

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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November - December 2011

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.

At that October meeting, Society Historian Russ Munroe took us down memory lane with steam and diesels on the Boston & Maine from 1950 through 1964. Scenes around Mechanicville, Salem, Ma., Danvers and along the Marblehead Branch were shown.

In another reel of slides Russ showed some early Guilford and more scenes around the region.

Thanks go to Russ for a great program on a short notice as the banquet was cancelled.

2011

Nov. 12th George & Katherine Melvin will provide us with scenes on the Maine Central

Dec. 19th "Members Nite", bring slides or video that you've taken and share with us.

2012

Jan. 14th Mal Sokol will take us on a journey through New England.

Feb. 11th Gary Gurski will present "A Tale of two cabooses."

Mar. 10th A visit to the Pepperell Model RR Club is scheduled.

April 14th Our joint meeting in Lowell with MassBayRRE.

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

IN MEMORIAM

Robert A. Buck Warren died Oct. 12, 2011 after a 2-month illness. He was the son of Marjorie A. (Tucker) Buck and James E. Buck, grandson of Alice (Demond) and Arthur Tucker, whose hardware business Robert carried on for 33 years.

He was born in Warren where he resided all his life, but his lifelong love of railroads lured him to travel.

In 1981 he sold the hardware business and opened Tucker's Hobbies shop in his ancestral home on Bacon St. He was a charter member, and President and Program Manager of Amherst Railway Society for many years. He co-founded their Annual Railroad Hobby Show, which began as a 3-hour event in a classroom at UMASS and eventually moved to two large buildings at the Big E, operating over two days and attracting more than 25,000 visitors every year. It is considered the largest railroad show in the northeast. Over \$300,000 in profits from the Show has been donated to railroad historical societies and museums for restoration projects and scholarships. The Amherst Railway Society honored him for his 31 years of leadership at a dinner in April 2007 and by the Eastern States Exposition for his years of service as show director at that location.

His interest in trains, from life size to tiny scale models, has made him friends all over the country and a few abroad, as well. The hobby is one he passed along to his sons and grandsons. It led to his helping to found the Quaboag Valley Railroaders, which set up an operating scale model layout at the old school in East Brookfield.

His other compelling interest was in classical music. He has held a season ticket to the Springfield Symphony Orchestra since 1952.

Vale Interlocking

Vale interlocking construction in Andover is moving along, albeit slowly, and it turns out to not be just a switch but a crossover allowing for the second phase. The eastward track will have a short section of track extended beyond its switch so that any future expansion will require only extending the eastbound track from its truncated position at Vale. Very little other work is apparent on the Haverhill Line double tracking.

Submitted by Jack Armstrong Railpace

Perma Treat

David Fink pere, one-time Penn Central official, saw a need for a tie plant in New England, and founded Perma Treat in Durham, CT in 1977. Much of its initial production was sold to Conrail. Perma Treat's Durham plant, along with its sister plant in Mattawamkeag, Maine, are the only two places making ties in New England. PW's spur to the Tilcon Reed's Gap quarry runs adjacent to the facility. PW rail service continued until Fink and Orville Harrold, PW president, had a personal run-in in the early 1980s, after which Fink began draying the ties to a then ST siding in New Britain. This transloading continues to the present. Perma Treat has two main customers: Pan Am Railways, and Metro-North. At the

end of a year, any leftover ties can be sold into the market. This year Pan Am will use much of the production for a tie job between Worcester and Ayer.

Railroad ties, made from tree trunks, do not need the quality, which lumbers, does; knots are okay. Independent loggers cut all logs, and truck them to Durham or Mattawamkeag. A measurer sizes the logs, and the logger is paid by the size. The log is debarked; the bark is mulched. The sawyer uses his expert eye to cut out the tie - six inches by six inches, or eight inches by eight inches. The remaining wood, if thick enough is made into pallet lumber. The slabs, round on one side, flat on another, become stove wood. The entire log is thus used and sold. The bark mulch in particular supplies a substantial income to Perma Treat. The raw ties are bundled into cubes of 100 or so, placed on small railcars, similar to the low-to-the-ground mining cars, and rolled into an eight-foot diameter, 100-foot long airtight tube. Here, via high pressure, water is driven out of the ties and creosote is driven in. The resulting black ties are then stored until needed.

