Boston & Maine Railroad Historical Society
19 *Incorporated* 71

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

January — February 2011

Bob Warren, Editor (bmbobwarren@comcast.net)

Visit the B&MRRHS on the web at: http:www.train web.org/bmrrhs/

B&MRRHS CALENDAR

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

Jan. 8th, 2011	Buddy Winiarz will do a presentation on the Boston & Maine
Feb12th	Mal Sockol will take us around the B&M, BAR and other New England railroads
March 12th	We will be meeting with the Bolton Model Club at their clubhouse in Shirley Ma
April 2011	Our joint meeting with MassBayRRE at their place, date & time TBA
	Save the third Saturday of October 2011 on your calendar. The B&MRRHS will be having a banquet at Rogers Hall in Lowell. More infomation to follow.

Membership Meetings Happenings

October saw Justin Winiarz take us on a whirlwind trip to the Conway Scenic, P&W coal trains to Bow, New Hampshire, action on the D&H, CSX action in the Amsterdam, New York area, Mohawk Yard, in the Ayer, Ma. area and out on the old Boston & Maine west end now Guilford/PanAm Railways.

George and Katherine Melvin give us a presentation on the Boston & Maine in the 1940–1950 era. Roster views of both steam and diesel were shown along with the main lines and branches of the railroad. This was in conjunction with the book "Boston & Maine Memories" featuring the photography and career of Preston Johnson, who along with George Melvin signed the book.

December was our annual members night. Mal Sokol treated the attendees to slides of Canadian and other railroads. His presentation took us on a tour of construction of a quarry in the Redstone (N.H.) area and views of the work at the Conway Scenic in 1973. The gem of this part of the presentation, was seeing B&M #1230 GP-9 at the station in maroon & gold. Buddy Winiarz showed slides of Conrail out in the Midwest, some BAR, Green Mountain and Boston & Maine.

Afterwards the Christmas "spread" was enjoyed by those in attendance – Finger sandwiches, homemade spaghetti and carrot cake was enjoyed. Thanks go to Quesen Brown for the cake and Buddy Winiarz for the spaghetti sauce.

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.

2011 Society Officers, Directors and Staff

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V. President	Wayne Gagnon
Treasurer	Paul Kosciolek
Clerk	Mike Basile
Secretary	Wayne Gagnon

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

IN MEMORIAM

Gertrude Emma Evans "GEE" Smith passed away Nov. 2, 2010 at the Merriman House in North Conway, after a lengthy illness. Gertrude married Dwight A. Smith in 1948.

In 1974, she took on full time management duties at the Brass Whistle Gift Shop located in Conway Scenic Railroad's restored North Conway station, which position she held until retirement in 1990.

Gertrude is survived by her beloved husband of 62 years, Dwight A. Smith, a daughter, Laurel J. Smith; sons, Dwight E.; Eric R. and Ralph W; nine grandchildren

A memorial service in Gertrude's honor was held at the Conway Village Congregational Church (The Brown Church) on Main Street in Conway on Saturday, Nov. 6th

ELECTION RESULTS

President	Dan Hyde	85 votes
V. President	Wayne Gagnon	83 votes
Secretary	Wayne Gagnon	84 votes
Treasurer	Paul Kosciolek	84 votes
Clerk	Mike Basile	82 votes

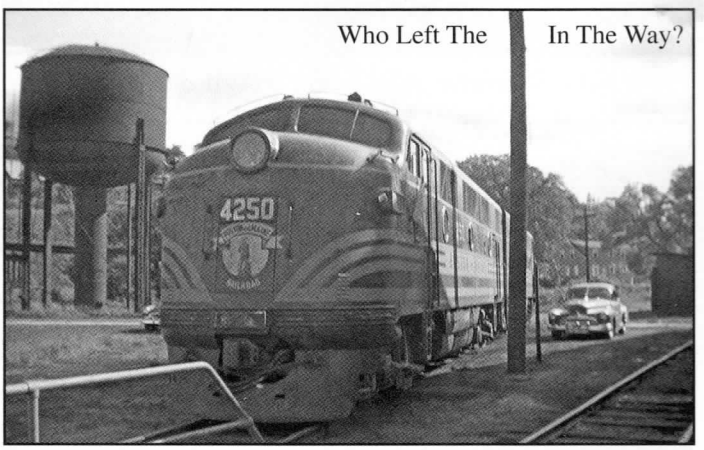
Directors

Carl Byron	84
Rick Hurst	85
Jim Nigzus	84

Alternate Director

Brian Bollinger	83
Richard Nichols	82

We had one resignation on the Board of Directors due to personnel reasons and it is being filled by John Goodwin.



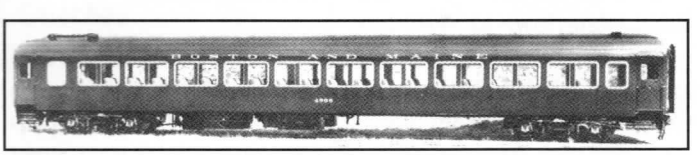
Scott Whitney Photo

Rebirth Of The G&U Railroad

With no active shippers on line, new owner-Jon Delli Priscoli has ran an engine down the Grafton & Upton Railroad track from time to time over the last two years to keep the railroad from being classified as abandoned. But owning a railroad has tax advantages as Federal law is riddled with special treatment for railroads, a legacy of the political clout of the 19th century railroad barons. The G&U was built in 1873, at the height of the age of rails, and served the straw hat segment of America's textile industry. As New England's textile industry followed the straw hat industry into oblivion, and the G&U slowed to a stop as trees began growing between the ties. Its Massachusetts rails were torn up and grade crossings paved over on the stretch between Hopedale and Milford. Area homeowners treated the G&U's right-of-way as extensions of their backyards. One man built a pool in the railbed. No one much missed the railroad, and people bought properties with tracks on their lot lines, blissfully unaware that the old G&U was sleeping, not dead.

