

Boston & Maine Railroad Historical Society  
19 *Incorporated* 71

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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September — October 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.

### Important Notice

The Banquet scheduled for October is cancelled due to unforeseen circumstances.

**October 15th** We will have Russ Munroe present railroading in New England.

**November 12th** George and Katherine Melvin are back doing a presentation on the Maine Central

**Dec. 10th** "Members Nite" bring at least 40 to 50 slides or a 15 minutes video to share with members.

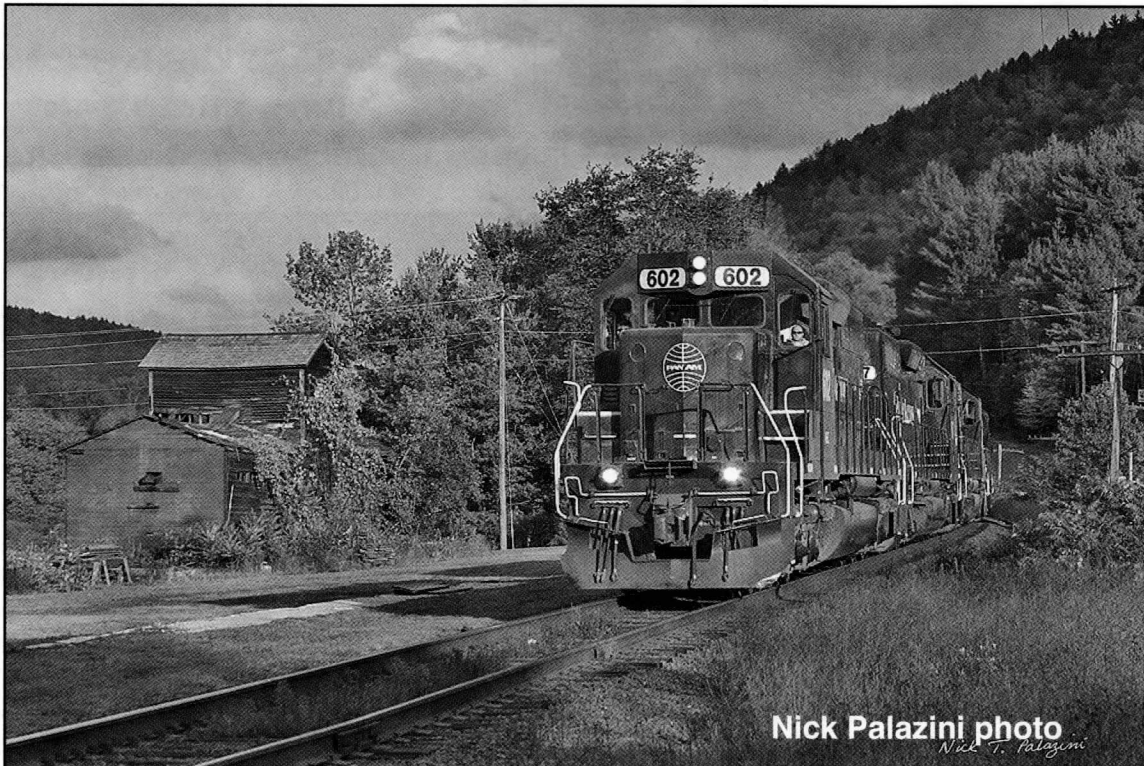
### Raffle Winners

The winners of the raffle held at the Lowell Folk Festival are:

Grand prize of "Flying Yankee Wings" is *Richard Lefavour*

Maine Trains e-gift certificate is *Marty Lennon*

Notch train tickets is *Edward L. Johnson*



## 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**

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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

**Lowell Folk Festival**

July 30 &amp; 31, 2011

The B&M Railroad Historical Society once again participated in the annual musical festival in Lowell. It is hard to believe we have been involved in the Lowell Folk Festival for over twenty years. It is a great opportunity to showcase the society and our accomplishments to a broad spectrum of people. This year we had approximately 2000 people visit the #410 locomotive and combine. Many visitors were surprised to learn there was a historical society for the Boston & Maine Railroad. Many questions were fielded by our volunteers generating interest in our society and enlisting new members.

The exhibit would not be possible without the help of our volunteers for the weekend. Thank you to all participants this year: Mike Basile, Carl Byron, Rick Conard, Dave Hampton, Donald Hampton, Rick Hurst, Dan Hyde, Jerry Kelley, Paul Kosciolk, Russ Monroe, Richard Nichols, James Peter Nigzus, Sandy Shepard, Peter Victory and Buddy Winiarz.

*Jim Nigzus, Chairman*



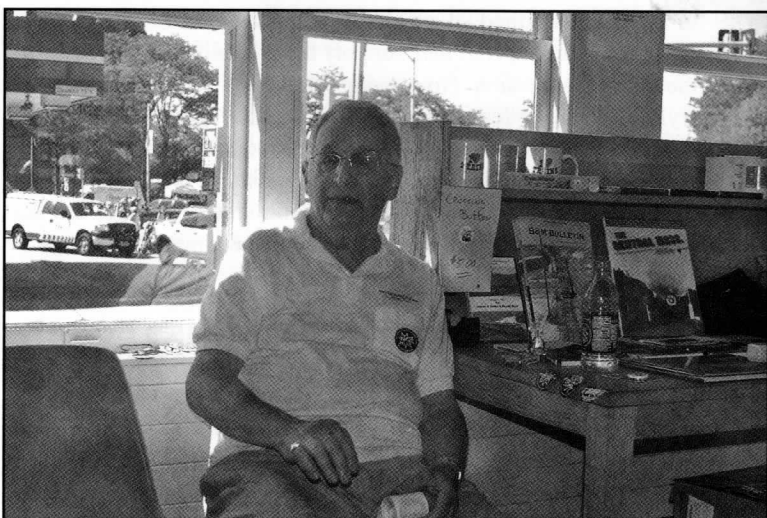
Russ Munroe explains the telegraph to a youngster.