Atlantic Northeast Rails & Ports via The 470 470 Railroad Club

Pan Am Seeks To Abandon Railroad

Hampton, North Hampton waits to see what happens next

By Patrick Cronin

Pan Am Railways has officially asked the federal government to authorize the company's abandonment of the 10-mile stretch of railroad line it owns running from Portsmouth to Hampton.

Area officials have been eager to learn of Pan Am's intentions for the land, as the state has the right of first refusal to purchase it should it become available.

Hampton Town Manager Fred Welch said Pan Am's request doesn't necessarily mean the company will end up selling the land.

Officials from several towns for various reasons have expressed interest in the state buying the portion of the rail line property that runs through their respective communities.

Hampton wants to use its portion of the rail line property because the town could make drainage improvements there, while North Hampton officials are interested in a portion of the property in that community in order to make traffic improvements.

Rob Culliford, general counsel for Pan Am, said the company as a general rule makes abandoned lines available for sale and would do so in this case.

The railroad, formally known as The Boston and Maine Corporation and Springfield Terminal Railway Company, has not been used in more than two years.

Welch said he expects the federal government will sign off on the abandonment within 90 days.

The land, he said, would remain in limbo until Pan Am decides what it wants to do with it.

"When Pan Am decides they want to dispose of it they have to send a bill of sale to the state, who will then have 120 days to respond if they want purchase it," Welch said.

Welch said he's heard the state Department of Transportation is interested in purchasing the property. The state already owns a 4.5-mile stretch of the rail from Hampton to the Massachusetts border.

Bill Boynton, public information officer for the N.H. Department

of Transportation, said the state is performing its "due diligence" to be in a position to decide whether the purchase is in the state's best interest if the opportunity presents itself.

For his part, Welch said Hampton would like to gain use of that land to improve the drainage in the area.

"We have had some flooding issues there," Welch said.

North Hampton selectmen have expressed interest in securing the rail land that runs through that community so officials may address traffic safety issues

But towns are not the only ones interested in the property.

One group has had its eyes on the railway for years. Eric Weis, the trail program coordinator with the East Coast Greenway Alliance, said the alliance would like to convert the rail into a recreational trail.

The Greenway Alliance is a nonprofit organization spearheading the creation of the East Coast Greenway, a 2,900-mile trail along the East Coast linking cities from Maine to Florida.

Seacoast On Line Submitted by Buddy Winiarz

The B&M Owned A Shay Locomotive?

Up until 1925 the fabled St. Johnsbury & Lake Champlain was operated as an integral part of the B&M system as was its sister road, the Montpelier & Wells River. The M&WR was also responsible for the Barre R.R., which later became the Barre & Chelsea. As most folks are aware, the B&C had some pretty stiff grades to get up the hill from Barre city to the granite quarries in Barre town.

M&WR officials saw the Lima Construction No. 450 Shay on display at the Chicago World's Fair in 1893 and bought it on the spot to work the line up the hill, that included even a switchback. The top speed of a Shay is about 15 mph and after a few years it was decided that 0-6-2T saddle tankers could handle traffic on the hill and do it more quickly.

Thus the Shay was sold to the Hardwick & Woodbury around 1897. Presumably the Shay was moved to Wells River, then north to St. Johnsbury and thence west to Hardwick under its own power.

The Hardwick & Woodbury acquired a three truck Shay, the #450 having two trucks, in 1901 and another in 1906. Some time shortly after 1906 the little #450 is reported to have been sold to the B&M.

It is this Shay that is said to have been used in construction of B&M owned Concord & Manchester Street Railway, after which it was sold through the Southern Iron & Equipment Co. to a lumber mill in Mississippi.

There is also at least one photo available of one of the Hardwick & Woodbury's three truck Shay's at the then B&M operated Lyndonville Shop where it had received some repairs too extensive for the H&W to perform.