But a slow revival has taken place over the past two years under Delli Priscoli's guidance as a one-man railroad revival. Rails have been straighten out, growth cleared and sidings added to accommodate switch operations. One siding will allow off loading of containers for a landfill facility. One of Delli Priscoli's first customers is a wood pellet operation shipping his product to New Jersey where it is trucked to new England for retailers. This commercial real developer has helped build the Greenbush commuter rail line on the South Shore, created the Cape Cod tourist train and brought the Edaville Railroad in Carver back to life. He owns a large warehouse next to the old Draper Mill in Hopedale which he states would be perfect for light manufacturing. Several industrial areas along the line could be developed to take advantage of the revived railroad, including the Draper Mill, a firetrap Hopedale leaders have been trying to revive for 30 years. As most work folks on laptops and ship products with a click of the mouse, the G&U chugs along on a rail bed 137 years old, hauling wood pellets and other products to warehouses and small manufacturing operations in the backyards of leafy subdivisions leaving little choice but to get onboard.

Midwest Rail Scene Report



Osgood-Bradley's first lightweight cars

The first lightweight cars were delivered to the New York, New Haven & Hartford, Boston and Maine and Bangor & Aroostook. These cars were used in both long distance and local service and many lasted to see service on the Penn Central in the 1970's. Additionally, the Boston and Maine's cars were sold to the Long Island Railroad where they served in New York City commuter service into the 1980's

1934. Worcester, MA. Pullman-Standard's Osgood-Bradley plant begins construction of one of the first true lightweight coaches for the New York, New Haven & Hartford Railroad.

Watertown Branch Railroad

The Watertown Branch Railroad was a branch loop of the Fitchburg Railroad that was meant to serve the town of Watertown, MA as an independent short line railroad.

The railroad was chartered in 1846 and a second company, the Waltham and Watertown Railroad, was chartered to extend the line to the Bemis neighborhood just southeast of downtown Waltham, MA. In order to keep it out of the hands of its rivals, the Fitchburg took control of both companies before any track was laid and merged them into the Watertown Branch.

Construction began from West Cambridge in 1847 and was completed to Bemis two years later. By 1851 it reached the Fitchburg's main line at the downtown Waltham station and the branch served as the main passenger line between Boston and Waltham. It was one of the few branch lines to be double tracked as the line saw quite heavy traffic, especially in the 1880s and 1890s. But things went downhill once the Boston and Maine Railroad took over the Fitchburg in 1900.

Passenger service on the line ended in 1938 and the second track was removed by early 1940. The middle section of the line from the Waltham/Watertown line through Watertown Square to East Watertown was abandoned in 1960. This split the branch line in two, but traffic continued on both sides through the remainder of the 20th century. In 1991, about a half mile of track was abandoned on the west side of the line at Bemis, and the remainder of the line back to Waltham was abandoned in 2000.

The line begins in North Cambridge west of the Sherman Street at-grade crossing. The branch line proceeds west, and then south, where it has further at-grade crossings at New Street, Concord Avenue, and the entrance road to the Walter J. Sullivan Water Treatment Facility at the Fresh Pond reservoir. From there, the line proceeds to several underpasses, namely one below a second road into the reservoir, one at Huron Avenue, and one at Mount Auburn Street, where it then crosses the town boundary of Watertown.

East Watertown

The line crosses Cottage Street at grade and Grove Street below grade. Further at-grade crossings were at School Street and at Mount Auburn Street just outside Watertown Square.

West Watertown to Waltham

The western portion of the branch continued past the Town Hall area, then headed southwest toward Main and Pleasant Streets (near Bacon and Howard Streets). Although much of the area has been built over, from there the line ran adjacent to Pleasant Street through what are now mainly parking lot areas, before crossing the Charles River close to River and Willow Streets. The final leg proceeded across Newton Street before heading northwest, where it re-crossed the Charles, parallel to Elm Street. It then entered the Bemis neighborhood of Waltham, reached Central Square, and looped back into the Fitchburg Railroad main line.

Linear park initiative

State and local collaboration has been ongoing for transformation of the rail corridor into a rail trail, known as the Charles River/Alewife Connector. The condition of the tracks was deemed so poor that trains traveling at a mere 3 mph could derail.

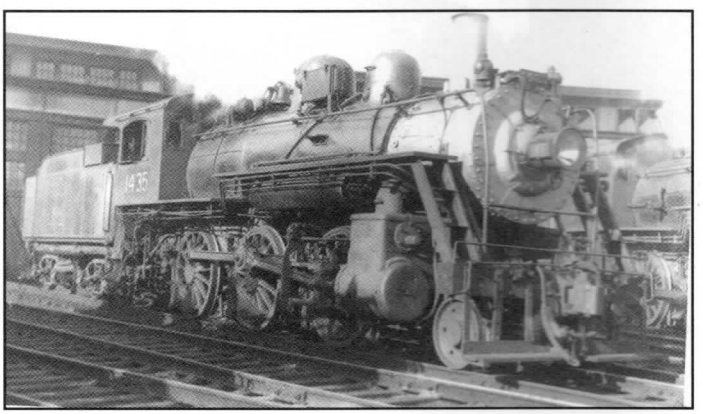
In 1999, the Executive Office of Transportation purchased segments of the right-of-way from Guilford Transportation. This trail segment was later transferred administratively to the the MDC (currently known as the Massachusetts Department of Conservation and Recreation (DCR)

On the east side of the branch, service was only to one customer, Newlywed Foods, until service ended in 2001. The entire branch is now either abandoned or out of service.

Source: ***Wikipedia***

#196 outbound at South Sudbury, 1951

B&M 1388 receives train orders at South Sudbury, MA



Skip Clark photos

Osgood Bradley – The Company

The company that bore his name was founded at Worchester, Massachusetts, in 1820 (or '22) by Osgood Bradley to build stage-coaches, carriages, wagons, gigs and sleighs.

In 1826, Bradley began building coaches for the large stage line operators in New York and New England.

It was on the basis of these that in 1835 he built the first passenger cars for the Boston & Worchester Railroad, possibly the first passenger cars built in the United States. By 1837 he was specializing in railway coaches.

