

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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May — June 2011

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.

- April 21st** Our Joint Meeting with MassBay RRE at the Bedford Rail Park's RDC @7:30P. David Fletcher of the WalkerTransportation Museum will make a presentation.
- May 14th** Mal Sockol will take us around the B&M, BAR and other New England railroads
- June 11th** Buddy Winiarz will present slides of railroading on the B&M (Guilford), Boston & Albany, Amtrak and others. These are slides of late member Doug Keenan.
- July 30 & 31** These are the correct dates of this years Lowell Folk Festival.
- August** No Meeting
- Sept.** We will be going to the Silver Lake Railway in Madison, NH...date TBA
- October 15th** B&MRRHS's Banquest at Rogers Hall in Lowell. The caterer for the banquet is 'Steve's' Kitchen' wo did our last banquet. More info to come.
- November 12th** George and Katherine Melvin are back doing a presentation on the Maine Central.

### Directions To The Rogers Hall Society Meeting Location

From Rt. 495 take exit 38 which is Rt. 38, go right, this is Rogers St. Depending if you come from the north or south there are six and seven sets of lights respectively. Approximately 1.3 miles from Rt. 495 is the last set of lights (working) bears to the left here. Rogers Hall is about 3 tenths of a miles on your right. Directly across the street is Rogers Fort Hill Park, parking is available there.

If you come from Rt. 133 (Andover St.) follow that until you intersect Rt. 38 in Lowell. Go through this intersection and take your third left which is High St. Go to the end and take a left and this will take you to

Rogers Hall on your left and Rogers Fort Hill Park on the right.

If you come from Rt. 38 or Rt. 113 you need to get off at the overhead traffic circle as if going to St. Johns Hospital. Follow this to the intersection of Rts. 38 and 133 and follow the above directions to High St.

### NEXT ISSUE

The deadline for submitting material for the Newsletter is the first of each even month. Such material can be sent to the editor at the above email address or to 2285 Stagecoach St.SW, Los Lunas, NM 87031

The editor reserves the right to edit any submitted material.

## MEMBER INFORMATION

**Newsletter**

Correspondence concerning the Newsletter can be sent to either  
2285 Stagecoach, Los Lunas, NM 87031  
or emailed to:  
bmbobwarren@comcast.net

**All Other Correspondence** goes to the following address (or by email) including catalog orders, correspondence with the Board of Directors, Archives, Historian, or Bulletin.

B&MRRHS, P.O. 469, Derry, NH 03038 or  
CPC835-DD@JUNO.com

In all instances involving money DO NOT send cash as the society will not be held responsible for if lost.

Make checks, etc. payable to **B&MRRHS**

**Address Change:** if you change your address please let the Society know by mail or email. When you do not let us know, it costs extra for postage: first mailing, returned postage and second mailing, i.e., three mailing costs to one person.

**Society Officers, Directors and Staff**

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

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

**Alternate Directors**

Carl Byron & Sandy Shepherd

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Hardware Archives Chair.	Vacant
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Model Projects Coordinator	Vacant
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## MEMBERSHIP

- Please renew your membership within the ninety-day renewal period or you will be deleted from the membership list. All renewing members are provided a preaddressed renewal envelope, containing your membership data on the flap. Please **DO NOT** over tape the flap.
- Write any address changes on an additional piece of paper and include within the renewal envelope
- Payment is by check or money order **ONLY**... please do not send cash. You may pay by cash if you attend a Membership meeting or train show at which the society has a presence.
- If you do not get society publications after renewing contact the society at the address below.
- Prior to moving, please notify the society to insure continued receipt of society publications, etc. Failure to do so requires additional expenditures to have returned mail forwarded to you if your new address becomes known.
- A RED DOT on your address label indicates that this is the last item you will receive from the Society, as you have not renewed within the allotted timeframe.
- All questions regarding your membership should be addressed to:

**Membership**

c/o B&MRRHS, PO Box 469

Derry, N.H. 03038-0469

Buddy Winiarz, Membership Sec.

**B&MRRHS Membership Dues**

All values in US dollars. Dues are payable by check, money order, postal money order or cash. Sorry, but we are unable to accept charges. Please allow 4 to 6 weeks for processing.

Please send membership requests to:

B&MRRHS - Membership

PO Box 469

Derry, NH 03038-0469

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

## Board Meetings Notes

Minutes of February 12, 2011- B&MRRHS Meeting  
Rogers Hall, 196 Rogers Street, Lowell, Mass.setts

### In Attendance

Byron, Gagnon, Hampton, Hurst, Hyde, Kosciolk, Monroe, Nowell

### Meeting Called to Order: 1:34PM

#### Approval of the Minutes:

Gagnon, 2nd by Hyde. Motion carried.

#### Approval of Agenda

Byron, 2nd by Hampton. Motion carried.

#### No Report (s):

President-Clerk-Newsletter-Hardware- 410/Combine-Programs

#### Vice President Report:

Gagnon reported that he has sent a "Thank You" Letter on behalf of the Society to Stoddarts Limited in Cummings, Georgia for their generous donation of the Flying Yankee B&M #6000 3D Wall art and "wings" that was raffled off at the 2011Springfield train show. Proceeds from raffle are being applied towards "410" restorations costs. Winning raffle ticket was bought by Claudia Curran from Concord, Massachusetts. Her husband was working his shift as local firefighter and is building his new train room.

#### Treasurer's Report:

Kosciolk reported that Society continues to be solvent. Savings ( as of 1/27/2011): \$69793.55 – Checking (as of 1/27/2011): \$1282.79 (both accounts unaudited \$), \$25,000 CD renewal for a 2 year period is being explored.

Gagnon, 2nd by Hyde, Motion carried.

#### Membership:

Roster stands at 974 members, exclusive of approximately 12-15 new members being signed at Springfield train show.

#### Archives:

Nowell reported his annual summary to Society with copy being forwarded to Newsletter Editor. Highlights as follows: Archives group had 12 meetings in 2010; main focus of group is researching requests, organization/catalog of acquisitions. Donations received 73 in 2010, up from 66 in 2009; transcribing file card catalog into electronic catalog was completed by David Ashenden with 11,500 entries now available on B&MRRHS website; Al

LePain completed a new edition of B&M Standard Plans in paper or CD format. These new additions sold very well at Springfield train show; Archives responded to 125 requests for information in 2010; archive storage area in Chelmsford is evolving from storage to actual annex due to help from many in Society family; Nowell expressed his heartfelt thanks to all his committee members and volunteers for their efforts, too numerous to mention in detail.