Rick Hurst is talking about the B&M in Lowell to visitors in the combine.



Sandy Shepard talks about the B&M #410.



Mike Basile handing out stickers to the youngsters.

## The B&M And MeC Relationship

By Tom E Thompson

The Boston & Maine and Maine Central railroads' common link beginning in 1932 was Edward S. French. Mr. French became President of the B&M on April 9, 1930 and then became President of the MeC in 1932, serving as president of both roads simultaneously until he retired in April 1952. Beginning in 1933, MeC shared B&M's senior management at the department level. Thus, MeC was in effect managed by the B&M. Upon his retirement in 1952, Mr. French became Chairman of the Board of Directors of the B&M and also Chairman of the BOD of the MeC. Likewise, in 1952, E. Spencer Miller became President of the MeC, and Timothy Sughrue became President of the B&M. At this point, both the B&M and MeC continued as jointly managed companies with joint operating and mechanical department officers at the B&M. This close relationship remained until February 1, 1955, but MeC did seek to be more independent beginning in 1953, changing its diesel locomotive colors from B&M's Maroon and Imitation Gold to Pine Tree Green and Imitation Gold and exercising more strategic direction.

Enter, Patrick B. McGinnis, a Wall Street railroad financial securities expert and railroad president of lines he managed to take control over. McGinnis with his team of financial backers, took control of the New Haven RR on April 14, 1954, after a bitter proxy fight. With friendly members on the Board of Directors, Mr. McGinnis was immediately elected President of the New Haven RR. With the New Haven fully secured, Mr. McGinnis next targeted the Boston & Maine RR. His team of financial backers, quietly secured almost 43% of the B&M's outstanding stock as of late December 1954. On April 14, 1955, McGinnis' financial team successfully won a proxy fight and took control of the B&M, resulting in the resignations of Mr. French and Mr. Sughrue. On April 18, 1955, Mr. McGinnis asked the Interstate Commerce Commission for permission to head both the New Haven RR and the Boston & Maine RR and also permission to serve as a director of the B&M with the intent of merging the New Haven and B&M railroads. The ICC refused to act on his request. Mr. McGinnis encountered serious problems while head of the New Haven during 1955. On January 11, 1956, he withdrew his ICC request to be president of both railroads. On January 20, 1956, Patrick B. McGinnis resigned as President of the New Haven RR., and later that same day was elected President of the Boston & Maine RR.

By January 1955, B&M and MeC officials had serious concerns about a hostile takeover of the B&M by the McGinnis team. The Edward French lead teams of the B&M and MeC decided to take defensive measures, canceling the joint B&M-MeC management agreements on February 1, 1955. The task of completely separating the B&M and MeC was a carefully orchestrated process that took until the end of December 1955. At this point B&M and MeC could be considered hostile camps from a management perspective. While the railroads did have some common interests, especially the elimination of passenger services because of serious losses, they also had many disagreements. B&M wanted to run RDCs in place of conventional passenger equipment and eliminate all mail and express services, while the MeC saw no reason to invest in or operate RDCs when they had suitable conventional passenger equipment. The MeC saw express and mail as profitable; B&M saw mail and express services as money losers and worked hard

to eliminate them. By late 1959, B&M eliminated through MeC-B&M mail and express service to Boston, and provided only an RDC passenger connection for passengers traveling between Portland and Boston. While MeC eliminated passenger service by late 1960, it continued express merchandise trains until 1963. Lack of a friendly rail connection to major cities such as Boston and New York helped doom the MeC express business, which then terminated at Portland.

Of course there's much more that can be told, but that's what books are for.

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## Flying Yankee Restoration Newsletter July 2011

By Pat Taylor

With the weatherization completed, the Funding and Donations go to the undercarriage wiring and plumbing. This is necessary prior to putting the Flying Yankee up on its wheels, installing couplers (front and rear), providing and installing sidetrack for movement, and proprietary safety inspections/certifications as required.

Once this is accomplished, the tent covering may come off permanently. It was decided that even with the weatherization completed (windows and doors in place, roof resealed, roof hatch in place, etc.), for safety and security reasons, the protective cover should remain in place until the Flying Yankee is on its wheels and on rail.

With couplers in place, the Flying Yankee can be towed to various locations in New England and available for education and tourism until which time the final bit of restoration can be completed - the powertrain.

The following project will be to finalize and raise funds for the powertrain. This will probably involve two separate powertrains. One power unit for "running" and a second powertrain for internal use when idle at any location and available for inspection. Monitors (donated by the "Life Saver Operation", div. of FRA) are mounted in each car for observation and educational purposes. Also, with these monitors, passengers will be able to see exactly what the engineer sees as the Flying Yankee rides along the rails.

Visually take a step back in time and imagine what people (not just knickerd young boys and pinafores young girls) must have thought when seeing the Flying Yankee. What a spark of hope and promise this must have been as the Flying Yankee whizzed by in all its streamlined silver glory, particularly to the adults trying desperately to survive and support their families in the midst of the Great Depression. Now, bring that vision forward, look at the styling and other features of the 21st century, grasp what was accomplished in 1935, and what is being redone now. The Amtrak Acela is a good example. The Flying Yankee is the last of 5 trains of this type built in the early 1930's and is the only one left that will run the rails in New England and/or the United States again.

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## Looking For One Of F. B. C Bradless's Books?

Steve LaBonte found one of his books on the B&M redadable and downloadable at: [www.archive.org/details/bostonmain-railr00bradrch](http://www.archive.org/details/bostonmain-railr00bradrch)

*"The Boston and Maine Railroad; a history of the main road, with its tributary lines 1929"*



### B&M FT A-B Units Always Drawbar Connected?

*Mike Sherbak:* Were the B&M FT A-B units always drawbar connected throughout their service life or was there a point at which the drawbar was removed and couplers installed?