In 1842, Bradley employed William T. Hildrup. Hildrup worked for Bradley in all phases of car building during the next 10 years, and then—after a brief foray into the business on his own—became a founding partner in the Harrisburg Car Company.

In 1844, the Bradley works was the site for the testing of India rubber car springs invented by Fowler M. Ray. They worked well on the lightweight cars of the day, and Ray went on to get a patent and establish the New England Car Spring Company.

During the Civil War (roughly 1861-1865) Osgood Bradley produced gun carriages for the Union Army.

New shops were built in 1910, and in that year the firm became "associated" with the Standard Steel Car Company, which seems to mean it was acquired, but operated as a wholly owned subsidiary. At this time only the Pullman works in Chicago were larger than Osgood Bradley's.

In the 1920s, Osgood Bradley and Standard Steel Car were quite active in the development of rail motorcars.

On 18 February 1930, Pullman, Inc. entered into a purchase agreement with the Osgood Bradley Car Company. Two days later Pullman established the Osgood Bradley Car Corporation. Stock ownership of this "shell" corporation was assigned by Pullman to the Standard Steel Car Company. Four days later Pullman, Inc. established the Standard Steel Car Corporation as a wholly owned subsidiary.

On 1 March 1930, Pullman Inc. acquired the properties of the Standard Steel Car Company and subsidiaries and Osgood Bradley Car Company in exchange for Pullman Inc. stock and cash.

On 27 June 1933, the Osgood Bradley Car Corporation changed its name to Pullman-Bradley Car Corporation.

As of 26 December 1934, the Pullman-Bradley Car Corporation and Standard Steel Car Corporation were subsidiaries of the Standard Steel Car Corporation, which was itself a wholly owned subsidiary of Pullman Inc. On that date, Pullman Car & Manufacturing Corp. participated in a statutory merger with Standard Steel Car Corporation, Pullman-Bradley Car Corporation and Richmond Car Corporation. The assets of these companies were transferred to Pullman Car & Manufacturing Corporation. Standard Steel Car Corporation was simultaneously liquidated and its assets transferred to Pullman Car & Manufacturing Corporation. Pullman Car & Manufacturing Corporation issued stock to Pullman, Inc. in exchange for the assets received from Standard Steel Corporation and its subsidiaries. Pullman Car & Manufacturing Corporation continued in existence as Pullman-Standard Car Manufacturing Co.

The Osgood Bradley plant was the only Pullman plant that was equipped for mass production of electrically operated streetcars and trolley coaches. Rapid-transit car production was therefore concentrated at the Osgood Bradley plant. Electric car trucks of various classes and designs were a standard part of its activity. Late as 1954/55 the Osgood Bradley plant executed orders for electric cars for the Long Island Railroad and for the New Haven.

Late as 1956, the Osgood Bradley plant was still producing railway rolling stock of all types. But about 1960 the oldest car building plant in the U.S. was closed.

Osgood Bradley (1800-1884) was born in Andover, Massachusetts, a descendant of the first Puritan immigrants to New England. As a youth he was apprenticed to a carriage builder in Salem (another source says Framingham). In 1822, he moved to Worchester and opened his own shop, building coaches, carriages and wagons in a large two-story wooden building connected by a platform with other buildings in the rear. In 1826, he began building coaches for the large stage line operators in New York and New England and reportedly built the majority of those used in that area. In 1835, he began building railway coaches. In 1837, he sold the carriage business and turned exclusively to railway coaches.

The Mid-Continent Railway Museum

Newburyport Railroad

The Newburyport Railroad was a railroad that came about from the merger of three small rail companies into one large company to compete with the Eastern Railroad.

The first company was incorporated in 1846 and opened a line from Newburyport on the Eastern to Georgetown in 1849, and west to the Boston and Maine Railroad at Bradford in 1851. This line was called the Newburyport and Bradford.

The second company was the Danvers and Georgetown Railroad, organized in 1851 and opened in 1853, running from the Newburyport Railroad at Georgetown south to Danvers on the Essex Railroad.

Finally, the third company, the Danvers Railroad was incorporated in 1852 and opened in 1855, continuing the line from Danvers southwest to the South Reading Branch Railroad in Wakefield.

The first two companies merged in 1855 to form a Newburyport Railroad. The B&M leased the Danvers Railroad in 1853, and the combined Newburyport Railroad in 1860, making the line from Wakefield to Newburyport the main line and the old line to Bradford a branch.

Like all the other rail lines that ran through Essex County, the Newburyport Railroad slowly became obsolete in the early 20th century, although portions of it survived until the early 21st century.

The B&M did not start abandoning the Newburyport until 1941 when it whipped out the line from Newburyport to Topsfield. The following year it abandoned the line between Georgetown and the Paper Mill in Haverhill. Service to the Paper Mill was run from the B&M's main line until 1982 when all service between the Mill and Bradford ended and the line abandoned. Also in 1982, the line between Topsfield and Danvers was abandoned.

Freight service continued on the line between Wakefield and Danvers until all service stopped about 2001. The line served freight customers on the old Essex Branch from 1985 to 2000 from Danvers Jct. to Danversport after a fire destroyed the Waters River Bridge, preventing Guilford from bringing freight in from Salem.

*Source: **Wikipedia***

Trainline Steam

By Scott Whitney

The trainline steam typically was trapped at the end of the run or at points in between and the condensate allowed to just go out on the right-of-way.

Car steam heat typically operates thusly:

1. The trainline runs through each car uninterrupted. One would typically see the steam leaking out of the very last car because the valve would be just cracked open enough to do so. This prevented the end section of trainline (beyond the T's to the heating loops) from freezing or collecting a large amount of condensate.
2. Each car would be divided into two or sometimes four separate heating loops (combines usually having four). Each tee off the trainline had a valve for controlling the amount of steam admitted to that loop.
3. In the case of cars having the older style plain pipe (no fins) elements, steam entered the highest point and flowed downward (along with condensate) to the lowest point. In cars having more modern fin tube, it simply flowed from one end to the other or out and back if it was two layers.
4. At the lowest point in the loop was the trap. This consisted mainly of a housing with a sealed brass canister insider I'll describe as a hockey puck for lack of anything better. This was a fairly precision item, which would expand when exposed to steam temps of about 220 degrees. When it expanded it would push up on a rod, which was a valve stem, and close the trap. This was completely automatic and served to ensure that traps would expel simple hot condensate and keep steam flowing through.