#### Bulletin:

Hurst reported that next issue of Bulletin is progressing along smoothly. Anticipated 2nd installment of Manchester, NH is being laid out.

#### Shows:

Kosciolk reported that Springfield train show drew 20,245 for 2 day event. Society gross table sales of \$3300 and Show Sales of inventory products was \$2700. Membership renew/new of \$600. Society "road crew" on duty: Fred and Quessin Brown, Wayne Gagnon Dave Hamilton, Rick and Nathaniel Hurst, Paul Kosciolk, "Dusty" Miller, Russ Monroe, Jim /Jim Jr. Niguez, Ellis Walker, "Buddy" and Justin Winiarz and Justin's girlfriend, Desa,. Attendees keep looking for old B&M archival history/pictures of wood to steel caboose conversion and roster information and assignments, date of rebuild or scrap disposition. Archives will be looking into this in the future as a possible sellable item.

#### Old Business:

"My Life's Experiences as a B&M Railfan" - Kosciolk reported that work on manuscript and pictures are progressing forward towards a quality release - date/price TBD.

Former "wig-wag" signal and mast from Hillsboro Branch at Wilton, NH is being put on permanent loan subject to Society recall at Windham, NH depot and intention is to rebuild to operating condition in future. Nashua, NH Broad Street crossing on Hillsboro Branch had similar wig-wag signal guarding crossing.

#### New Business/ Additions:

None

#### Next Meeting:

*Note:* No meeting in Lowell in March due to Society attending Nashoba Valley train show. Next "Lowell" meeting is scheduled for April 9th at

1:00PM at Chelmsford Storage site. Note change of meeting location in April 2011.

**Motion for Adjournment: 2:48PM**

Hyde, 2nd by Byron. Motion carried.

**Respectfully Submitted:**

*Wayne M. Gagnon, Recording Secretary*

## **Boston & Maine Railroad Historical Society**

### **Report Of Archives Committee**

#### **For The Year Ended December 31, 2010**

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

We held 12 meetings in 2010, as compared to 13 in 2009 and 11 in 2008. The average attendance at our meetings, inclusive of guests, was 7, as compared to 9 in 2009 and 8 in 2008. Meetings were held at our main facility in the Center for Lowell History, 40 French St., Lowell, and at our storage facility in North Chelmsford. Regular attendees included David Ashenden, Len Bachelder, Brad Blodget, Al Campbell, Rick Conard, Rick Hurst, Charles Ricci, and Ellis Walker.

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

We logged in a total of 73 donations in 2010, as compared with 66 donations in 2009, and 45 in 2008, including material donated by Andover (New Hampshire) Historical Society, David D. Ashenden, Brad Blodget, John F. Born, Carl R. Byron, Dohn Cluff, Tim Dietz, Joel DiTrojello, Richard Faucher, Marc Frattasio, Robert P. Fuller, Wayne Gephart, Peter Gilligan, Herbert P. Gleason, Kinsley M. Goodrich, Richard K. Hurst, Scott Jewel, Larry Kenniston, Emmons Lancaster, Brian LaMothe, Ed LeVay, Robert A. Liljestrand, A. Joseph Kinville, William S. Moore, Nashua Historical Society, Rick Nowell, Marc Paradis, William Patton, Jr., Chuck Petlick, Susan and Charles Rohrbach, Leonard M. Singer, Jim Shea, Virginia Snopek, Gary Stengle, Lester H. Stevenson, Jr., Thomas T. Taber, III, Bob Warren, Robert F. Wilner, Andrew Wilson, Buddy Winiarz, and William B. Young.

We extend warmest thanks to all our donors for their generosity and their interest in our work of preserving the history of the Boston and Maine Railroad, its predecessors and successors. We encourage our members and friends to donate additional material to our growing collection. We will also appreciate receiving information about potential donors.

Committee member David Ashenden completed the Herculean task of transcribing our file-card catalog into the electronic catalog. The catalogue, available on the B&MRRHS web site, presently has about 11,500 entries. David is currently at work on an index of the Maine Central Railroad employees' magazine.

Other major cataloguing tasks involve B&M abandonment records from the 1920 to 1980 period and valuation completion reports organized by ICC valuation section in addition to the regular work of cataloguing the many smaller donations.

Committee member Alan LePain completed a new edition of B&M standard plans now for sale in paper and CD format. Alan is

an accomplished graphic artist and our new edition contains many new drawings and improved formatting and presentation of others.

We responded to 125 requests for information in 2010 as compared to 140 in 2009, as compared to 197 in 2008. All this work could not be completed at our monthly sessions; many of our committee members have volunteered "off-hours" time to answer research questions, including David Ashenden, Len Bachelder, Brad Blodget, Carl Byron, Al Campbell, Rick Conard, Rick Hurst, Alan LePain, and Ellis Walker.

Your chairman gave a presentation about the Archives to the local chapter of the National Railroad Historical Society in Newton.

We continue to be grateful for the support of Martha Mayo and the staff at the Center for Lowell History, including Janet Pohl, Roberta Otremba, and Janine Whitcomb.

Jim Nigzus and members of the Hardware Committee have helped us again this year by creating additional shelving and storage racks for blueprints at North Chelmsford.

Our facility at North Chelmsford is evolving from a storage area to a true annex. Materials available at this location include a large number of B&MRR records and mechanical drawings.

Again this year, your chairman is impressed and inspired by how much can be done by volunteers.

We welcome new committee members. Get started by attending one of our monthly meetings. Contact us for details and times. We need researchers, catalogers, and organizers. No experience required—just an interest in railroad history. Our greatest need is for a curator for our photograph, negative, and slide collections—someone who can give ongoing time to the organization and archival storage of those materials.

Respectfully submitted,

*Rick Nowell*

Frederick N. Nowell, III

Chairman, Archives Committee

Boston & Maine Railroad Historical Society

fnowell3@yahoo.com

## **Amtrak Launches New Interactive Website For Kids**

Amtrak has launched the kids depot, an interactive website located at [www.Amtrakkidsdepot.Com](http://www.Amtrakkidsdepot.Com) where young rail fans and their families can play and learn about train travel and the amtrak journey. The site is arranged as a 3d virtual world with seven different "neighborhoods" full of exclusive online-only content to explore. Friendly characters in each area introduce kids to a wealth of engaging interactive games along with activities to download and take onboard. Designed to be fun as well as educational, the games, activities and downloads cover a variety of topics including amtrak, trains, geography, the environment, memory-building and problem-solving. The site provides kids of all age levels the chance to discover and explore the rich and vast history of rail travel. The online games vary in their level of difficulty, offering everyone the chance to play along at their own pace. Passengers traveling with children are encouraged to visit the kids depot before their next rail trip to learn about trains and get some onboard activities.