Presumably this Shay would also have operated under its own power over to St. Johnsbury and up to "the Ville" and back though it is also possible that loading the Shay's onto a flat car for the moves made this move and that of the #450 to Hardwick.

Given the 45-ton weight of the #450 Shay, and the length of the trip that seems more plausible than for the shorter move for either H&W #2, with a weight of 50 tons, or #3 with a weight of 70 tons, in a trip to the Lyndonville Shop.

Submitted by Don Valentine

NEC Will Convert Rail Station Into Alumni Center

New England College names center for alumnus David R Currier.

By Meghan Pierce

NH Union Leader Correspondent

The former Henniker railroad station building on Depot Street is on track to become a new alumni center for New England College. The college purchased the building earlier this month and announced last week that the alumni center would be named after class of 1972 alumnus David P. Currier. The name, Currier Alumni Center honors Currier's commitment to the college as active and involved alumnus.

Currier was quoted in a college news release. "My experience at New England College helped me to harness the entrepreneurial spirit and drive that allowed me to become a successful businessman. Not only is the acquisition of this historic building a significant addition to the college's physical plant, it honors the accomplishments of all of our alumni."

The former depot building was constructed in 1900. The college plans to use it as a meeting space for alumni as well for office space for the college staff members who support alumni activities, communication and giving.

The building will also serve as a place where college archival material and memorabilia can be stored and displayed.

Submitted by Roger Bruns

U.S. Transportation Secretary Lahood Announces \$20 Million For Northern New England Intercity Passenger Rail Projects

Northern New England Passenger Rail Authority \$20.8 million to alleviate congestion and reduce delays on segments of Amtrak's Downeaster service. The project will provide critically needed double track, as well as signal and highway-rail grade crossing improvements between Wilmington and Ballardville, MA. Aging rail will be replaced with new, continuously-welded rail between Lawrence and Bradford, MA. The Massachusetts Bay Transportation Authority (MBTA) operates commuter trains on this line, and on-time performance for the Downeaster has deteriorated due to bottlenecks within this area. Currently, the Downeaster operates from Boston to Portland, ME, and is expanding to Brunswick, ME thanks to previous, federal grants totaling \$38 million.

Railpace's Hot News

B&M Purchasing The Largest Number Of Budd Cars

B&M is spending more than \$11,000,000 to improve its passenger service, including 12 new diesel locomotives and 55 Budd Highliner cars---the largest Budd Highliner order ever placed by a road at one time.

"This," comments Carl V.D. Ehrke, "edges out the New Haven in the number of such cars, the New Haven having 40. The Boston & Maine plans to run 170 daily trains with the new equipment, retiring 235 older-type commuter coaches and 75 steam locomotives."

November, 1954 Railroad Magazine Submitted by Steve Vallee

Silver Lake Railroad Excursion

In September we once again journeyed up to the Silver Lake Railroad in Madison, NH, where we had a joint outing with the Cotton Valley Motorcar group. During the week prior to our event it was raining constantly, but the skies cleared to give us a beautiful Saturday.

Neil and Cici Underwood welcomed our groups with coffee and donuts when we arrived. Besides the Silver Lake Railroad regular trains we were treated to rides on the club members motor cars ("putt putts"). We even were able to travel further up the former B&M Conway branch to Coleman's Pit. These last three miles do not get to see any regular rail traffic.

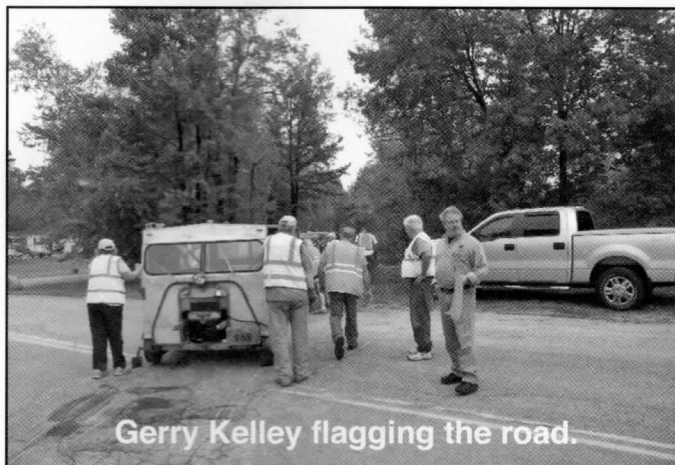
When lunchtime came around the B&MRRHS put on a barbecue with hotdogs, hamburgers, chips, fresh fruit, brownies and carrot cake. Buddy Winiarz and Wayne Gagnon handled the grill while Quesen Brown, Karen Nigzus and Gayle Kelley organized the rest of the food service.