Other than that, it's hard to describe. Other than it was about 4" round and about an inch thick. As the trapped air inside expanded from the steam heat it would balloon across its flat surface, as you would expect. When this happened, it pushed on the control rod to shut the trap.

An interesting observation about this steam heating is that when you first admit steam to a cold trainline, it could be a very LONG time before the cars at the tail of the train would see any heat. We last used steam heat on the GMRC when we had the old TH&B boiler car and used it to warm cars up in the frosty AM before sending them out for the day. Sometimes it was an hour before the tail of the train gushed forth some condensate and showed fresh steam.

Boston New Commuter Coaches

MBTA ordered 75 of the customized coaches from Hyundai Rotem USA, a subsidiary of the Korean manufacturer, at a cost of $189.7 million. The cars will feature improved rest rooms, Wi-Fi, tables, and real-time LED message signs. Of the 75, 28 will be control cars with the other 47 having bathrooms in place of the control cab.

They will be the first new coaches purchased by MBTA in seven years, and will replace the oldest cars in the agency's fleet of 410 coaches. Following the design phase, four full-size coaches will be delivered in fall 2011. Delivery of the rest of the coaches will begin in summer 2012 and continue through winter 2013. The coaches will run on the Fitchburg, Haverhill, Lowell, and Rockport/ Newburyport lines.

Submitted by Jonelle DeFelice

Bits and Pieces

Recent Pan Am repaints

Include PAR FP9 2. MEC GP-40-2L(W) 503. and MEC SD40-2 600.

East Boston Ethanol

The possibility of running unit ethanol trains to East Boston. It now appears that the branch which has been out over service for well over a decade may soon he hack in service. During August contractors were at work on the Branch, removing trees and brush from the right- of- way and unearthing buried tracks. The junk, which littered the line, has also been removed.

Pan Am Southern Work

Unlike last summer's track work blitz, this summer's work has consisted mostly of signal work and bridge replacement to bring the Freight Main up to 236.000 Ib. standards, In August 12. The Russell Street Bridge in Greenfield. MA was replaced. followed by the Montague City Road bridge on September 1. The next bridge to be replaced is West Deerfield Road in West Deerfield. MA

***Jack Armstrong** - Railpace*

Feds Pledge $2.24 Million For Commuter Rail Study.

By Tom Faney

This We Know What We Want Passenger Service Between Concord And Boston ..."

Peter Burling New Hampshire Rail Transit Authority

Some praise it as a positive move for state, while others call it a waste of taxpayer money.

The state has been awarded a $2.24 million has been a federal grant to plan for the restoration of commuter rail from Concord to Boston.

The state will use the money to study the best way to bring back rail service, including costs, ridership figures, track capacity and rail station sites, Deputy Commissioner of Transportation Michael Pillsbury said.

"It's a corridor that there has been a lot of discussion about and a lot of questions.

***NH Union Leader** submitted by Mike Lennon*

Downeaster Construction Snag

For want of a nut, months will be lost - ST crews began emplacing continuously-welded rail between Portland and Brunswick, temporarily jointing the 1,650-foot sections using railbars fastened to the rail ends with bolts and nuts. The last has become a problem, according to NNEPRA Executive Director Patricia Quinn. NNEPRA had awarded a contract for the required square nuts to L.B. Foster an American distributor, who sourced the nuts (unknown at the time to NNEPRA) from China. Under the American Reinvestment and Renewal Act, which is funding the project, all parts of the project must have been produced in America. The foreign-manufactured nuts are readily available, but in order to comply with the grant, NNEPRA made an attempt to locate an American manufacturer, and thought with LB Foster it had found one.

US-produced nuts will cost $5 to $17 each versus 63 cents from Chinese. Pan Am crews need 3,360 for immediate use. Delivery for custom manufactured nuts in America would be in the winter. This would shut down the project until next spring, cutting 200 jobs until then. NNEPRA is seeking a waiver from the FRA to use the Chinese- made nuts. *Atlantic Northeast & Ports via* ***The 470*** *470 Railroad Club*

Downeaster Gets $600 000 For Study

The federal government is awarding $600,000 for a study on how improvements can be made on the Downeaster passenger train line to expand service cut travel time and increase the number of daily trips between Portland and Boston.

U.S. Sens. Olympia Snowe and Susan Collins announced that the Department of Transportation had awarded the funding to the New England Passenger Rail Authority

NH Union Leader *submitted by Mike Lennon*

Mechanicville Yard

Finally, heavy machinery and contractors broke ground and began working on the new $40 million intermodal and auto distributing facility at Mechanicville. Work began just west of CPF 467 behind the town's DPW building, where a quarter-mile strip has been cleared of vegetation and brush beside the main line for a possible shoofly track. Apparently, the main will eventually be relocated to the south, the former B&M side of the yard, while the facility and yard tracks will be built on the former D&H side of the yard, along Route 67. For a while, some wondered if work would ever begin, with delays plaguing this project for many months with the usual EPA holdups and the permitting process.

Freight traffic on the Pan Am Railways continued, for the most part, to be in a state of total dysfunction. Canned freight trains such as MOED and RJED or EDRJ, etc. could be seen almost daily blocking controlled sidings and even the main line for up to 48 hours without a crew. While the MOAY/AYMO intermodal and auto trains continued to keep a somewhat erratic schedule, the timing of most of the trains leaving or arriving at Mohawk Yard or Rotterdam Junction was anybody's guess day to day. You're more likely to get a daylight shot of a parked train than a moving one. You just have to have a thick skin if you want to railfan the former B&M these days, especially on District Four's scenic west end.

