environmental intrusions could be a source of contention, she said. In Sudbury, residents and officials have already expressed reluctance about the impact on wetlands falling within the rail trail area, she said.

Gaining widespread public support is only half of the equation, said Bourassa. The project may also get derailed by the logistics of paving 28 miles of rail bed...One pressing concern his agency has is whether there is enough room in the right of way for a bus lane, said Bourassa.

Globe Newspaper

THE B&MRRHS ARCHIVES

Your Archives Chairman presents herewith a selection of recently acquired items. These items are representative of the wide array of materials that our Archive makes available for study by our members. If you haven't been to the Archives recently we encourage you to take advantage of this aspect of our Society's activities.

Employee time table. Nashua Acton & Boston RR (Concord RR Co. lessee). TT no. 18, Wed., Feb. 9, 1876.

Magazines. Guilford Express. Approximately 20 issues.

Right of way and track map. Nashua and Lowell Railroad Corporation. VS 15 NH, Map 14, Nashua, N.H., revised to Aug. 1977.

Agreement between MBTA and Boston & Maine Corporation for the provision of passenger train service within the Commonwealth of Massachusetts, 14 Dec 1964.

Review of freight operations. Boston and Maine Corporation. 30 April 1969. Peat Marwick & Mitchell. Contents: Background and Scope; Traffic flow study; Over-the-Road Operations; Local and Yard Operations; Exhibits.

Plan showing a part of Silsbee St., Lynn, Mass. in connection with abolition of grade crossings, 17 Feb 1912.

Journal A. Peterborough RR, May 1872 through March 1889.

Agreement made by and between Robert W. Meserve and Benjamin H. Lacy, Trustees of the property of Boston and Maine Corporation...and The Massachusetts Bay Transportation Authority, 1981.

Metal box containing approximately 100 documents relating to the early history of the Sullivan Railroad, dated 1851 to about 1865.

Boston and Maine Corporation. Information to Railway Age. Interlocking plants; automatic block signals; remote and centralized traffic control; grade crossing protection; telephone and telegraph. Part 2 of 2 parts.

Our Archives are housed within the Center for Lowell History, 40 French St., Lowell, Mass. For up-to-date information about hours of operation, call the Center for Lowell History 978-934-4998. Tours of the Archives are given on Saturday afternoons and can be arranged by contacting the Archives Chairman. Volunteers are needed to help organize, preserve, and catalog our growing connection. Contact Archives Chairman Rick Nowell at fnowell3@yahoo.com.

The Lexington And West Cambridge Railroad

A railroad company chartered in 1845 and opened in 1846 that operated in eastern Massachusetts. It and its successors provided passenger service until 1977 and freight service until 1980 or early 1981.

A single-track line was constructed in 1845-46, connecting Lexington Center to the Fitchburg Railroad (now the MBTA Fitchburg Line) in West Cambridge (near the site of the modern Alewife Station). When the separate town of West Cambridge changed its name to Arlington in 1867, the railroad was also renamed, as the Lexington and Arlington Railroad.

The Boston and Lowell Railroad purchased the line in 1870 and built a new connection (most of which would constitute a major portion of the later Fitchburg Cutoff) to their main line at Somerville Junction. The connection, from what is now the Magnolia Field-Varnum Street area in Arlington, ran through North Cambridge and Davis Square; a station was located at Somerville Junction, marked by a park near what are now Centre and Woodbine Streets. It created a subsidiary, the Middlesex Central Railroad, to build an extension from Lexington to Bedford and then Concord Center (Lowell Road), which opened in 1873. The Lowell Road station was adjacent to today's Minuteman National Historical Park. A 2.5-mile (4.0 km) extension from Concord Center to Concord Prison (Reformatory Station on Elm Street) would give the name Reformatory Branch to the Bedford-Concord segment in 1879. The branch continued another half mile further west to a junction (called "Concord Junction" or "Middlesex Junction" per different sources) with the Nashua, Acton & Boston Railroad and other rail lines.

The independent Billerica and Bedford Railroad built a connecting narrow gauge line in 1877, but went bankrupt the next year. In 1885, the Middlesex Central purchased the right-of-way and used it to build a standard gauge extension to North Billerica from Bedford. The North Billerica-Boston segment was known as the Lexington Branch.

The Boston and Maine Railroad purchased all of the Boston and Lowell in 1887. According to railroad historians, double tracking from Somerville Junction to Lexington was instituted just prior to the B&M era, in 1885-86, and discontinued in 1927. Double width bridge abutments can be found in Arlington. The branch eventually

ended service, as it had begun, as a single-track line.