*Scott Whitney:* Always solid connected except for servicing. The B-units had the batteries.

*Mike:* At what point did they lose the banner style roadname and get repainted into the solid 3 stripe style roadname scheme (if ever)?

*Scott:* That was a gradual change to several units and certainly not all at once. Also, the A-units first got Boston and Maine spelled out on the side WITHOUT the Minuteman herald. That came later.

Some units never got repainted, some MAYBE got just the side re-done, some got the side done and then later the nose, and finally, some got the full treatment in one shot.

*Scott:* The bottom line here is that photos (with dates) are your friends when it comes to B&M FT paint schemes! OK, so let's go over some dates....

4200 - Full treatment by 5/31/51

4201 - Partial treatment by 6/10/52; Full treatment by 3/51

4202 - unknown

4203 - Full treatment by 1947

4204 - unknown

4205 - Partial treatment by 3/5/52; Full treatment by 6/10/52

4206 - unknown

4207 - Partial treatment by 10/3/50; Full treatment by 5/6/53

4208 - Full treatment by 6/29/47

4209 - Full treatment by 8/47

4210 - Full treatment by 1/22/53

4211 - Full treatment by 53

4212 - Partial treatment by 6/27/50; Full treatment by 10/1/53

4213 - Partial treatment by 48; Full treatment by 8/23/54

4214 - Partial treatment by 2/15/50

4215 - Partial treatment by 10/50; Full treatment by 2/18/53

4216 - Full treatment by 3/5/52

4217 - Full treatment by 6/23/52

4218 - Partial treatment by 6/23/52; Full treatment by 2/26/53

4219 - Partial treatment by 8/10/51; Full treatment by 3/10/54

4220 - Full treatment by 5/15/50

4221 - Full treatment by 4/10/52 (known to never have partial)

4222 - Full treatment by 7/3/53

4223 - Full treatment by 5/2/52

Keep in mind that the units not showing partial repaints may have had them except as noted.

### Brunswick ME Layover Facility

The Brunswick, ME. Board of Appeals has granted the NNEPRA a dimensional variance that will allow the authority to build a 40,000-square foot train layover and maintenance facility along the tracks between Church Road and Stanwood Street on an 8-acre parcel currently owned by Pan Am Railway.

According to an application submitted to the Board of Appeals, the single-story layover maintenance facility would include a 52-foot-by-650-foot maintenance shed with an attached 24-by-240-foot personnel and storage building. The facility would allow maintenance, service and inspection of two complete train sets, each including an engine, cafe car, five passenger coach cars and a cab car.

NNEPRA Executive Director Patricia Quinn called the proposed site ideal because of its proximity to the Brunswick station, the train platform at Maine Street Station, and because the site was formerly a railroad yard.

### Disappearing Paper Mills

Looking back at 1994, Maine and New Hampshire had at least 18 rail-served paper mills. The SLR had Gorham, Berlin and Groveton and all but Gorham are gone. A new mill has started in Auburn. MMA had Madawaska, Millinocket, and East Millinocket but only Madawaska is operating and that is not using MMA. ST had Bailey Ville, Lincoln, Old Town, Brewer, Bucksport, Skowhegan, Fairfield, Madison, Jay, Riley, Rumford, and Westbrook, with only Brewer and Jay completely gone, but some are doing far less rail.

*Atlantic Northeast Rails & Ports via The 470 The 470 Railroad Club*

### Ossipee, NH, Railroad Station For Sale.

Built in 1876 by the Great Falls & Conway Railroad, later the Boston & Maine RR, part of the Conway Branch. Location: 40 Old Route 28, Ossipee, NH. Sits on 45,000 sq. ft. of land. Asking price: \$65,000.

Contact Joe Gildea, 603-498-1917; email: cadmanjoe@aol.com

### Edaville Season Is Back On Track

The owner of the Edaville USA amusement park says the Carver attraction will reopen for at least one more season. If you haven't visited the attraction, don't wait as one can never tell when it will become history.

*Boston Globe*

### Another Landmark Disappears Old B&M Serviced Complex In Buskirk NY

On a recent Tuesday afternoon fire destroyed the old and ancient grain store/coal distributor in Buskirk NY located on the old right-of-way between Eagle Bridge and Johnsonville (not to be confused with East Buskirk - which is on the relocated mainline).

Was currently used as a store selling antiques and whatnot. The old "D&H Anthracite" billboard was well faded.

It burned completely to the ground as well as two ancillary buildings - no cause listed in

*Bennington Banner submitted by John (Cully) Cullinan*

## Rail Trail: Uses For Hampton-To-Portsmouth Line Debated

A 10-mile stretch of rail running from Portsmouth to Hampton has long been pegged as a preferred location for an ambitious trail project linking cities from Maine to Florida.

The railway, running from Meadowbrook in Portsmouth to Pine Grove Cemetery in Hampton, could finally become available. Pan Am Railways has, in recent weeks, sent out letters to local communities informing them that its subsidiaries, The Boston and Maine Corporation and Springfield Terminal Railway Company, plan to abandon and discontinue service on what is known as the "Hampton Branch" running through Portsmouth, Greenland, Rye, North Hampton and Hampton.

"What the towns are interested in is trying to preserve (the trail) for the future, either for a rail line or a trail," said Cindy Hayden, Portsmouth's deputy city manager.

The state will have the right of first refusal should the land become available. Bill Boynton, public information officer with the N.H. Department of Transportation, said the state is "doing our due diligence" to be in a position to decide whether the purchase is in its best interest if the opportunity presents itself.

The state already owns a 4.5-mile stretch of the rail from Hampton to the Massachusetts border, officials said.

But it's a long road ahead before any trail is built. The abandonment process has not officially started and could take 50 days to complete. After that, it has to be sold off and even then, rails and ties would have to be torn out, a complicated process unto itself.