Troubles and delays at Deerfield Yard, and the FRA as well, have apparently contributed to a lot of backlogged freight. Some rumors involved mechanical problems with the "new" power and no crews available. Despite the challenges, this historic railroad continues to be an old EMD lover's paradise, with fresh repaints arriving out of the Waterville Shops each week in the new "blue dip" scheme. That includes of course, the two "new" former Conway Scenic FP9s traded to the PAS for business train duty.

BLHS Bulletin*/Gary Schermerhorn via The 470 The 470 Railroad Club*

Grand Junction Railroad

Never heard of it? You are not alone. The Grand Junction, a century and a half old, is the only connection in Greater Boston between the train lines that flow in and out of North Station and the lines that go to South Station. It begins at a Brighton rail yard, crosses the Charles River below the BU Bridge, and follows a serpentine path through Cambridgeport, East Cambridge, East Somerville, Everett, and Chelsea before entering East Boston from the north. Lieutenant Governor Timothy Murray, a former Worcester city councilor and mayor, has long been a proponent of running 20 or more commuter rail round trips a day between that city and Boston. But South Station is at capacity. The Grand Junction would offer a quick way to jump trains on the Worcester Framingham line across the river, through Cambridge, and toward tracks heading toward North Station, which is not yet at capacity. The MBTA is replacing about 3,000 wooden ties in a $530,000 project on the Grand Junction and clearing debris and brush, and otherwise bringing a 10-mile-an-hour freight route up to passenger service standards. Before any Worcester trains run to North Station, gates will have to be added to six road crossings in Cambridge.

The Salisbury Points *via The 470 The 470 Railroad Club*

New England Southern's Last Run

August 31st last saw the passage of the last southbound local freight as it passed through the village of Hooksett on the Concord to Manchester New Hampshire line. At Hooksett 10 or so fans were there to observe at 3:15 PM NEGS 2370 GP39-2 as it passed with 18 empties plus B&M caboose C127. The empties consisted of 16 covered hoppers (a mixture of grain hoppers from Blue Seal Feeds from Bow Jct., and cement hoppers from Ciment Quebec in Bow). The remaining 2 empties were 2 center beam flats from Coastal Lumber in Bow. The caboose was not a regular but was appropriate for a last run over the one time B&M line. The last northbound run the same day saw no loads as Pan Am's local 'from Nashua to Manchester never made it in time for the interchange. The next day September 1" saw the first Pan Am local to Concord powered by MEC 502 GP40-2W with a 23 car load consist. Thus far into the 3" week of operation MEC 502 has been a regular unit assigned to this run. NEGS had operated this line for some 25 years under contract to operate under GRS. NEGS still has a contract to operate freight service over the New Hampshire State owned Concord to Lincoln 72 mile line and has a interchange track with Pan Am at Concord.

Louis Beaudoin via The ***470*** *470 Railroad Club*

Flying Yankee Restoration Group, Inc.
Flying Yankee "S" Gauge Fund Raising Raffle

Raffle To Be Held Spring 2011 During Tent Removal From The Flying Yankee, Hobo RR, Lincoln, NH

Brand new, never used, River Raisin Flying Yankee model donated by Mr. Lewis Lloyd. This originally was to be raffled during the last 2010 Open House in October. With the weatherproofing well underway and scheduled to be completed by early (May) Spring 2011, it was decided to hold the drawing during the Celebration of the tent removal from this 75 year old stainless steel, streamlined marvel of engineering.

TICKET PRICES
3FOR $5.00 OR 12FOR$10.OO

Raffle tickets can be purchased by Credit Card (sorry, no AmEx), personal cheque, money order, email, or snail mail. If you prefer, you can always call the Flying Yankee office. We will make out the numbered ticket entry stub for you, enter it in the raffle box, and mail you the raffle tickets. You will also receive an email confirmation with the ticket numbers listed for your records. I'm sorry, but because this can be considered "gambling", we are unable to use Paypal for this particular purchase. Please be assured that all funds do go directly to the Flying Yankee Restoration Group, Inc. We are a registered 501(c)3 group and as of December 2009, all involved are non-payed volunteers.

Flying Yankee Email: flyingyankee@usa.net Office Telephone: 603-661-3317

"S" GAUGE RAFFLE TICKET ORDER FORM

NAME_____

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CITY_____STATE_____

COUNTRY_____ZIP CODE_____

CREDIT CARD NO._____
(sorry, no AmEx)

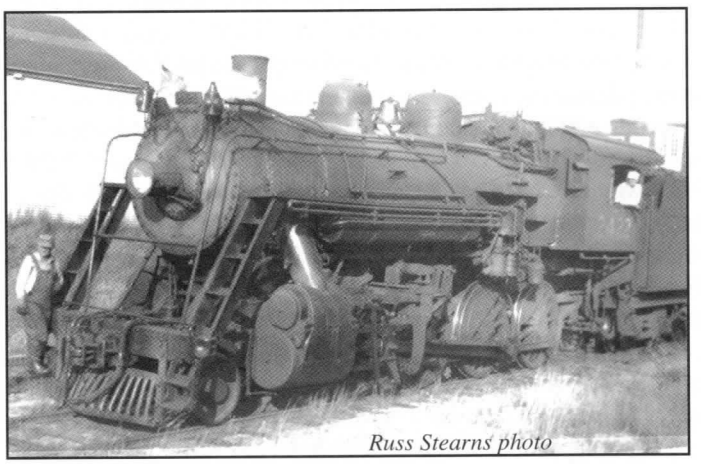
EXP. DATE_____

EMAIL_____

Train Shows

Nashua Valley Railroad Association

46th Annual RAILFAIR Model Railroad Show *and* Open house
DATE: Sunday, April 10, 2011
TIME: 10:00 am to 4:00 pm
$5.00 Adults; $3.00 Seniors and teens (12-18); FREE under 12
Railfair: Shirley Middle School, 1 Hospital Road, Shirley MA
Open house **at our *new Location***: Phoenix Park Complex, 2 Shaker Rd, Unit E-205 Shirley, MA



Russ Stearns photo

 # 2422, 1945

C&J Will Drop Bus Service To Boston's North Station

By Joshua Clark

Firm's president says supplemental run to Downeaster failed to become self-sustaining; federal funds ran out

C&J notified the state it will discontinue its round-trip supplemental bus service from the Exeter, Dover and Durham passenger rail stations to Boston effective Dec. 3. The move is being made due to the expiration of supplemental federal funds to support the operation

C&J has offered the route weekdays since November 2007. Its operation was supported through the Congestion Mitigation and Air Quality Program, which provides federal funds for projects that reduce air pollution. The New Hampshire Department of Transportation administers the CMAQ program within the state.