A splendid time was had by all. What a beautiful location to have a cookout with the well manicured property, restored station and Sterling Diner. There is plenty to see from small locomotives on display to antique cars. The diner was serving up delicious ice cream.

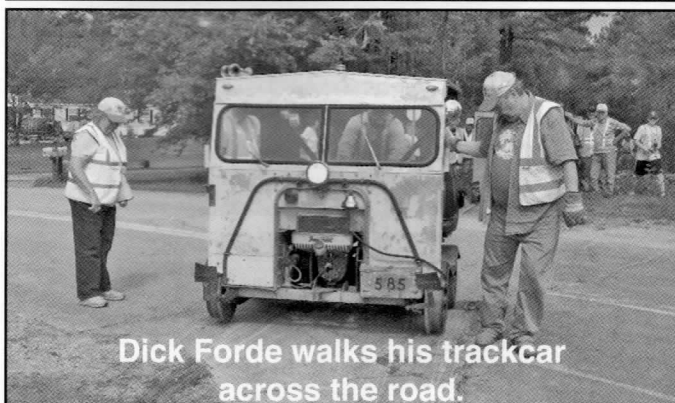
Thanks to everyone who helped make this event fun and successful for our two groups.

Thanks go to: Bruce Stewart, Neil and Cici Underwood, Will Scopa, Jerry and Gayle Kelley, Fred and Quesen Brown, Paul Kosciolk, Jimmy P. Nigzus (parking), Donald Hampton (parking), Buddy Winiarz, Wayne Gagnon, Christine Nigzus, Karen Nigzus, Cotton Valley Rail Trail Club.

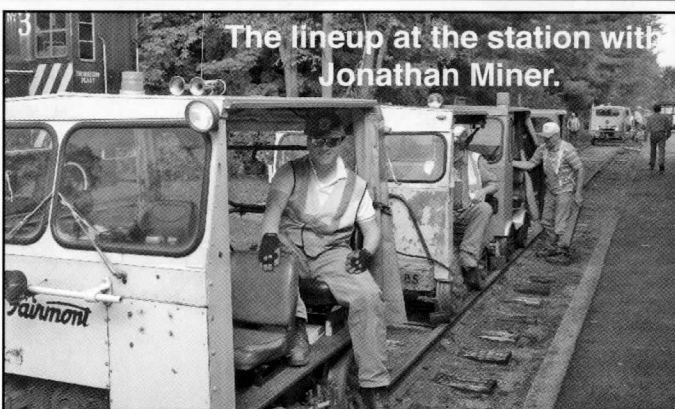
Sincerely,
Jim Nigzus



Gerry Kelley flagging the road.



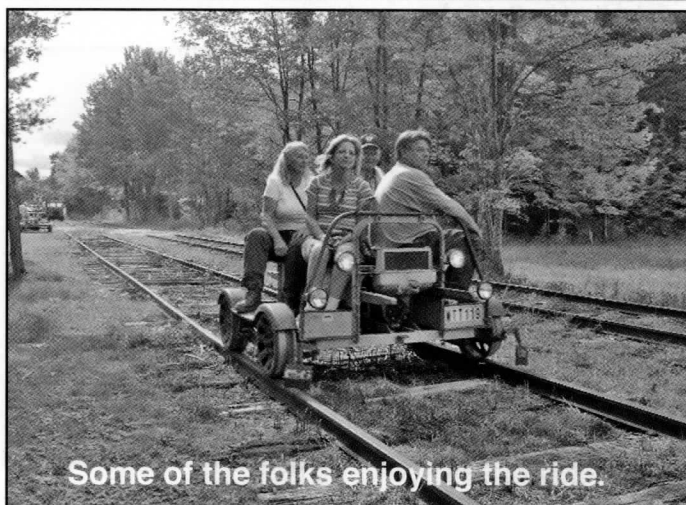
Dick Forde walks his trackcar across the road.