*Amtrak via Railpace's Hot News*

## Memories On The B&M's Passenger Operations

*Tom E. Thompson said:* "B&M's passenger infrastructure and operations were truly fascinating in the 1940s and 1950s. Variety was the spice of life, in terms of the equipment used and the number of trains operated."

*Memories from Dwight Smith:* I can certainly agree with that. I started commuting to my place of work in Boston in February 1947 and ceased in early 1952 when I relocated to Concord, NH. Equipment was almost totally B&M's splinter fleet of open platform wood bodied coaches. My first experiences were from North Somerville, MA. North Somerville Station was located at the intersection of Boston Ave. and Broadway, at Ball Square, Somerville, MA. A little wood-framed station building was located on the inbound side nestled in next to, and almost under, the Broadway Bridge stretching over multiple tracks of the New Hampshire Main Line. Wooden stairs located at both ends of the bridge took you down to the cinder platforms, or you could walk-in from the driveway on Boston Ave. The outbound platform had a small passenger shelter. The station was 3.6 miles from North Station, Boston. No tickets were sold, but if IRC, the station building had a waiting room with a small coal stove. The usual power on my inbound train, which originated in Wilmington, was a Class J1 4-4-2 Atlantic. My homeward bound train in the evening was headed to Stoneham and was usually powered by a Class K7 2-8-0. Later I moved to Bell Rock on the Saugus Branch and the usual power was a Class B15 2-6-0. My final place of residence 1951-1952 was Reading, MA and my usual trains originated and terminated at Reading Highlands. The power was always a Class P2 4-6-2. My Reading commutes started in wooden open platform coaches but evolved into steel cars shortly before I moved away. One thing that seemed to be consistent was the power on my evening homeward bound train which was P2 4-6-2 # 3662. The train had head end power and a large turbo generator was mounted on the tender deck of 3662.

### Amtrak Nuts Waiver

Northern New England Passenger Rail Authority Executive Director Patricia Quinn confirmed that the FRA granted a waiver from the buy America requirement, enabling Pan Am Railways to use track nuts made in China as it reconstructs the line from Portland to Brunswick. The FRA waiver became final on December 15. Though Pan Am Railways crew began laying continuously welded rail in August and the track nut waiver was not effective until December, waiting for the waiver did not slow the track work, which is expected to be completed by fall, 2012. Pan Am crews "re-used" some existing track nuts, which were removed after the track was welded.

The FRA received five responses to its August 2, 2010 public notice that NNEPRA had asked for a waiver. Representatives of Alliance for American Manufacturing, Brotherhood of Locomotive Engineers and Trainmen, United Transportation Union, Brotherhood of Railroad Signalmen and Brotherhood of Maintenance of Way Employees Division of the Teamsters Rail Conference all opposed the waiver, arguing that the track nuts needed were avail-

able from American manufacturers.

NNEPRA found that Dyson Corp. could manufacture the required 3,340 Specified Carbon Steel Standard nominal diagonal nuts for \$4.92 each and that Chicago Track Nut & Bolt could supply them for \$17.82 each. With the waiver, NNEPRA was able to purchase Chinese nuts from Harnner Steel of Portland, Oregon for 63Cents each.

*Atlantic Northeast Rails & Ports via The 479 479 Railroad Club  
Ref: Downeaster Construction Snag  
Jan-Feb 2011 Newsletter*

### 100 Years Ago

Beginning today the increase in passenger rates on the Boston and Maine RR goes into effect and tickets from Lewiston to Boston will be \$3.40 instead of \$3.20. The cause of the increase is because of the advance given to the employees of the road.

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

### The Coming Of The Train Volume II, 1910-1922

The Coming of the Train, volume II, continues the saga of the building of the Hoosac Tunnel and the Wilmington and Deerfield River Railroads with the completion of the Deerfield River Railroad, and the changes these railroads brought to the surrounding communities. In it the author has captured the courage, determination and vision of the people who helped build our country during this rapid unfolding of the Industrial Revolution, as experienced in the upper Deerfield River Valley. He writes with the authenticity that only meticulous research of original documents and correspondence can bring.

This volume is a beautiful, color, hardbound book printed on 8 x 10 eighty pound, matte paper containing:

524 pages

520 photos, 69 sketches, and news clips, plus other ephemera  
40 maps, including plot plans of the industries at Readsboro and Mountain Mills and track plans for the HT&W. Most are original and never before published.

12 reference tables and scanned documents

Appendix

Index of maps, tables and text with over 700 entries

The book may be purchased from:

HT&W by NJD Publishing

43 Potter Road, Rowe, MA 01367

Phone: 413-339-5723

Email: bdonelson@htandw.com

List price \$49.95 \$7.50 shipping and handling per order via UPS

**Vol 1 is sold out.**

**B&M #3713**

The restoration of #3713 in the backshop of the Steamtown National Historic Site in Scranton, PA continues to progress into 2011. It was awarded a grant by the NRHS of \$4,500 toward the purchase of rivets for the boiler and have several other grant applications in process of approval. The majority of the current work plan focuses on completing the boiler and firebox repairs. This scope of work includes replacing the exterior firebox roof sheet due to engineering deficiencies and the exterior side sheets due to fatigue cracking radically outwards from a major of the staybolt holes. The new roof sheet has arrived at the locomotive shop. It will be fitted up and the rivet holes will be drilled to match the existing holes in the third boiler course and the backhead. The work can be viewed by the public during regularly scheduled shop tours.

*Tower Topics via The 470 \$70 Railroad Club*

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**Mass Seeks To Replace Key Downeaster Route Bridge**

Massachusetts will seek \$98 million in high-speed rail money to replace a key rail bridge on the Downeaster route, Boston Globe has reported. The aging bridge over the Merrimack River causes delays to the MBTA, Amtrak, and Pan Am Railways trains that use it.

The money would fund bridge design and replacement, improving reliability and travel times for the Downeaster and the MBTA Haverhill commuter line.

*Submitted by Jonelle DeFelice*

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**Former MARC Locomotives Will See Service In Massachusetts**

Former MARC GP40WH-2 units 52, 59, 61, 63 and 67 were delivered to the Providence & Worcester Railroad during the morning of Mar. 2. These units, which had been traded in to Motive Power Industries after MARC had received new MP36PH-3C units from MPI, have been loaned to Boston's MBTA to provide some relief to a short term shortage of operable units that MBTA has been facing. The GP40WH-2 units had been rebuilt by Morrison-Knudsen in 1993 from freight units and went into service on MARC the following year. The P&W will test the units at their Worcester Shop – if they are accepted, P&W will prep them so they can be placed into service on MBTA trains.