In a Nov. 5 letter to DOT Commissioner George Campbell, C&J President Jim Jalbert stated that, during its existence, the project realized as much as 80 percent of its expenses through passenger fares.

"It will nevertheless require an annualized subsidy of $40,000 for continued service," he wrote, adding his intent to end the service. "This decision has been made only after our company has exhausted every possible option for the continuance of service," he wrote.

Jalbert stressed the termination of the supplemental bus program will not affect C&J's other operations.

The vision for the Dover and Exeter service to North Station was for it to be self-sustaining by its fourth year. While its southbound morning run drew necessary ridership, its afternoon northbound run struggled. In an effort to increase ridership, C&J moved the departure from Boston from 3 p.m. to 4 p.m., but it reported that failed to attract enough additional riders to make the service self-sufficient

"As a supplement to the Downeaster schedule, the bus has provided an important option for New Hampshire transit commuters to get to Boston earlier in the morning than is possible with the train schedule," he said.

C&J arrives in North Station at 7:25 a.m;, 50 minutes earlier than the Downeaster. Scott Bogle, Rockingham Planning Comm., said the train is limited in its ability to arrive earlier based on available platform space at North Station.

Seacoast On1ine submitted by ***Mike Lennon***

FROM THE ARCHIVES

By Rick Nowell

Branch abandonment as a cost reduction measure on the B&M began in the 1920s. Sections of road with light traffic were studied and designated for abandonment. The Newburyport Branch from Wakefield Center to Newburyport and Georgetown was one such line1, and application for abandonment was made to the Interstate Commerce Commission. The largest shipper by tonnage on the branch was the Connolly Company, busy sand and gravel operation founded about 1905 whose pit was located north of the Topsfield station. In 1925 the Topsfield property consisted of 149 acres being actively worked with another 170 acres of undeveloped sand and gravel.

As things turned out Connolly was spared by State action to prevent the imminent loss of passenger service. Adopting suggestions from the Massachusetts Department of Public Utilities, the B&M agreed with local communities to a plan that called for a reduction in the number of trains from four each way to two each way, as well as reducing labor expense by the installation of automatic grade crossing equipment and a reduction in the station forces. The ICC permitted the B&M to withdraw its application to abandon the branch in November 1925.

Although Connolly Company's plant was at Topsfield; their main office was in the Ames Building, 1 Court St., and Boston. Their letterhead described them as "producers of washed, screened, and sized bank sand and gravel for all kinds of reinforced concrete, concrete roads, and bituminous roads. Roofing gravel a specialty. Shipments by rail or truck. A ton or a trainload." Rail access was crucial, however, and the firm stated by affidavit that it would go out of business if the Newburyport Branch were abandoned.

In this article we reproduce statistics of sand and gravel shipments from Connolly in 1924. "Revenue" refers to the B&M's freight revenue.

The file also contains B&M's assessment of alternate sources of sand and gravel traffic as well as a wealth of information regarding passenger and freight train operation on the branch, information about commuter traffic, and other freight shippers and receivers on the line.

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. A guide to the Archives can be found on the Society's website. *Volunteers are needed to help organize, preserve, and catalog our growing connection. Contact Archives Chairman Rick Nowell at* ***fnowell3@yahoo.com.***

(Endnotes)

1 B&MRR Legal Department. Branch Line Abandonments—1920s. B&MRRHS Archives cat. number 2004.36.108. Folder F-12-6.

Sand 1924

Destination		Miles	Cars	Tons	Revenue
Peabody	Mass.	8	5	165	74.25
Beverly	"	12	26	858	386.10
Bradford	"	15	11	363	163.35
Haverhill	"	14	82	2706	1,217.70
Lynn	"	14	165	5445	2,450.25
Marblehead	"	14	11	363	163.35
Beverly Farms	"	17	22	726	326.70
Manchester	"	19	7	231	103.95
Revere	"	19	4	132	59.40
Bell Rock	"	24	1	33	14.85
Chelsea	"	24	1	33	14.85
Lawrence	"	21	44	1452	653.40
Magnolia	"	21	4	132	59.40
Somerville	"	24	2	66	29.70
Canobie Lake	N.H.	29	2	66	39.60
Exeter	"	32	15	495	346.50
Nashua	"	40	1	33	23.10
Wilton	"	57	3	99	79.20
Greenville	"	67	1	33	28.05
Henniker	"	73	2	66	59.40
Sanford	Me.	74	1	33	29.70

Destination		Miles	Cars	Tons	Revenue
W. Deering	N.H.	80	3	99	89.10
Laconia	"	93	1	33	33.00
Lebanon	"	130	17	561	617.10
Orleans	Vt	212	1	33	46.20

Through Shipments

Destination		Cars	Tons	Revenue
Quechee	Vt.	1	33	37.95

Gravel 1924

Destination		Miles	Cars	Tons	Revenue
Peabody	Mass.	8	8	264	132.00
Salem	"	10	4	132	66.00
Beverly	"	12	11	363	181.50
Bradford	"	15	15	495	247.50
Haverhill	"	14	351	11583	5,791.50
Lynn	"	14	25	825	412.50
Beverly Farms	"	17	31	1023	511.50
Manchester	"	19	2	66	33.00
Newburyport	"	16	1	33	16.50
Boston	"	24	3	99	49.50
Chelsea	"	24	1	33	16.50
Gloucester	"	25	2	66	33.00
Lawrence	"	21	45	1485	742.50