Regular service on the line used the route through Somerville Junction, via West Somerville (Davis Square) and North Cambridge, from 1870 until 1927, at which time it reverted to the original route via the Fitchburg main line. The branch split off from the main line about 0.4 mile west of the West Cambridge Station, located 4.16 miles from Boston at Sherman Street on the main line. The turnoff was by the once-flourishing brickyards at the site of today's Rindge Towers.

At one time, around the turn of the century, there were 38 trains a day through Arlington, a lesser number through Lexington. On April 24, 1926, passenger service ended on the Reformatory Branch, and on February 5, 1927, the remaining freight service was abandoned on the short segment between Concord Center and Reformatory Station. On December 31, 1931, passenger service on the outer Lexington Branch from Bedford and North Billerica was discontinued. Remaining services were converted from steam to diesel trains in 1956.

In 1962, the Boston and Maine abandoned both segments north and west of Bedford. It was noted at the time that the Bedford-Concord section had only seen 19 trains in 19 years. The town of Bedford purchased the rights of way within its boundaries in 1963.

By 1965, the Massachusetts Bay Transportation Authority was subsidizing a single daily passenger train (using Budd Rail Diesel Cars) between Boston and Bedford. On December 26, 1976, the MBTA purchased the rights of way and passenger equipment from the Boston and Maine (which retained freight trackage rights). Operation of MBTA Commuter Rail at that time was contracted to the Boston and Maine (later it was awarded to other private companies).

Beginning on January 10, 1977, a snowstorm blocked the line for a few days, after which the MBTA announced it would not resume passenger service.

In 1979, the Interstate Commerce Commission gave permission for the Boston and Maine Railroad to stop running freights on the line. Common power on the branch at that time was SW # 1227. The last freight train to ply the line was hauled by a GP9, with 23 cars. According to one source the final trip was in 1980, and the same year the tracks were severed from the main line. Another source gives the date of the final run as January 31, 1981.

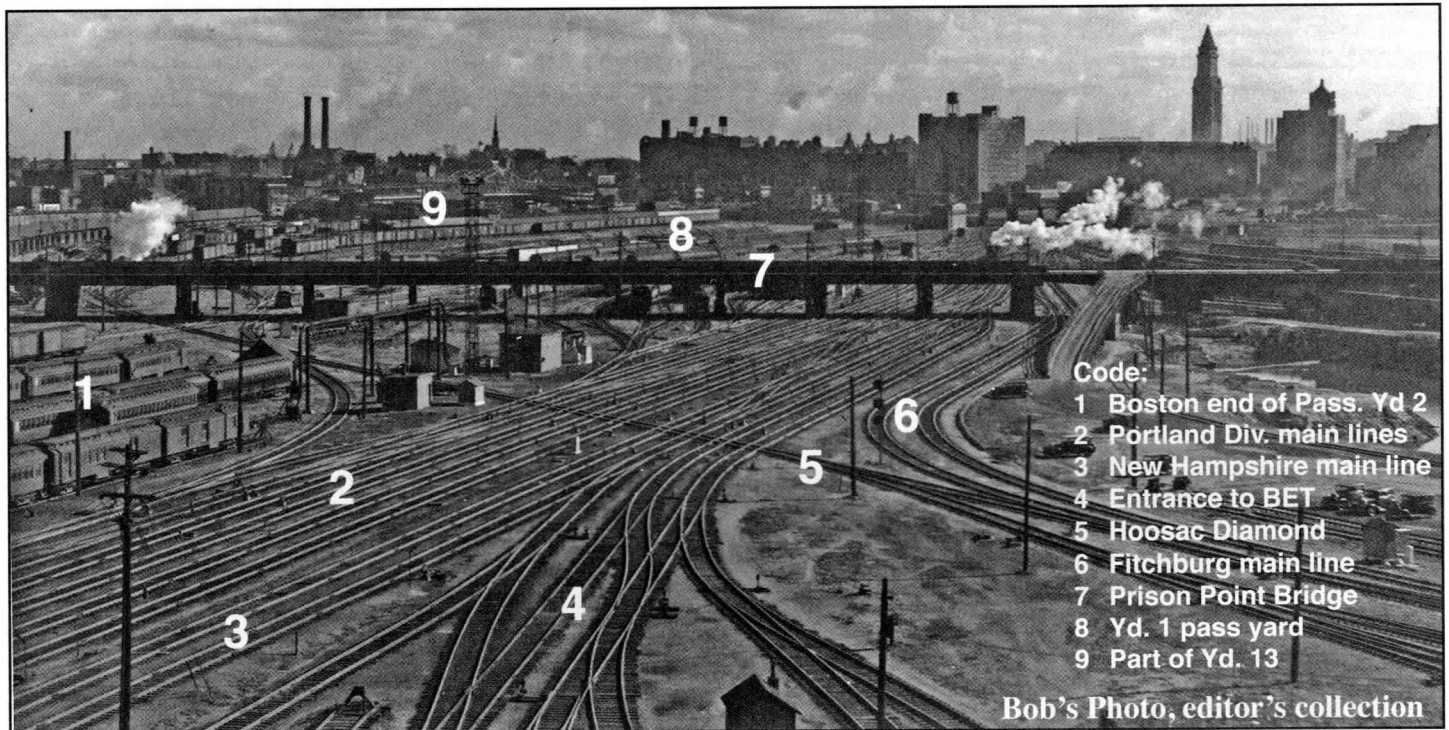
In 1980, a federal judge ruled that the Lexington Branch must be restored after construction of the parking garage at Alewife Station over the right-of-way. In 1981, the MBTA and the town of Arlington signed an agreement allowing the line to be abandoned, and town land to be used temporarily for construction access, in return for support for bikeway conversion.