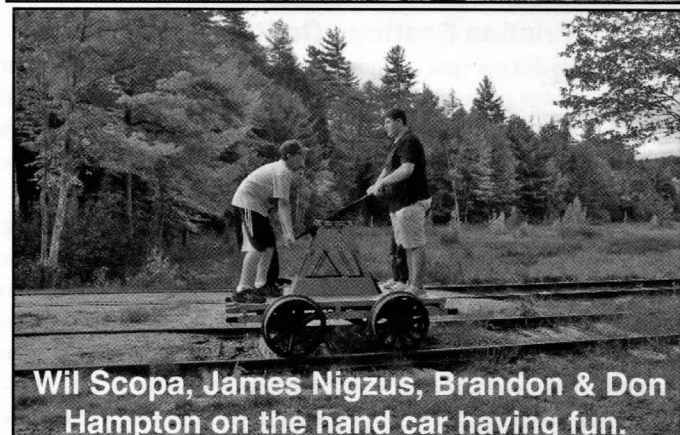
The lineup at the station with Jonathan Miner.



Jim, Karen and Christine Nigzus ride the trackcar.



Some of the folks enjoying the ride.



Wil Scopa, James Nigzus, Brandon & Don Hampton on the hand car having fun.

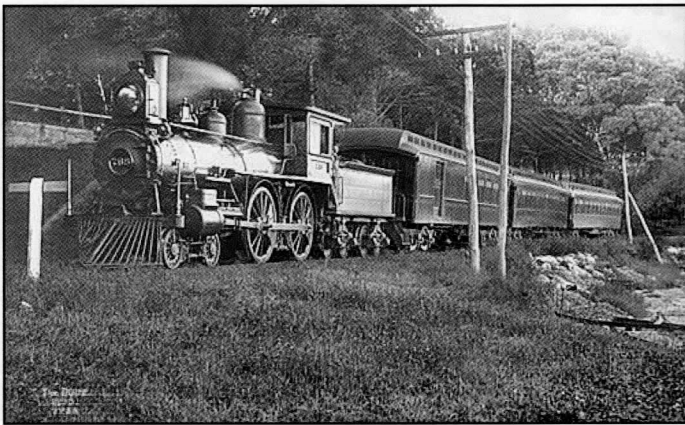
The Dude Train

When Boston business men approached the management of the Old Colony Railroad in the winter of 1884 about chartering a passenger train for them and their friends to be ran in the summer months June 1 to Oct 1 weekends only . After a price was worked out by the railroad based on costs etc, the special private train would start in the spring, the first run was ran on June 23, 1885. The train consisted of three cars, the first car was a combination/baggage followed by two drawing room cars. The first locomotive on the train was the Foxboro # 100 a 4-4-0 type. The schedule for this train from Boston to Woods Hole was one hour & forty minutes, it would leave Boston at 3:10 pm and arrive Woods Hole at 4:50 pm. where as the regular from Boston would take about three hours to get to Woods Hole making its regular stops. The train would only stop where the passengers wanted to get off. All the cars on the train were plush and fit for the wealthy patrons while the engine was quite ordinary. The train quickly is came known is the Dude a name applied by the first conductor, Harry Meyers. By 1893 when the Old Colony was taken over by the New Haven railroad the Dude was charted to its riders and formed a group known as the Train club, the group signed a contract with the railroad guaranteeing an income of \$ 22,185 for each season. The train would run for 32 years and would run its last run on Oct 2, 1916.

For more information about this train, on which this information came from, Cape Cod Railroads by Robert H. Arson, published in 1993.