*Andy Kirk, Railpace's Hot News*

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**MBTA Deal Soured By Lemon Locomotives**

By Richard Weir

Two of the five loaner locomotives the T rented from an Idaho company as back-up engines for its beleaguered commuter rail service turned out to be too beat-up for use, MBTA General Manager Richard Davey told the Herald.

“We ended up sending one back because it was in such bad shape. The fourth one we are using for parts for the other three. They are not in as good shape as I would have liked, but they are younger than what we have,” Davey said of the rental locomotives, the first of which will be put into service tomorrow.

After a broken-down Worcester-line train created a four-hour-long ride for commuters last month — capping a disastrous winter in

which cold-weather-related equipment woes crippled the commuter rail system — Davey inked a March 11 deal with MotivePower Inc. of Boise to lease five used locomotives for \$45,000 per month. T spokesman Joe Pesaturo said the T will not pay for the locomotive it plans to scrap for parts.

The 90-day lease for the 15-year-old hand-me-downs from Maryland's commuter rail service can be extended on a monthly basis. In 2013, the T is expected to get 20 new locomotives it bought last year from MotivePower for \$114.6 million.

Of its fleet of 80 locomotives, 18 were built in 1979 and 1980 and are long past their 25-year service life.

*Submitted by Jonelle DeFelice*

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**Railroad Owned Fire Engines!**

Boston purchased two American LaFrance Type 12 triple comb. pumpers in 1914 and assigned them as follows; No. 561 to Engine 11 on July 3, 1914 and No. 562 to Engine 45 on August 4, 1914. Number 561 was traded back to ALF in 1928 and resold by them to the Boston and Maine RR on April 29, 1929. The second one, Number 562 was traded to ALF in 1930 and eventually junked at Elmira on October 20, 1933. What happened to No. 561, when the B&M RR owned it, remains a mystery.

*Submitted by Billy Stone*

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**Maine Studies Montreal Rail Service**

Maine's latest passenger rail expansion from Portland to Brunswick isn't yet completed, but the state is already looking at new places to expand.

As part of a preliminary feasibility study, state officials are looking at how many passengers might use a new service between Portland and Montreal. The study will look at various routes, how many trips are possible in a day and how much tickets should cost.

Maine Public Broadcasting Network says officials have been holding meetings with two rail lines, local chambers of commerce, city councils and the public to get feedback.

One of the routes would go to Lewiston-Auburn and make stops in Oxford County before heading north. Some officials see strong demand created by the Oxford casino.

*Bangor Daily News submitted by Buddy Winiarz*

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**General Electric Looks At Massachusetts Plant For Locomotive Assembly**

General Electric Transportation is considering using a closed gear plant in Lynn, Mass., to handle overflow locomotive assembly work from its Erie plant, Lynn's Daily Item has reported. GE's River Works gear plant closed in January.

GE spokesman Richard Gorham confirmed the plan is “in the earliest stages of review.” He said the plant's high ceilings and heavy-duty cranes “make it advantageous” for rail-related manufacturing. It also helps that the plant sits adjacent to the Pan Am Railways/Massachusetts Bay Transportation Authority line to Salem and Newburyport, Mass.

GE is the biggest manufacturer of locomotives in North America. Currently, all assembly is done in Erie. The company has continued to receive strong orders for freight locomotives, and is eyeing a

return to the passenger diesel business if orders materialize.

Submitted by *Jonelle DeFelice*



### **Bradford Alouette**

White River Junction to Bradford  
Vermont Excursion June 4th

The White River Junction Chapter of the National Railway Historical Society is offering an excursion from White River Junction to Bradford, Vermont on June 4th, 2011 as a joint effort with the New England Transportation Museum. The 'Bradford Alouette' is considerably longer than the regular White River Flyer excursion, which runs to Thetford Vermont. The trip is in conjunction With the annual Vermont Rail System excursion to Farm-Way, Inc. Bradford, VT and will be a unique shopping experience for passengers. Farm-Way will host a barbecue lunch for shoppers as part of their annual customer appreciation day. The excursion will include a handout with information and history of the line. Proceeds will assist the museum in their efforts including the restoration of the former Boston & Maine Westboro Station (West Lebanon, NH).

The B&M ran several Boston to Montreal passenger trains, one being called the 'Alouette', which is French for Lark. Originally a day train that ran on the Boston, Concord & Montreal line through Woodsville, after 1954 the train ran on the Northern Line through White River Junction and St. Johnsbury after the BC&M line was abandoned.

Special tickets are being prepared for the 'Bradford Alouette' and are priced at \$35.00 for a round trip. The train will depart WRJ at 10:00 am and return at 4:30 With a one and a half hour layover in Bradford for shopping and lunch. Tickets can be purchased, by sending a check or money order for \$35.00 along with a stamped, self addressed envelope to: WRJ NRHS, PO Box 494, White River Jct VT 05001

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone/Email: \_\_\_\_\_

\_ Excursion \$35.00 \_ Excursion & Museum Membership \$55.00

\_ Excursion \$35.00 plus \$ \_ donation to Westboro Station restoration

Contact Info: Philip Rentz - Cell Phone# 603-667-6091

Eugene Vigneault - 603-298-7869 after 5:30PM

### **MBTA Acquires Trackage Rights for Future Expansion**

The Massachusetts Bay Transportation Authority has acquired trackage rights which will enable its commuter trains to serve new markets in the future. MBTA has acquired trackage rights over Pan Am Railways between Worcester and Ayer; this line runs generally north/south, roughly following Interstate 495, and connects the MBTA Fitchburg Line with the Framingham/Worcester Line. MBTA has also acquired rights over Pan Am for a future extension of the Lowell Line into New Hampshire, potentially serving Nashua, Manchester, and Concord.

*Hot Rail News Railfan & Railroad*

### **New England Southern**

NEGS engine #2370 derailed 2/9/11 and overturned just south of the Merrimack River bridge in Concord, NH. A berm of ice and snow built up by snowmobiles caused the derailment. The engine was coming southbound and hit a frost heave, which is created when snowmobiles cross down through the path between the rails of the railroad tracks where they're not supposed to be, and as a result, it can actually pick up the locomotive and cause serious damage reported Karl Deamess.