Other challenges are expected, however.

"There is always a vocal minority who don't want trails built near their homes, but it's important to note it's always a minority of people," he said.

Rob Culliford, general counsel for Pan Am, said they generally do make abandoned lines available for sale and would do so in this case. He said there has been no traffic on the rail for at least two years.

*Submitted by Scott Currier*

## Train to Glenwood Springs, CO: Soak it all in...

November 10 - 18: "Rocky Mountain Adventure"

Departing From Boston's South Station on Amtrak with convenient stops across central Massachusetts. Over 4,500 miles round-trip to experience diners & sleepers on over-night trains across America.. Travel to Glenwood Springs nestled in the majestic Colorado Rockies. Total package is \$1,400 per person double occupancy traveling coach class on Amtrak with lodging, many meals, touring and transfers.

For complete details, please send SSAE to: Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136, dial 617-361-4445 or view us at [WWW.MYSTICVALLEYRS.ORG](http://WWW.MYSTICVALLEYRS.ORG)

## Pan Am Motive Power Doings

The last GP7s on the Pan Am roster, ST #s12 and 15, were scrapped at Waterville, ME, in April along with several ST GP35s. ST GP9s 51, 52, 72 and 77 were still active as of late April.

ST GP 7 is leased to New England Milling in Ayer, MA

Former St. Lawrence & Atlantic SW1, #41, recently acquired, was painted PAR blue in April, but is currently not lettered or numbered.

Sister unit, ex-SLR SW1 31 was stripped of parts and was shipped to LTEX in the May timeframe.

*Submitted by Jack Armstrong Railpace*

## North Station Memories

By Bob Warren

If you are on the Internet and not a member of the B&M Yahoo group, you can be missing some interesting information not found anywhere else.

Recent discussions have revolved around the train makeup of the GULL, which ran between Boston and the Maritime provinces.

As the discussion continued, they brought back some memories of my days moving passenger cars about North Station.

One of the 'jobs' that I had working No. Station was to move trains from the station to their respective yard, either 3 or 4. The last move made before quitting time was to move the headend of the Gull from the baggage platform alongside trk 1 (which was a short spur off trk 2). The last car in the move would be a blind end RPO with working mail crew. The rest of the train was generally spotted on trk 13 on the Boston side of the draws. The move that I was involve with was to back the head end from the point where the head end was stopped on the Tower A side of the tracks using the communication whistle and 'riding hose' which was a piece of metal pipe with a controller similar to those found on cabooses on one end and a air line coupler on the other end. Tower A lever men would set up a route from trk 2 out into the Tower A track area to a point so that I could see the 'jack', i.e. ground side signal, to initiate the backward move onto the track the rear end of the train was located.

Rules required that all trains/cuts of car entering station proper had to stop one car length from the bunter. And in the case of the Gull, that meant stopping one car length from the standing cars that made up the rest of the train. To complete the move and coupling onto the standing cars, would use hand signals to the engineer since had gotten off the end of the RPO.

As expected there was the usual amount of officialdom waiting for the head end, get the two half's of the train coupled and get it on its way to NS. On a chilly day, riding the rear end of the RPO making the reverse move gave one a chilly ride since the engineer was in just as much of a rush to get out of town on time, avoiding being late in departing which the engineer would have to make up as much as possible.

Speaking of the morning arrival of the Gull. All Pullman passengers could stay in their respective car till 8A while all baggage and coach passengers exited the train. The last task our 3rd trick crew had to make was to pull the entire train over the draws and out toward Tower C to allow the road engines to exit and move to BET. Then we would shove the train back onto the station track till all Pullman passengers had exited the train.

One morning the private car of the BAR president was the last car of the train and the one to which would have to couple to - made what we call a "pullman hitch", i.e., dropping the 'pin' of the coupler without moving the car to which we were coupling to.... but I guess that didn't satisfy the president since some comment was made about the rough handling - we heard about it when we went to work that night.... some people can never be satisfied.

According to the No. Station Track and Yard book #51 effective Sept 24, 1950. #23 departed at 9:30P from trk 13 at No. Sta. was to be ready for movement from Yd 4 to trk 13 by 7P. Road engines to pick up head end cars from trk 1. Train did not operate on Saturday. Train listed St. John as final destination.

Train #22 was due at No. Station at 6:20A and moved to Yd 4 when all passengers had exited the train. Pullman passengers had till 8A to exit. Train is listed coming from Bangor via Eastern route.

With all this guesswork as to what cars ran on the Gull, etc. you should have been at No. Station for the move of the National Guard to Ft. Drum in NY for their summer encampment. Train left No. Station with about 15 Pullmans behind the road engines. Power swapped when got to D&H territory. Train was typically made up on trk 19 or 20, out of the way for the regular pass. Trains. Left on a Fri. night, returning a week Sunday. As with regular Pullman passengers, the Pullmans didn't have to empty till 8A. Unlike the manner in which the Gull was switched out at No. Station on its arrival from Canada, the troop Pullmans (real Pullmans) were handled differently.

The train was stopped with the motive power across from the BET; motive power uncoupled and moved to BET.

Our yard crew would come along side the cars, dropping the hind end brakeman who would man the riding hose, which was needed to move the train to HS. The yard engine with head end man would then travel to Tower H where it could be switched over to the inbound main and coupled to the Pullmans.

Once air and signal hoses were connected and operational, signals were pass to the yard engine to start shoving the cars to NS. Before the move was started the Leverman in Tower A would have the route all lined up so once the move started it wouldn't have to stop till a car length from the bunter. The cars were placed on either trk 19 or 20, put of the way tracks to normal pass. Trains. No sooner than the cars were placed, the NG troops that wanted to, got off the train and into the arms of waiting family, etc.