Ref: *Does Anyone Know Anything Else About This Train* – July-August 2011 Newsletter

Submitted by **Pat Fahey**



Friction Bearings On Road Units

B&M units did not (nor did hardly any other railroads) ever order friction bearings on road locomotives. What you are seeing is the difference between the old style roller bearing housing (which is often confused with friction bearings) and the newer much more common style.

The use of the old style boxes on brand new GP-9's was the result of having used trade-in parts off the FT's. No, this does NOT mean that trucks and parts from the actual FT's made it onto B&M units. It simply means that the parts taken off the FT's made their way into EMD's stockpile of trade-in parts that would then be refurbished before use on a new locomotive. Thusly, it is POSSIBLE that some B&M FT truck parts did find their way under the

last few GP-9's but you would never be able to tell unless you had a complete listing of all the serial numbers used.

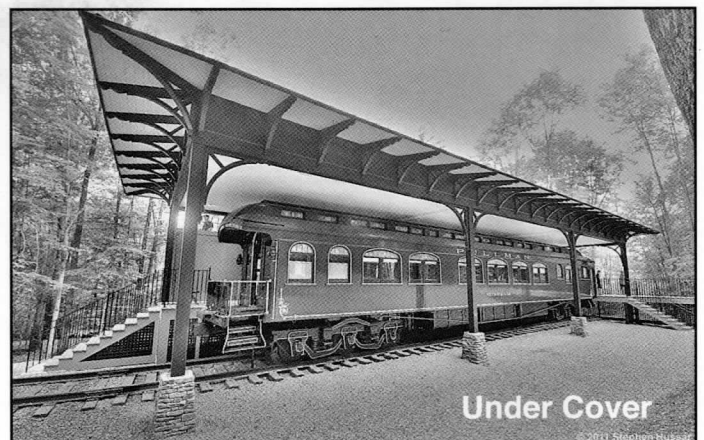
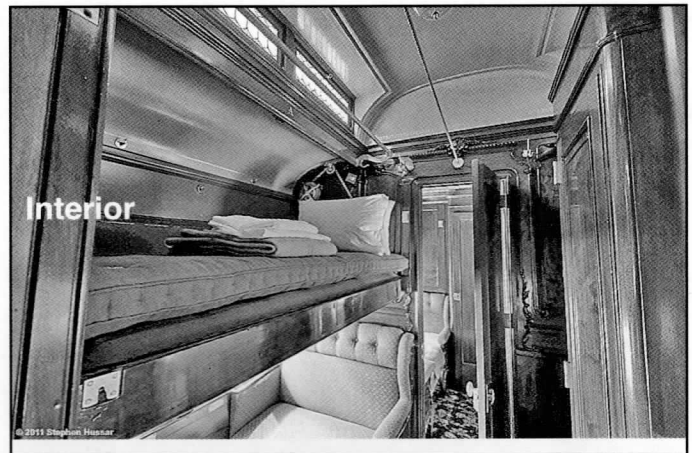
The use of the older and newer journal boxes slowly changed over the years and it was quite common to see both styles on one unit.

Submitted by **Scott Whitney**

Sunbeam

Ref: Hildene Brings 'Sunbeam' To Town'

Sept - Oct Newsletter



MBRRE's Annual 'Steam In The Snow'

Mass Bay Railroad Enthusiasts Photo Special on the Conway Scenic Railroad January 7.

The excursion will depart from the Conway Scenic's North Conway station promptly at 10:30 AM, head north and west through Bartlett to Notchland, reverse direction, with the 7470 leading us back to North Conway. Along the way we'll make a number of stops, some accessible only by train, so passengers can take photographs and video of the train. Our return to North Conway is scheduled for 4:00 PM, including a staged "second arrival" at the station for photos.

All cars are heated and rest rooms are available on board. A limited number of deluxe seats are available (for a supplemental fare) 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.

Our connecting motor coach service from Boston, leaving South Station at 7:00 AM and the Anderson RTC in Woburn at 7:15 AM, offers a guaranteed connection with our train at North Conway. The coach will leave North Conway shortly after our train's arrival and will make a dinner stop en route before returning to Boston around 8:30 PM.