The railroad hired Winters Rigging of No. Collins, NY, to re-rail the 300,000-pound engine, using large cranes. The engine was back on the track on 2/11/11. Engineer owner Peter Deamess was taken to the hospital but the injuries are not life threatening.

Conductor Gary Kerr was shook-up but not injured. (NEGS operates on New Hampshire owned line north of Concord)

*Atlantic Northeast Rails. & Ports / Boston Globe via Len Bachelder via **The 470 470 Railroad Club***



### **Massdot Board Approves Agreement To Build New Lechmere Station**

The Massachusetts Department of Transportation (MassDOT) announced that a land exchange agreement has been approved to facilitate extending the Green Line north of Lechmere Station to Somerville and Medford, while also advancing the NorthPoint mixed-use development project. The agreement between the MBTA and Pan Am Railways allows for construction of a new Lechmere

Station on the east side of O'Brien Highway in East Cambridge across from the current station location.

The MBTA is also obtaining crucial track and property rights necessary for MassDOT and the MBTA to build and operate the Green Line Extension, among other projects. In exchange for granting those rights to the MBTA, Pan Am is acquiring the property on which the existing Lechmere Station is located. "The successful relocation of Lechmere Station is key to the extension of the Green Line and to the long-term growth of the Lechmere Square area, and we look forward to working with the developers of the NorthPoint project to make the station and the surrounding area attractive, vibrant, and convenient for our customers, both current and future," said MassDOT Rail and Transit Division Administrator and MBTA General Manager Richard Davey.

Among the key elements of the newly-approved agreement:

The MBTA and MassDOT will receive:

- All of the trackage and property rights necessary to build and operate the Green Line Extension, which have a combined value of \$12.5 million. In addition to this real value, these rights provide a \$5.5 million savings for MassDOT and the MBTA, which had expected to pay \$18 million for these rights.
- Trackage rights off the Worcester Main Line to allow potential future passenger service from Worcester to Ayer. This will provide a connection between the Worcester and Fitchburg Commuter Rail Lines, and a potential future connection to North Station.
- Trackage rights to provide future passenger service to New Hampshire. This would allow for the extension of MBTA Commuter Rail service from Lowell to Concord, NH through Nashua and Manchester. That project would ultimately be sponsored and funded by the State of New Hampshire, similar to current Commuter Rail service to Rhode Island.

While not part of the Land Exchange Agreement, Pan Am has agreed to assume costs associated with the required street and sidewalk improvements in the Lechmere area. The Green Line Extension project and the Commonwealth were planning to absorb this \$9 million expense, which may now be deducted from the project's total cost.

*MBTA via Railpace's Hot News*

## Operator Chosen For Northern Maine Rail Line

By Clarke Canfield

A Canadian company with a rail line in Maine has been chosen as the new operator for 233 miles of state-owned lines in northern Maine formerly owned by the Montreal, Maine and Atlantic Railway, the Maine Department of Transportation announced Tuesday.

A committee unanimously chose Eastern Maine Railway from among five applicants to run what is now known as the Aroostook Lines. The track, which stretches from Millinocket to Madawaska, had been in danger of being abandoned before the state agreed to purchase it and find a company to operate it.

Eastern Maine Railway is the U.S. affiliate of NB Southern Railway, which is part of J.D. Irving Ltd. based in Saint John, New Brunswick. The company has tracks in Maine that run about 100 miles from Brownville Junction to Vanceboro, along the Canadian border.

They really came across as being very dynamic in terms of chasing after the business, essentially wanting to satisfy the needs of

the customers," he said. "They were in tune with what's going on in (Aroostook) County."

The track in northern Penobscot and Aroostook counties was at risk after the Montreal, Maine and Atlantic Railway filed notice with the federal Surface Transportation Board that it intended to abandon the track. The company said it was losing millions of dollars a year on the line.

But the line was saved when the state agreed to buy the track and track rights for \$20.1 million. The federal government agreed to contribute \$10.5 million for track upgrades.

When the state acquired the tracks, Montreal, Maine and Atlantic Railway agreed to continue operating them until mid-June, if needed. MM&A still owns and operates another 541 miles of track running from Maine to Montreal, with a short side track into Vermont.

The track, which includes branch lines to Caribou, Presque Isle, Easton, Houlton and Limestone, is a vital economic asset in northern Maine, said Nate Moulton, the transportation department's rail program director. For more than a century, rail cars have used the tracks to carry potatoes, paper, lumber and other products out of the region bound for markets across the U.S. and beyond.

*Bloomberg Business Weekly*

## Repeal New Hampshire Rail Transit Authority

House Republican leaders want to end the discussion about bringing commuter rail back to southern New Hampshire through Nashua. They've gotten behind the bill (HB 218) of Rep. Donald McGuire, R-Epsom, to repeal the New Hampshire Rail Transit Authority, which the Legislature created four years ago with bipartisan leadership from Nashua area legislators. McGuire said, "Expanding public commuter rail transit in a rural state like New Hampshire is senseless." Deputy Majority Leader Shawn Jasper, R-Hudson, said these tight, fiscal times force policymakers to put away their wants that would include commuter trains that require expensive taxpayer subsidies. "Whether it's federal money or state money, it's money from the taxpayers," he said.

*New Hampshire Union Leader via Mike Lennon via The 470 470 Railroad Club*

## Positive Train Control

Forty-one railroads are working furiously to meet the positive train control (PTC) mandate's well-known and fretted-over D-Day of Dec. 31, 2015, when systems must be up and running on federally designated U.S. rail lines used to transport certain hazardous materials and passengers. Job No. 1 for the Class I's, Amtrak, and more than 20 commuter roads is to finalize their implementation plans (IPs). The Federal Railroad Administration (FRA) initially received the IPs in April and sent letters to most of the railroads seeking clarifications and additional information.

Railroads continue to face the enormous undertaking of designing, testing and installing PTC on thousands of miles of track. Collectively, they must install tens of thousands of wayside, onboard and radio devices, and at a cost exceeding - and continuing to head north of - \$10 billion. Roads are working with each other to make certain the dozen or so PTC systems that are being developed work as intended no matter which railroad is in control of a train. But



getting all 41 railroads on the same page - from interoperability to radio protocols to, in some cases, sharing PTC specifications - will take more than multi-tasking and cooperation. It'll take an enormous effort from a small pool of suppliers with PTC expertise to continue helping roads develop and test the myriad of wayside, onboard and back-office components, and ensure everything works. These aren't off-the-shelf products - they have to be designed, tested and vetted out, and there's only a number of vendors that can do it.