It took the B&M about a week to disperse the 'excess' Pullmans to where ever they were wanted. Took about 2 weeks to get all the Pullmans required for the move. Generally stored in Yd 4.

The Pullman's were painted and lettered in a variety of colors, generally depicted the road from which they came.

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## Railway Project Underway In Saratoga County

By Beth Wurtmann

On a tour bus ride across rough and gravelly terrain, local and state leaders got a look at the future home of the Capital District Intermodal and Automotive facility, expected to transform an old rail yard into a modern hub for car delivery and freight between here and Boston, and to create jobs.

There's already a rail line through the site run by Canadian Pacific, that will be moved. The new project is a joint venture between Pam Am railways and Norfolk Southern to build two new tracks

that will carry stacked freight cars over long distances.

What you're going to see is a premiere intermodal facility and an auto ramp. But it's very clean efficient facility and laid out in a specific way so you get the best of railway operations and the best of truck operations," said Darrell Wilson, Assistant Vice President Government Relations at Norfolk Southern Corporation.

The project is privately funded, and hopes to attract companies like Walmart, Target, J. B. Hunt and ACE that need product moved. New cars will also be brought in for distribution to local dealers.

"The fact that you had a rail yard in the past that had been utilized and perhaps would have remained vacant, to see that utilized again and in a capacity that's modern and updated is just great for Southern Saratoga County," said Mindy Wortmuth, Halfmoon Town Supervisor.

*WTEN-TV via AAR News Brief*

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## Passenger Service To Montreal

Consultants looked at Amtrak passenger service to Montreal via Pan Am out of Portland, then St. Lawrence & Atlantic or Pan Am from Yarmouth to Auburn, and then SLR from Auburn to Montreal. Extending that service to Montreal could cost between \$676 million and \$899 million in inflation-adjusted dollars. The service could attract an additional 204,400 passengers to the Amtrak Downeaster service.

The Portland-Montreal service on 283 miles of FRA Class 3 (59 miles per hour) track was projected for two round trips daily, a 7-hour, 20-minute trip (including 90 minutes for customs with a customs facility in each country), and a transfer in Portland for Boston passengers. For service to Auburn, the cost could be \$127 million. This could range from installing passing sidings and signals, to double tracking from Portland up to Danville Junction. To extend the service to Bethel there could be an added \$222 million. The balance of the cost would be upgrades on the line from Bethel to Montreal.

*Atlantic Northeast Rails & Ports via The 470 470 Railroad Club*

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## How Did The B&M Stay Out of Conrail?

By Malcolm Laughlin

At the time of the 3R Act, which established Conrail, it was expected that the commuter rail properties would be sold to the MBTA. The expected price was more than what was needed to pay off the bonds.

That prospect made B&M not legally eligible for the Conrail planning process. To become part of the process, a railroad had to demonstrate to its bankruptcy court that it was not "economically recognizable on an income basis". Since it was demonstrable that the B&M could be reorganized, it was never part of the Conrail planning.

Westbound Amtrak #5, the California Zephyr, had 2 PV's on it today (5/31/11). They were SP "City of Angels" and B&M "Salisbury Beach". The B&M car was the rear car and carried the markers. It was the first time I had seen the Salisbury Beach and it was exciting to see one of the B&M's finest polish the rails again. My only memory of B&M passenger service is of RDC's on the Berlin branch where I grew up. I am a BMRRHS member for 35 years but have lived in Denver for the last 29.

David A. Phillips



Passing by the BNSF Denver shops before going around the wye to back into the station.

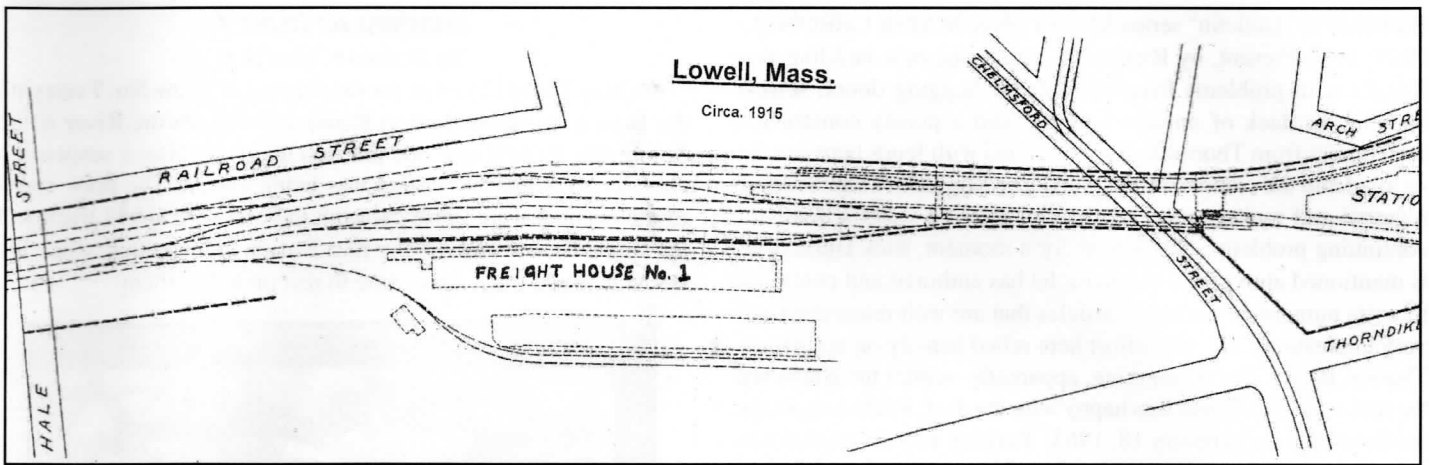


Backing into the temporary Amtrak platform in Denver. The tracks have been removed from Denver Union Station for the next two years while an underground bus station is built in that location and commuter rail tracks will eventually be replaced on the surface. Amtrak uses a building on the other side of the street for a depot now. Not a very convenient situation for now.