Source: Wikipedia

New England Southern Upgrading The State Owned Concord-Lincoln Tracks.

Several long sidings are being construed for transloading purposes.

By the time story appears in the Newsletter, NEGS will have vacated the use of the Manchester to Concord track owned by Pan Am. NEGS lost their three-year battle with Pan Am to continue use of the 18 miles involved



Freeze Lifted On Funding For Station

By Peter Goonan

The Federal Transit Administration has lifted a freeze on funding for the union Station project, ruling that the Springfield Redevelopment Authority has satisfied requirements to become the "direct recipient" of grand money. Union Station built in 1926, has stood dormant since it was closed as a railroad station in 1973.

The project will provide space for the Pioneer Valley Transit Authority, Amtrak, commuter rail and intercity bus operations, along with transit-related office space. The baggage building will be torn down and replaced by a new bus terminal and parking deck.

The redevelopment has been pursued since the 1980's and was proposed in the past as larger scale, \$115 million project. Prior plans that included elevated bus ramps, a hotel and movie theater are no longer being considered.

The Republican via AAR Smart Brief

L.B. Foster Awarded Welded Maine Rail Contract

L.B. Foster was awarded a \$5.3 million contract by the Northern New England Passenger Rail Authority to supply 5,561 tons of rail for the Downeaster-Portland North Project. The authority is using a \$35 million grant from the American Recovery and Reinvestment Act to help fund the project's 26.4 mile track rehabilitation and expansion between Portland and Brunswick, Maine. Four shipments of 115 RE standard continuous welded rail (CWR) are being delivered by Foster's company-owned weld train to the Maine project in lengths up to 1,600 feet between July and October 2010. "The convenience of our own weld train helps to expedite deliveries and keep the Downeaster project on schedule," said Chris Leeth, Foster's Columbia City Plant Manager.

The rail is manufactured in 240' lengths and then welded into the 1,600' continuous strings by Steel Dynamics, Inc. at their Continuous Welded Rail Products facility in Columbia City, IN. "SDI

is working closely with Foster to provide superior quality rail to the jobsite within an ambitious timeframe of only three months," notes Paul Kotsenas, Manager - Rail and Special Products, Steel Dynamics. L.B. Foster is coordinating the shipment of 285,600 total feet of continuous welded rail from the Steel Dynamics mill and managing the off-loading at the Maine jobsite. Construction of the Downeaster-Portland North Project began in July 2010 and is expected to be complete by year's end 2012.

L.B. Foster via Railpace's Hot News

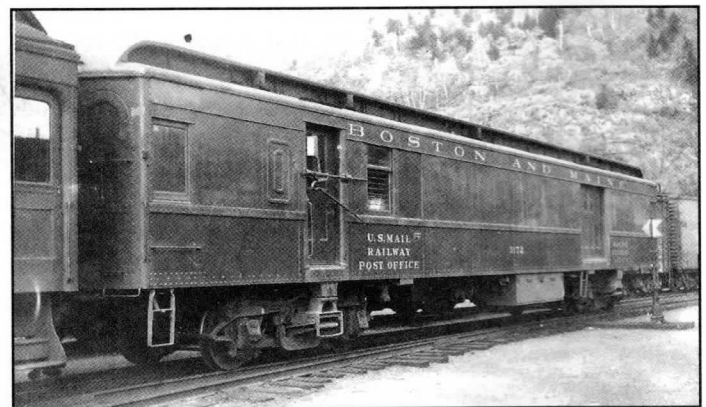


Photo by Victor Newton, Collection of Robert A. Buck

Baggage-Mail #3172

This ex-PRR car was photographed circa 1941 at Bellows Falls, VT. The car was painted maroon with dulux gold lettering in the pre-war scheme with the road name on the letter board.

Post-war these cars had the road name placed below the window B&M Commonwealth 4 Wheel trucks replaced the distinctive PRR trucks shown in the photo in late 1947.

This is a very rare photo. The car was purchased by the B&M in 1940, so this shows the car early on in its B&M career.