The FRA is trying to ensure that all the proposed PTC technologies are viable and can be developed and installed by 2015's end. Of the 41 IPs received in April 24 were granted conditional approval and 17 were disapproved based on the amount of information that was missing or unclear. CSX thinks it'll cost them \$1.2 billion based on what they know now. NS estimates its total cost at more than \$700 million. But including all PTC related efforts, such as railroad mapping, training and wayside equipment removal, the total cost likely will exceed \$1.1 billion. BNSF's total cost likely will surpass \$1 billion.

Amtrak has a good handle on its total cost - which clocks in at about \$155 million - because the national intercity passenger railroad is "good to go" with PTC on a portion of the Northeast Corridor. They're in a better position than most others. However, most of the 41 railroads affected by the mandate figure to have more questions than answers about PTC for at least the foreseeable future. "Will the technology be there? They're not exactly sure it will operate as intended. There's also the issue of: How long it will take them to work any bugs out."

*Progressive Railroading via The 470 470 Railroad Club*

### Portland Downtown Train Depot

The people in charge of the Amtrak Downeaster plan to take the next year to figure out where the train service is headed. The Northern New England Passenger Rail Authority expects to begin a study this spring of proposals to relocate the Portland train station, shorten trip length and add more daily runs between Brunswick and Boston. Patricia Quinn, executive director of the authority, said relocating the station might shorten trip times, especially for runs between Portland and Brunswick, when that service is launched in autumn 2012.

Staff Graphic / Michael Fisher

If there was a station on existing tracks along Commercial Street, Quinn said, this would bring passengers closer to downtown, and would allow the authority to build a center platform that would accommodate two trains in the station at the same time. Allowing passengers to walk to nearby attractions is one of the strengths of North Station, where the Downeaster route ends in Boston. Passengers now getting off the train in Portland must take a cab, car or bus to downtown.

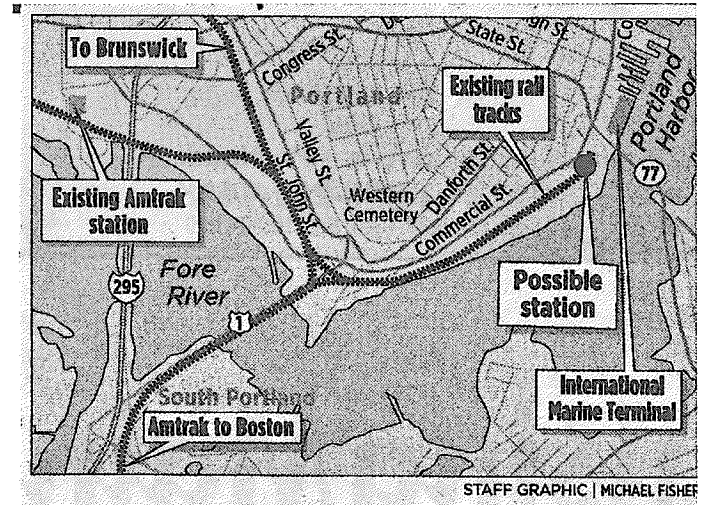
*Portland Press Herald*

Another View - Commercial Street Train Depot

It's time to put Portland's passenger rail station back where it used to be at the site of old Union Station near Congress and St. John streets. The Commercial Street use would require a far greater turnaround or backup procedure. To reuse the old Union Station site would require none of that, and there does seem to be land available to the west side that could accommodate parking facilities and a

terminal area. This would allow run-through operation without any backup procedures. That area is also directly connected to Metro bus routes 1, 3 and 5. PPH / Peter Folger

*The 470 470 Railroad Club*



### Historic Panel's OK Paves Way For South Acton Rail Station

By Jennifer Fenn Lefferts

The Acton Historic District Commission voted to support the design of a new commuter rail station in South Acton, a decision that is expected to allow the project to move forward without any delays.

The commission had previously expressed concern that the new station would negatively impact the nearby historic district — a position that could have put the brakes on long-awaited improvements to the entire Fitchburg commuter rail line, officials said.

The state has an ambitious \$250 million plan to improve the line from Fitchburg to Boston in an effort to dramatically improve the oldest and slowest line in the state.

The project is intended to improve speed, service, and reliability by adding double tracks along some sections, updating existing track, and improving communication and signaling systems along the 50-mile corridor. The plan also calls for renovating the South Acton and Littleton commuter rail station.

"The last detail on the entire package is the South Acton station," Eldridge said.

In addition to the \$150 million in funding for the Acton station phase, which includes some double-tracking and signal improvements, the project also has received about \$50 million in federal stimulus funds for a track-switching station in Littleton, double-tracking from Littleton to Fitchburg, and a new station in Littleton.

The T has also received a \$55 million grant to build a new station to extend the line west from Fitchburg to West Fitchburg and to build a new layover station in Westminster.

*Boston Globe*

## FOR SALE

"The Central Vermont Railway" six-volume set by Robert C. Jones. Some minor damage to a few of the covers. Doug Manson will provide photos if requested. \$200.00. Please email him direct if seriously interested. Please email to bunit1@comcast.net

## MBTA Quiet Car Program Expanded

The MBTA and MBCR announced that they will expand the "Quiet Car" pilot program to all commuter rail lines on a permanent basis. "The MBTA is pleased that the Quiet Car pilot program has provided customers with an enhanced experience onboard commuter rail," said MBTA General Manager Richard Davey. The pilot program began as a 90-day trial on the Fitchburg and Franklin lines at the start of the new year. Customers gave overwhelmingly positive feedback, with nearly nine out of 10 customers suggesting that the rest of the system would benefit from having quiet cars on their trains.

The program is the result of initial surveys conducted by the MBTA and MBCR in 2010, which indicated significant demand for the service. Quiet Car service is available on peak-hour trains only. The car closest to the locomotive will be designated the quiet car. Customers using it will be asked to refrain from cell phone use; keep pagers, cell phones, laptop and PDA sounds off or on vibrate; as well as keeping voices to a whisper. Riders seated in a quiet car who need to use the phone will be required to move to another car for the duration of their call. Conductors will make normal announcements during the trip. Conductors will be authorized to lift quiet car restriction during times of disruption or severe overcrowding.