This photo shows the car bringing up the markers of the CZ at Plainview, CO. The train is half way between Tunnel#1 and Tunnel#2 as it enters the Flatiron Peaks on the old D&GRW. The train will pass through 29 more tunnels to reach the Moffat Tunnel under the Continental Divide.





### B&M's Lowell Passenger Stations 1894 to Present

By Col. (Retired) Tom E. Thompson

Researching the Boston & Maine RR has always been fun; use of computers and the Internet certainly make it easier. Combine this with a large collection of B&MRRHS "Bulletins" and you can have a real free for all. The subject of B&M's Lowell, Massachusetts's passenger train stations was of recent interest and Internet discussions.

B&M's passenger station, that some of us can remember from the 1940s and 1950s, located on Middlesex St., was a large stone structure designed by noted architect Bradford Lee Gilbert in 1892; this would be the third station at this location. While built and owned by the B&M, it was a "union station" serving the B&M and the Old Colony RR (New Haven RR). The station building, which was erected during 1893-1894, was constructed of granite from North Conway, New Hampshire with trimmings of red sandstone from Connecticut. The interior finish was of oak and white spruce with no plastering. The station occupied a triangular plot and had tracks and awnings on two sides. Tracks on the west side carried the main line from Boston to Lowell and onto New Hampshire, while those on the east side merged to a single track at the station building and then formed the east leg of a large wye, with the mainline tracks forming the western leg. This east side track continued on to B&M's Merrimack St. station in downtown Lowell, serving the station until it closed in 1905. The east side tracks also served commuter trains originating or terminating at Lowell. This magnificent work of art continued in daily service until September 7, 1959 when it closed, and was soon after demolished.

Why the closure and demolition? In 1958, the Commonwealth of Massachusetts notified the railroad that it needed the land where the station was located for a major highway improvement effort. On May 19, 1958, B&M Vice-President Daniel A. Benson approved a plan to close the existing station to make way for the highway and relocate the passenger station facilities temporarily to B&M Freight House Number 1, located along Thorn-

dike St. just south of the old station. During demolition of the old station it came to public attention that the land was not owned by the B&M but by a private real estate developer. The B&M McGinnis Team had quietly sold the property to the real estate developer for a small sum and the real estate developer turned around and sold it to the State for a handsome profit. Just as with other questionable deeds of the time, it went unchallenged.

The B&M plans for the temporary facilities at the B&M Freight House called for a waiting room, covered walkways and platforms and offices for the freight agent, baggage master, and the Railway Express Agency. I am not sure that much of this was ever built at the freight house. By 1959, the B&M was working hard to exit the passenger business and walk away from Railway Express Agency business; there was no longer a need for more than a waiting room for commuters and passengers using the few remaining through trains, and of course offices for the District Freight Agent. The old existing passenger station center platform that continued south from the Chelmsford St. Bridge was retained and lengthened past the freight house to form a new terminal area. A new asphalt platform was constructed on the eastern edge of the two east side tracks that were continued in use. While platform lighting was added, I never saw evidence of platform canopies; it was strictly open-air. A wooden, ancient looking, covered stair structure from the Chelmsford St Bridge to the station platform below was also employed.

For a more permanent solution, the B&M arranged for construction of a McGinnis style station near the southern end of the extended platforms. It was the familiar single story, flat roof, cement block constructed, white colored, building similar to the stations erected at Concord and Dover, NH. The new station building was opened on June 1, 1961. The structure was built and owned by a favored real estate developer and leased by the B&M for 15 years. As noted in the



B&MRRHS "Bulletin" series A BOSTON & MAINE CHRONOLOGY, 1945-Present, by Richard K. Hurst, the new building was fraught with problems from the outset. Sagging doors, sewers backing up, lack of outside lighting, and a poorly constructed road access from Thorndike St., combined with feuds between the railroad and the owner over responsibility for such things as snow removal and maintenance, the leased building was the focus of continuing problems. (To digress for a moment, Rick Hurst, who is mentioned above, is a true hero; he has authored and continues to write numerous "Bulletin" articles that are well researched and very interesting. My little effort here relied heavily on his efforts. Thanks, Rick.) But to continue, apparently neither the B&M nor the real estate developer was happy with the deal; B&M bought out the developer on February 18, 1963. Parking near the station was on unimproved land that previously held two large B&M freight houses and related tracks and service roads. This station facility continued in service until 1983 when the new and elaborate Gallagher Transportation Terminal was opened.

Today, the Gallagher Transportation Terminal serves MBTA commuter trains that originate and terminate in Lowell, and transit buses. Garage parking is available but not free, but it is very convenient and covered. I used this new station back in the mid 1980s for a day trip by rail to Boston, while vacationing in nearby New Hampshire. It was a delightful experience. Gallagher Terminal is just about 100 feet north of the former B&M McGinnis station building. May this newest terminal continue in service for many years to come; I'd love to have the opportunity to use it once again.

### Intersecting Concerns In Fairfield

Two big orange signs popped up recently near the railroad crossings in Fairfield. They read, "Caution, rough RR Xing, suggested speed 10 mph. Complaints?"

Call Pan Am Railways 1-800-955-9208." In response to citizen complaints about the bumpy railroad crossings, the Town Council decided to spend \$300 on two signs, which will be rotated near railroad crossings in town every month, or so. Town Manager Joshua Reny said that the purpose of the signs is twofold: to warn drivers to slow down at the crossings and to inform them that the town cannot repair the crossings.

Only Pan Am can do that and the company has so far declined to do so. "I don't want people to think the town is trying to pick a fight with the railroad. That's not our purpose, Reny said. The town or the state is not responsible to fix the crossings. Pan Am Railways operates more than 300 miles of track in Maine.