Destination		Miles	Cars	Tons	Revenue
Magnolia	Mass	21	2	66	33.00
Somerville	"	24	3	99	49.50
Canobie Lake	N.H.	29	2	66	42.90
Lowell	Mass.	27	13	429	278.85
Exeter	N.H.	32	23	759	569.25
Derry	N.H.	36	62	2046	1,534.50
Graniteville	Mass.	36	10	330	247.50
Nashua	N.H.	40	10	330	247.50
Newmarket	"	39	3	99	74.25
Portsmouth	"	36	12	396	297.00
Dover	"	47	2	66	52.80
Milford	"	52	2	66	56.10
No. Berwick	"	54	1	33	28.05
Fitchburg	"	57	11	363	308.55
Wilton	N.H.	57	6	198	168.30
Concord	"	65	51	1683	1,514.70
Epsom	"	68	2	66	59.40
Greenville	"	67	1	33	29.70
Bennington	"	75	6	198	188.10
Biddeford	Me.	75	7	231	219.45
Henniker	N.H.	73	1	33	31.35
Kennebunkport	Me.	71	2	66	62.70
Penacook	N.H.	72	1	33	31.35
Sanford	Me.	74	120	3960	3,762.00
Barnstead	N.H.	78	3	99	94.05
Saco	Me.	76	1	33	31.35
West Deering	N.H.	80	4	132	125.40
Franklin	"	84	8	264	264.00
Halcyon	N.H.	90	1	33	33.00
Portland	Me.	87	12	396	396.00

Destination		Miles	Cars	Tons	Revenue
Wolfeboro	N.H.	87	1	33	33.00
Laconia	"	93	3	99	103.95
Newbury	"	98	1	33	34.65
Bristol	"	97	2	66	69.30
Gorham	Me.	98	1	33	34.65
Keene	N.H.	97	1	33	34.65
Lakewood	"	96	1	33	34.65
Mt. Whittier	"	99	3	99	103.95
Newport	"	108	1	33	36.30
Sunapee	"	105	2	66	72.60
Thornton	"	124	1	33	37.95
Lebanon	"	130	28	924	1,062.60
West Thornton	"	127	6	198	227.70
Brattleboro	Vt.	131	23	759	872.85
Lincoln	N.H.	135	11	363	417.45
Lyndonville	Vt.	186	1	33	42.90
Barre	"	201	4	132	191.40
Orleans	"	212	5	165	239.25
Through Shipments					
Southbridge	Mass.		1	33	55.84
Wareham	"		1	33	57.54
Quechee	Vt.		1	33	36.30
Allston	Mass.		1	33	56.10
Dewey Mills	Vt.		15	495	544.50
Quincy Adams	Mass.		1	33	54.15
Sheldon Springs	Vt.		4	132	339.24
Brockton	Mass.		1	33	55.84
Woods Hole	"		1	33	62.61
Hanover	"		2	66	115.07
Ludlow	"		1	33	39.56

Boston-Maine Rail Line Grant Work Approved

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

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

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

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

Associated Press

Scott Whitney photo

Your editor can only continue to provide 12 page issues of the Newslette only if YOU provide him with suitable material. His postal service and email addresses are listed on pg. 1

Predecessors Of The Boston And Maine Corporation

A

Andover and Haverhill Railroad
Andover and Wilmington Railroad

B

Billerica and Bedford Railroad
Boston, Hoosac Tunnel and Western Railway
Boston and Lowell Railroad
Boston and Maine Railroad
Boston and Maine Railroad Extension Company
Boston and Portland Railroad
Brattleboro and Fitchburg Railroad

C

Central Massachusetts Railroad
Charlestown Branch Railroad
Connecticut River Railroad

E

Eastern Railroad (Massachusetts)

F

Fitchburg Railroad

L

Lexington and Arlington Railroad
Lexington Branch
Lexington and West Cambridge Railroad
Lowell and Andover Railroad

M

Maine, New Hampshire and Massachusetts Railroad
Massachusetts Central Railroad (1869–1883)
Middlesex Central Railroad

S

South Reading Branch Railroad
Stony Brook Railroad

T

Troy and Boston Railroad
Troy and Greenfield Railroad

V

Vermont and Massachusetts Railroad
Vermont Valley Railroad

W

Wayland and Sudbury Branch Railroad

What's In A Name

3710	Peter Cooper
3711	Allagash
3712	East Wind
3713	The Constitution
3714	Greylock
3715	Kwasind
3716	Rogers' Rangers
3717	Old North Bridge
3718	Ye Salem Witch
3719	Camel's Hump

More Bits And Pieces

District #4 Abolished: Effective 3:00 p.m. October 2,2010, District #4 was abolished. New Districts now comprise:

#1 Freight Main between KEAG and WL CPF- I 99 plus all related branches, running and industrial tracks

#2 Freight Main between CPF-199 and CPF-312, the Western Route and Northern mainlines, including the North Wye. All related branches, running rails and industrial tracks.

#3 Freight Main between CPF-312 and CPF-467. Worcester and Conn River main- lines, including E. Deerfield Loop. Rotterdam and Waterbury Branches. All related branches, running tracks and industrial tracks.

Motive Power According to the latest issue of the Pan Am Clipper the railroad is in the process of standardizing its locomotive fleer, while decreasing the average age and increasing horsepower and reliability. As a result the remaining GP7s, GP9s, GP35s, SD26s, SD39 and SD45 will be retired and the roster will consist of 54 GP40s, 20 Gp40-2s, 20 SD40-2s.

As of November 1, Springfield Terminal GPs #77, #72 and #77; along with ST GP35 #212 were still in service working out of Waterville, ME. HLCX SD40-2's #6318, #6317, #6329, #6400, #6450 and #7182 are stored at East Deerfield, MA, pending return to He1m.

Undercut: As of October 11, track 1 .CPF 370 Eriving and CPF 181 Montague is now cleared for auto racks and double stacks following the undercutting of the #1 track under the Church Street Route 63 overpass and the New England Central overpass at Millers Falls, MA. Crewsused an excavator which deposited the undercut material into side dump cars.

Next up is the Route 2, {and Chestnut Hill Street overpasses in Athol. The #1 track at North Adams, MA, under the Route 8 Bridge must also be lowered.