*MBTA via Railpace's Hot News*

## CORRESPONDENTS WANTED

Bill Hallet of Maryland would like to correspond with any members who have memories and /or photos of Boston & Maine activity on the old Greenville Branch. He does not have e-mail but one can reach him at 301-424-1010 or write him at: Bill Hallet, 135 Bent Twig Lane, Gaithersburg, MD, 20879

## Pan Am: A New Dawn?

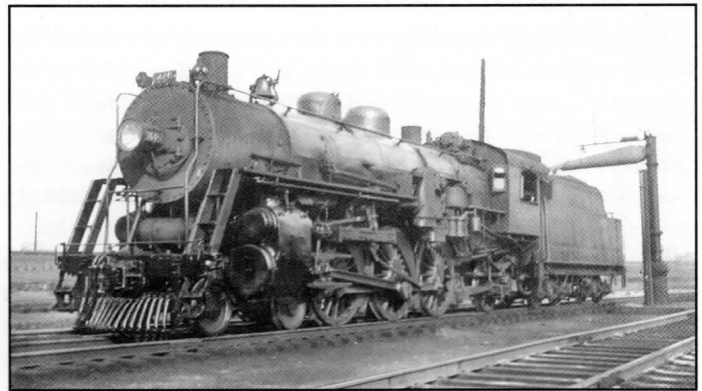
Pan Am owner Tim Mellon removed Dave Fink *per se* from management of the company, according to four separate sources: MBTA, one union, one Maine source and one from other railroad management in New England. Sources differ as to whether Fink is formally removed or is only on a "leave of absence." One source said that Fink jils is now the head of both the railroad and the holding company. Another source said that perhaps the holy wars, such as those against Peter Leishman will cease. Others thought that young Fink might have more freedom either to spend more money on railroading, or put the existing money into different (and one would hope more productive) places.

*Atlantic Northeast Rails & Ports via The 470 \$70 Railroad Club*

## Vermont Wants Florida's High Speed Funds

Vermont wants funds rejected by Florida. The Green Mountain State plans to extend the New York-Rutland Ethan Allen Express northward over the Vermont Railway to Burlington, Vermont's largest city. After that, the state wants to operate passenger trains south of Rutland to Manchester and Bennington, and to return through service to Montreal from the Vermont's current northern terminus of St. Albans.

*Submitted by Frank Klock*



**#3645 Taking On Waters**

*The following articles were submitted by Alan LePain from Bob Bucks collection of employee magazines*

## 100 YEARS AGO (1911)

*from The Laconia Democrat*

The Boston & Maine Railroad has "placed an order for eighty-four passenger cars with the Boston office of our Laconia Car Company Works. These passenger cars are a portion of the modern equipment which the Boston & Maine is adding to its rolling stock, and will make business lively in the passenger car department of our Laconia shops for the next few months."

## Cost Of A Tunnel Across Boston.

T. E. Byrnes, vice-president of the New York, New Haven & Hartford, speaking last Monday before a committee of the Massachusetts legislature, said that the New Haven and the Boston & Maine were ready to spend \$16,000,000 to make an underground connection between the two roads in Boston; that is to say, a subway from the north to the south station. The roads would like to build a tunnel as nearly in a straight line as possible, but to do this would necessitate the purchase of \$10,000,000 worth of real estate. If the city or the state would buy the necessary land and authorize a boulevard, the railway company would build its four-track line beneath the boulevard, build the boulevard itself and pay to the city (or the state) two millions for its underground rights. If such a straight, or nearly straight, line is not built the proposed connection between the two stations will have to go under Atlantic avenue, which is roundabout. This would cost about 16 millions.

It has been estimated that the cost of a direct line would be as follows: Tunnel, 5½ million; land at the termini, 4½ million; cost of terminal structures, two million; payment to the city, two million; net cost to city (10 million for land minus two million paid by the railway), eight millions.

Mr. Byrnes said that by the time a tunnel could be finished, which would be at least three years hence, the New Haven road probably would have electric traction in use on some or all of its suburban lines.

*From the RAILWAY AGE GAZETTE. VOL. XLVIII, No. 10, March 11, 1910*

### Interlocking Signals Required For The B&M

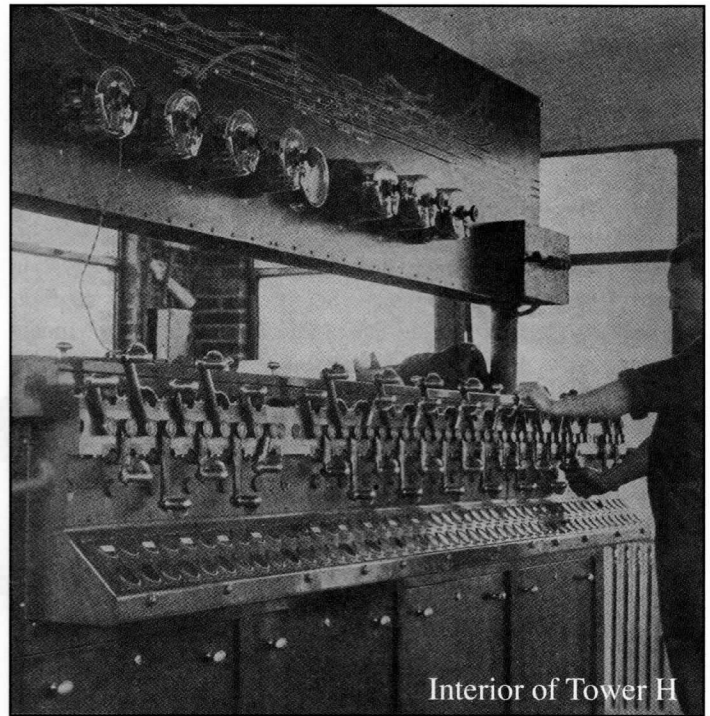
The Massachusetts Public Service Commission requires the Boston & Maine to spend \$373,873 for interlocking signals, at a time when the company's net receipts are so low that its financial health is in a precarious condition. The decision was briefly noticed November 28. The absolute order applies to only one interlocking, but the "recommendation" - which, under the new law, is about the same as a command applies to all places where the old ball signals are in use. This action of the commission appears to be equivalent to a disapproval of low speeds, for the old ball signals have been used with safety for many years by limiting the speeds of all trains at places where these signals must be observed. Now, whether the road has the money or not, it must provide facilities for higher speeds. Interlocking switches and signals are the only right kind at junctions and crossings on first-class passenger railroads, and this paragraph is not written for the purpose of approving any but the right kind of signals; but it is a very crude and shortsighted policy on the part of a state to compel a road on the verge of financial failure to make costly improvements which are needed only because commissioners, having no financial responsibility, set up standards which have not been intelligently and conservatively compared with the actual conditions which have to be met.