Citing state law, Richard Hewes, a lawyer representing the Maine Department of Transportation said that the town or state is not responsible by virtue of the railroad's ownership of the rails.

*Press Herald Facebook Via Mike Lennon Via THE 470 470 Railroad Club*

### More Retirements From The Ranks.

Springfield Terminal GP9s 45, 54, 62; ST GP35s 207, 210, 212 and 214 have now been whitelined/retired) as well as ST SD26 643.

### Incident At Draw 7

By Donald F. Morrison

On May 28, 1917 two of the three spans of Draw No. 7 carrying the Boston & Maine Eastern Route over the Mystic River at the Somerville-Everett city line fell into the water after a suspension cable broke while the bridge was being closed. The draw spans in the channel were those carrying the eastward B&M track and the single Boston and Albany East Boston branch track, while the B&M inbound track span came to rest on top of them.



According to the Boston account, the collapse occurred at 4:10 p.m., just before the afternoon commuter rush. The draw had been opened for a tug to pass down river. Confusion reigned at North Station with the cancellation of many North Shore trains. Some trains for points east of Salem were mn via Wakefield J ct. and the South Reading Branch through Peabody. Other long-distance trains were shifted to the Western Route via Dover, NH, The Boston Elevated Railway and the Boston, Revere Beach, and Lynn narrow gauge line put on additional trains to handle the crowd.

Wreck cranes from Boston and Portsmouth were ordered to the bridge, and one nearly fell from the rails on its first lift attempt. A heavy wrecking lighter would arrive the next morning to assist

from the channel. The westbound track span was freed, and swung back into its closed position.

Two crossovers were constructed to permit single-iron operation over that track until the other spans were in place.

The bridge was said to be a two-week-old replacement of an older draw. The country was still at war with Germany, the bridge had been under National Guard protection, and sabotage was considered, but B&M officials believed the cause was either a cable failure or the breaking of a pin in the draw machinery.

#### Notes:

(1) I am indebted to my late uncle, Frank E. Packard, for inadvertently calling this accident to my attention. He worked for John Rourke, the B&M's Portland Division Engineer, and took the accompanying photograph of the collapsed spans with his Kodak "Autograph" camera. The camera had an aperture through which one could scratch a name or date in the film margin. He had written a barely legible "Draw 7 B&M RR 5/ ? /17." Someone saved the photograph when his family home was emptied around 1937.

(2). Boston Post, Tuesday, May 29, 1917, pp. 1, 14.

### Rail Trail Mostly Done

By Ethan Forman

The 4.3-mile rail trail stretching from the Peabody line to Wenham is mostly done, according to Senior Planner Kate Day.

It has been just two years since selectmen appointed a Rail Trail Advisory Committee, Day said, and today Danvers has a functioning trail.

"This was really an achievement that was accomplished with no money from the town," she said.

Day commented that or more than a year, a Nevada nonprofit called the Iron Horse Preservation Society has been building the rail trail on an abandoned MBTA right of way, in return for the money Iron Horse got salvaging the scrap rails. Iron Horse has removed all the rails and ties and graded the trail.

The trail work is mostly complete and there are "no additional funds for resurfacing, so the surface is what it is." That means a stretch from Wenham Street north to the Wenham line, to Route 97, will remain a dirt stretch for the foreseeable future.

Iron Horse and the town still have some work to do, figuring out how to solve the problem of a wet area near the Danvers Agway store, in the vicinity of some Danvers Electric equipment.

Danvers Electric has gotten some of its trucks stuck in the muck trying to access its equipment, so the town's municipal light company might help with a fix, either by bringing in some fill material or creating a detour on some high ground.

There are no plans to put down crushed stone or stone dust north of Wenham Street. That part of the trail is made up of compacted dirt and provides a good surface for bikers and walkers.

The trail is made up of gravel and stone dust from the Peabody line to Wenham Street.

For future work, "we are seeking what grant opportunities are available," Day commented.

Mead Web Design and Computing, a Danvers Web design company, has volunteered to maintain the rail trail's website, which can

be found at [www.danversrailtrail.org](http://www.danversrailtrail.org).

*Salem News*

### Railroad To Be Discontinued

Abandonment and discontinuance of service on the Hampton Branch Railroad line.

Town Manager Fred Welch said the company that owns the line, Boston and Maine Corporation, intends to abandon the line from Route 1 South all the way to Portsmouth.

Welch said he's contacted the state to see what its position is since the town would like to preserve the strip of land for other purposes.

Welch said he was told the state would purchase it if officials were given the option to buy it.

The line, part of the old Eastern Div., has not been used since Foss Mfg. in Hampton stopped getting deliveries by rail several years ago.)

*Seacoastonline.com Submitted by Dick Soeldner and Buddy Winiarz*

### Grand Junction Railroad

The railroad (full name Grand Junction Railroad and Depot Company) was chartered April 24, 1847 to connect the railroads entering Boston from the north and west with its whares in Boston. This was a rechartering of the Chelsea Branch Railroad, incorporated April 10, 1846.

The first section to open was from East Boston to the Boston and Maine Railroad in Somerville, opened in 1849. It began at a huge waterfront yard complex on Boston Harbor, occupying the space east of the Eastern Railroad terminal and west of the Boston, Revere Beach and Lynn Railroad terminal. The line headed north with two tracks (minimum) just east of the Eastern Railroad's line, crossing at-grade and splitting to the west just south of Curtis Street, with a crossover track between the two lines south of the crossing (allowing Eastern Railroad trains from their terminal to use the Grand Junction). In 1905, the Grand Junction Railroad in East Boston was rebuilt into a below-grade two-track line, and the Eastern Railroad line was truncated to just north of the split.