*Jack Armstrong **Railpace***

What's In A Name

From David Lamson

The Mudsuckers

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

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

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

Gloucester Drawbridge Repairs

Dedicated and opened in 1911, the Gloucester drawbridge over the Annisquam River is now being measured and analyzed for $25 million rebuilding using prefabricated components that could limit the bridge closing to a month or less.

The bascule drawbridge was rated as "barely functioning" in a series of inspections earlier this year, which pushed it to near the top of the MBTA's to-do list in terms of repairs.

The mechanical parts are in good condition, but the problem is the structural steel said Jody Ray, director of railroad operation.

The transformation of transplanting gears and new of steel is Far off pegged for the winter of 2012-2013. But a brief shutdown of the drawbridge will take place this November to allow construction crews to replace the pins and brushes of the counterweight, which works to equalize weight and allow the electric motor to power the gears that open and close the bridge for boat traffic.

The decision to use prefabricated components that can be installed relatively quickly will help minimize the main concern of iheMBTA, the shutting down of the Annisquam River to boat traffic. The scheduling of the replacement construction work during the winter would minimize inconvenience for the recreational, commercial and Coast Guard boats, MBTA officials said

Jack Armstrong ***Railpace***

Shelburne Falls, Shelburne Jct. And The New Haven

By Alden Dreyer

When the V&M arrived with the first train into Shelburne Falls in 1867, the depot, the freight house, the water supply facilities, the two-stall engine house were all waiting. I would guess that bringing the turntable up on a flatcar would have been one of the first loads into the village. It was surmised that Shelburne Falls would be the end of the line for a spell, but actually the road was extended to Hoosac Tunnel Station in that same year.

Shelburne Junction should never have existed, but it did, and was located 5.34 miles east of Shelburne falls, which is located in Buckland, Massachusetts.

The New Haven & Northampton RR built into Conway Junction in 1881 to operate on the non-operating Troy & Greenfield RR, which was owned by the Commonwealth of Massachusetts and operated by a contract with the Fitchburg RR. That's when the tower was built to operate one trailing point crossover and a single facing point turnout.

In 1887, with the Poughkeepsie Bridge under contract, the NH&N was leased to the NYNH&H RR Co. During the same year, the Troy & Greenfield was sold to the Fitchburg and part of the deal was granting trackage rights to the New Haven from Conway Junction to Shelburne Falls, as there was no space in the narrow Deerfield River valley for interchange of either freight or passengers.

In 1900, the B&M leased the FRR and since the B&M already had a Conway Jct., the name was changed to Shelburne Jct. Shelburne Jct.is in Conway, as is most of the so-called Shelburne Hill.

The tower closed in 1922. I have the borrowed tower log books from 1907 and 1910 and hope to have published a definitive history on what transpired there a century ago.

When the New Haven RR was granted trackage rights from Shelburne Jct. to Shelburne Falls, it was granted full use of all facilities in Shelburne Falls. So the B&M owned everything, the NH was a guest. The opposite of the situation in Springfield and Worcester. The B&M had its own switcher in town until the mid-1920's, long after the New Haven quit in 1921. Of course, when the New Haven was running, every engine had to be turned. So the B&M would probably use the engine house daily, but the turntable was less essential. How engines were coaled escapes me so far, but there was a coal dealer right in the yard and he may have had a loader or silo.

Most likely it was done in the same manner as was done at Claremont Junction... By HAND!!

It's hard to imagine that such was the case in Claremont but it's quite true.

Engine Coaling Facility At Shelburne Falls

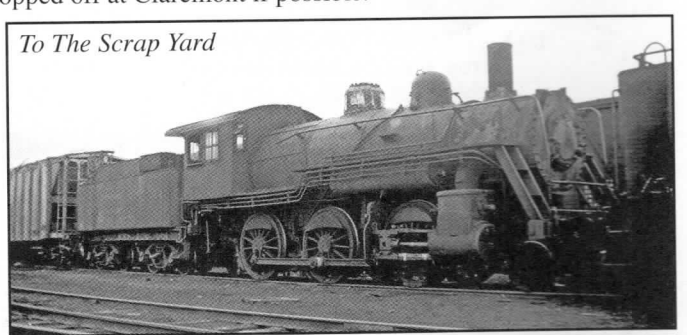
By Alden Dreyer

"I have long maintained that the small building located between the House Track and the SFTM Visitor Center was used for locomotive coal. The coal would be shoveled into the two doors located just at railing height for a gondola and then probably loaded into the tender using a gas-powered elevator. Or a ramp and wheelbarrows. A lot of work, but probably only done every other day or so."

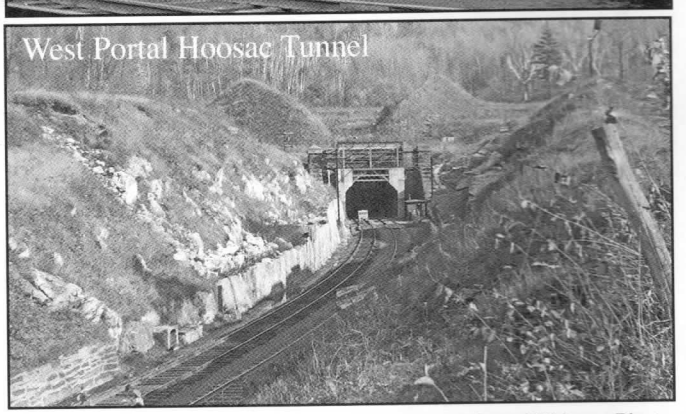
Coaling Of Engines At Claremont Jct.

By Scott Whitney

Directly next to the third engine house track (fifth actual track away from the mainline) there was a slightly elevated track where they would spot wood-sided, drop-bottom gondolas (as an example) that would then be even with the tender bunker height. Coal was hand tossed from the gon to the bunker. Talk about your back-breaking work!! They may have been full at Concord but they got topped off at Claremont if possible.



To The Scrap Yard



West Portal Hoosac Tunnel

Scott Whitney Photos