The Boston & Maine has spent hundreds of thousands of dollars for automatic block signals. It may have made a mistake in spending too much in that direction and too little for interlocking at junctions (though the automatics are for the prevention of collisions where, in a sense, the company is forced to run trains at good speed, while at junctions speeds are in nearly all cases reduced); but the decision, whether the policy was or was not mistaken, is a matter of administrative discretion with which the state should be very slow to interfere.

If a road lacks money, limitation of the speed of trains is one very rational means of avoiding large expenditures; but it is not a popular thing to approve slowness, and commissions are usually careful to avoid showing their hand in that direction. It is the duty of a state commission to call to account a railroad which does not give safe and adequate service; but to call for higher speeds at a score of junctions, at a time when the order necessitates the expenditure of large sums of money sorely needed for every-day necessities of life, is a perversion of authority.

*From the RAILWAY AGE GAZETTE. Vol. 55, No. 24, December 12, 1913*

### Two Switching Towers Freight Movements in Boston Yards Further Speeded Up

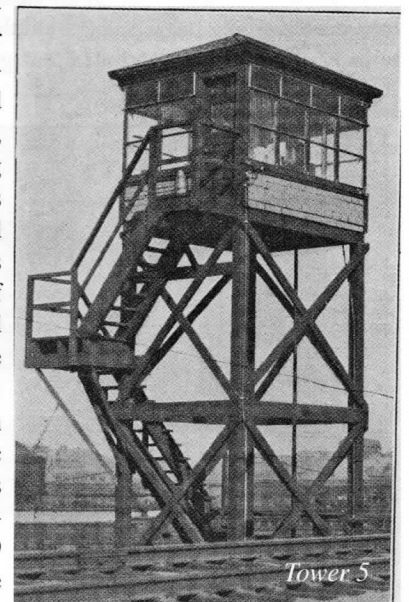


Interior of Tower H

Two new towers-H and 5 have recently been put into service at the lower ends of the Boston and Maine's freight classification yards. Practically all of the cars received at and forwarded from Boston move out through the lower ends of these yards, and as the speed with which cars are delivered depends upon their prompt movement after switching is completed, the free movement of switching engines and trains at these points is of paramount importance, and unless obtained might offset to a large extent the benefits gained through the speed with which cars are switched at the hump.

New tower H, at the lower end of the inbound yard, located just east of the overhead bridge leading from the inbound yard to East Cambridge, on the site of what was once known as "Dolly's" cabin, is a two-story brick and concrete building of fireproof construction, with the newest interlocking equipment. This tower controls not only the connections from the inbound yard to the Fitchburg division, but also all of the Fitchburg division main line switches and signals, the westerly end of the Boston and Albany's yard and the crossing of Boston and Albany grand junction branch with the Fitchburg division.

The main machine, which is of the electric pneumatic type, handles 32 switches and 46 signals with 38 levers, and in addition has 9 spare spaces. This machine



Tower 5

is of the most modern type with electrically lighted board to show position of any train within the territory which it controls. All of the main line and dwarf signals color are light signals of the day-light type. In addition to the main machine, there is a 7-lever switch-throwing machine with which the switches to the engine house and various other yard tracks are thrown. This tower replaces the tower located at the junction of the Grand Junction branch and the Fitchburg.

Tower Number 5 is located just northeast of the bridge carrying the southern division main line over the Boston and Albany tracks and the yard tracks between the inbound and the outbound freight yards of the Boston and Maine. This tower is of frame construction and is so located that the entire lower ends of both the in and outbound yards can be seen. The switch-throwing machine in this tower has 17 levers and throws 27 switches at the lower ends of the inbound and outbound yards. There are also 5 spare spaces for additional levers. These, being yard switches, are not interlocked, each switch being equipped with an electrically lighted target type switch light, the position of which indicates the track for which the switch is set.

*May 1928, (Vol. 5, No.2)*

### New Motor Rail Cars

An advanced type of motor rail car, first of a lot of 10 built for main line and branch service in New Hampshire, Massachusetts and Maine, was delivered to the railroad August 17th. This first car, a big 73-footer, with seating capacity for 90 persons in addition to baggage space, and capable of mile-a-minute speed-started regular operations August 18th between Concord, N. H., and Worcester. The others will be placed in service shortly.

With the 10 new units, the Boston and Maine will have 24 motor rail cars, the largest number of modern type in the service of any American railroad. An investment of more than \$1,000,000 is involved in this equipment, an amount understood to be larger than that of any other road.

Several features of these cars, which were built by the Osgood Bradley Car Co., Worcester, represent an advance over any previous equipment of this kind. Of all-steel construction, they combine increased window space, a more ample width, and interior decorations in a restful combination of leaf-green, the result of the efforts

of the Boston and Maine and other railroads to make travel by train more attractive.

The engine, connected directly to a generator, which furnishes power to motors at the wheel, is the largest yet built into such cars—a 6-cylinder engine developing 275-horse power at 1000 rpm. This engine has been adapted for the burning of distillate, a low-priced fuel, use of which effects a 50 per cent fuel economy compared with gasoline. The power plant is a development of the Electro-Motive Co. of Cleveland and the General Electric Co. The cars are equipped to operate from both ends.

Two of the ten new cars will be of the 73-foot size. The other eight cars, measuring 61 feet over all, will carry the same power plant as the larger cars, and will operate with auxiliary trailer coaches. Nine standard coaches are now being prepared for this service, with the same features of interior color design, and improvements in car heating, together with mail compartments, baggage space and other details, which will make them available for self-contained train service in connection with the motor rail cars. Smoking sections will be provided in every case.

It is expected that the nine cars of this group remaining to be completed, will be delivered by the time this appears in print and with their auxiliary coaches, will be assigned to main line service on the Fitchburg Division, Boston to Waltham, Boston to Fitchburg, Boston to Springfield via Northampton, Boston to Marlboro, Boston to Lancaster, Worcester to Rochester, N. H.; Worcester to Peterboro, N. H.; Worcester to Hillsboro, N. H.; Worcester to Elmwood, N. H.; Portland to Dover, N. H.; Portsmouth, N. H., to Manchester, N. H., and Laconia, N. H., to Dover. With the completion of these modernized motor rail units, the Boston and Maine will be operating more than 2500 miles of service daily with this equipment.

The exact application of motor rail units to the varying conditions of operation on New England roads is still under study, but several principal advantages and some limiting factors have been determined. The power and capacity of such cars to date have been found inadequate to meet the peak requirements of commutation traffic, for which only steam service will suffice; and in the case of short branch lines with very light traffic the investment and operating costs are out of all proportion to the available revenues. For such traffic the highway bus appears to afford the only economical solution. *September, 1926, (Volume 3, Number 6)*