Tickets are now on sale for this unique excursion. For complete trip details go to our web site: Steam in the Snow.

Telephone orders for 'Steam in the Snow' are accepted at 978-470-2066 with Visa or MasterCard between 9:00 AM and 8:00 PM Monday through Friday.

Ideas For Exeter NH Train Station Revamp Unveiled

By Aaron Sanborn

There are numerous ways to improve the train station and its surrounding neighborhood but it's ultimately up to residents and town officials how they want to proceed with the process.

This was the final message members of the Plan NH design team gave the town after presenting final recommendations for improving the area.

The recommendations were based off a two-day design charrette the group held in October when designers gathered feedback from residents on how to improve the neighborhood surrounding the train station. The general consensus from the October meeting was residents wanted the neighborhood to keep its identity but they wanted to see improvements to the train station and pedestrian safety.

During the Jan. 26 meeting, Plan NH design team members expanded on some of their recommendations.

In terms of improving the train station itself, the essential goal was to rejuvenate the structure but to keep Gerry's Variety and the Trackside Cafe as part of the building, according to architect Thomas House.

Recommendations from Plan NH included restoring the original façade of the building and removing the concrete blocks on Gerry's and replacing it with a glass structure that evokes a "marquee feel."

This would also include converting the existing breezeway into a glass-enclosed seating area, according to House.

The group also suggested converting the current baggage station into a welcome center, which is an item the town is already taking steps toward completing, with a warrant article on the 2011 ballot

which seeks \$354,200 for the purchase of the property.

Renovating the building will cost \$403,200.

A federal grant will offset \$282,240 of the renovation, with public works and other organizations funding \$49,000, and general taxation funding \$71,960 of the project.

A number of suggestions were made to improve traffic circulation and pedestrian safety, including adding sidewalks, curb lines and curb extensions around the neighborhood.

There's also a recommendation to narrow a portion of Lincoln Street as a traffic-calming measure. There were concerns about the street's width in the area of Tremont Street making it unsafe for pedestrian travel.

While the area may need some traffic improvements, Concord planner Roger Hawk said there's definitely some good economic development opportunities in the neighborhood.

"It's a vital retail, commercial, and to some degree, employment center in the area," he said. "It's a unique area in the town, you just need to build on it."

Hawk said the key to future development is using under-utilized properties and improving the images of current storefronts.

"Once you get these pieces moving, people start to see that something is up in the neighborhood and that keeps the momentum moving," he said. "Go for the easy stuff first and then start planning for the complex issues."

As for the complex changes, Hawk said the neighborhood may want to start with the train station improvements and will have an opportunity to do so if the warrant article for the baggage center passes in March.

Hawk stressed the neighborhood doesn't have to be married to all the changes suggested by Plan NH but said as long as there's interest, positive changes could still be made to the area,

"This is your neighborhood and you're the one that can make it happen," he said.

Town Manager Russ Dean said a lot of these ideas will go back to town committees and the town will be seeking feedback on prioritizing some of these suggestions. That way, the town could plan for future costs and funding opportunities.

Copies of the Plan NH final report are available for viewing at the Exeter Town Offices.

seacoastonline.com submitted by John (Cully) Cullinan

Grafton And Upton Opens Transload Terminal In Massachusetts

The Grafton and Upton Railroad recently launched operations at a new 38-acre Envirobulk transload terminal in West Upton, Mass.

Located near Interstates 90 and 495, the facility will serve as a rail-to-truck transfer point in the Northeast for liquid, dry and pellet products, according to the 16-mile short line.

Established in 1873, the Grafton and Upton Railroad interchanges with CSX Transportation. The Envirobulk terminal is a component of the short line's integrated logistics center.

Progressive Railroading

Mystic Jct. Freight and Boston Area Engine Facilities



- A - Boston Engine Terminal
- B - Lower Yard 8
- C - Lower Yard 9
- D - Yard 19
- E - NH Div, main line
- F - Pass Yd. 2 - commuter passenger trains
- G - East Somerville Engine House
- H - Yard 10
- J - Miller River
- K - Running Repair Shops
- L - Fitchburg Div. main line