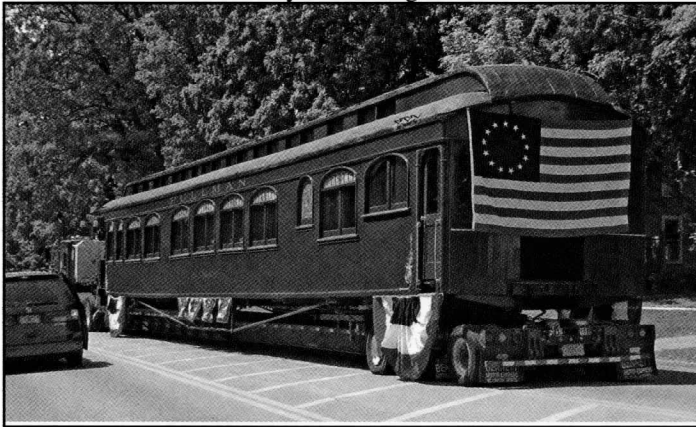
Next the Grand Junction crossed Chelsea Creek into Chelsea. It passed north of downtown Chelsea and through outlying areas of Everett before crossing the Mystic River into Somerville and running along the east side of the Boston and Maine Railroad's main line towards Boston. It soon crossed the border into Charlestown, part of Boston. Just south of Cambridge Street, the Grand Junction junctioned with and crossed the B&M. After crossing the B&M, the extension immediately crossed the Mystic River Branch of the Boston and Lowell Railroad, just before crossing back into Somerville. In Cambridge it crossed under the old B&L mainline (with track connections) and merged with the Fitchburg Railroad.

In March 1852 the line was leased to the Eastern Railroad between the B&M in Somerville and Salem Turnpike (now called Broadway) in Chelsea. The Eastern Railroad, then ending in East Boston, used the line for downtown Boston access, building a cutoff in 1854 from their main line to the Grand Junction in Chelsea, and building a new line splitting from the Grand Junction just west of the B&M and B&L Mystic River Branch crossing and running just



## Hildene Brings 'Sunbeam' to Town

By Zeke Wright



Sunbeam might have been more comfortable riding the rails.

Hildene's Pullman Parade south along Route 7A in Manchester went off with nary a hitch but one – when the tractor-trailer carrying the guest of honor, the 65-foot passenger rail car known as Sunbeam, got hung up traveling through the traffic circle south of Manchester Center.

Sunbeam's final arrival at Hildene capped a 1,000-mile journey for the restored 123-year-old rail car, and its arrival merited an old fashioned parade and daylong "hometown celebration" at the 412-Acre Hildene estate, the Lincoln family's ancestral Vermont home.

'Finest example' from the Gilded Age

"You see before you the finest example of a wooden Pullman car in existence," said Seth Bongartz, executive director at Hildene. He said that Saturday's celebrations were the culmination of six years of planning, research, search, and restoration of the rail car, the newest historical and educational exhibit at Hildene, due to open to the public Aug. 1.

"When interpreted, it will help explain the Lincolns in Vermont, and at the same time it will provide unbelievable educational opportunities across the board," Bongartz said. "As we increase our offerings, you'll see an authentic Vermont cultural heritage site doing our part to draw thousands and thousands of visitors to the Shires and Vermont."

Sunbeam's heralded arrival was well-attended, exceeding expectations according to Paula Maynard, press director at Hildene. Spectators, many donning conductor caps, lined the parade route to view children's groups and troops, marching bands from Castleton State College and Springfield High School, and the rail car with historical ties to the Lincoln family and three past presidents; its horn honking in time with the music.

### History of Sunbeam

Sunbeam was built by the Pullman Company in June 1888, a company which Robert Lincoln, son of Abraham and Mary Todd Lincoln, would later head as president. The luxury passenger rail car was originally named Ortega and used by 25th U.S. President William McKinley until his death in 1901.

During Robert Lincoln's tenure at Pullman, the rail car was renamed and reconfigured for charter service, and transported correspondents during Theodore Roosevelt's third campaign for president on the Bull-Moose ticket in 1912.

In April of 1945, Sunbeam was part of Franklin Delano Roosevelt's funeral train between Warm Springs, Ga., and Hyde Park, N.Y. following that historic trip; the rail car was returned to South Carolina and eventually taken out of service in the late 1940s.

Hildene discovered Sunbeam in 2007 after a cross-country search for an intact original wooden Pullman rail car. Master restorationist Bob Willetts oversaw Sunbeam's restoration at his shop in Lancaster, S.C., before its eventual journey northward

*Bennington Banner* via *Four-Ninety-Four News White River Jct. Chap NRHS*



*Grand Jct con't from pg 11*

west of the B&M into downtown. The Saugus Branch Railroad, bought by the Eastern April 30, 1852, was realigned in 1855 at its south end to feed into the Grand Junction rather than the B&M.

The rest of the line was built in 1856, connecting to the Boston and Worcester Railroad in Allston, now part of Boston. Instead of merging with the Fitchburg Railroad, it continued west along its north side for a bit (passing under the Boston and Lowell Railroad's new alignment) before turning south, crossing the Fitchburg Railroad at-grade onto its own alignment through Cambridge. A track connection was provided with the Fitchburg Railroad, connecting the East Boston-bound Grand Junction to the Fitchburg-bound Fitchburg.

The Grand Junction Railroad Bridge crosses the Charles River underneath the Boston University Bridge.

After running through Cambridge along what was once the shore of the Charles River and is now a rough border between the main campus of the Massachusetts Institute of Technology and the rest of Cambridge, the line crossed the river diagonally on a bridge under the Essex Street Bridge (now the Boston University Bridge) and joined with the Boston and Worcester Railroad (after 1867, the Boston and Albany Railroad).

The line was reorganized as the East Boston Freight Railroad in 1862, and the Boston and Albany bought the property in 1869. It passed with the B&A into larger companies - the New York Central Railroad, Penn Central and Conrail. On February 28, 1955 the counterweight fell off the Chelsea Creek drawbridge, taking the bridge permanently out of service; subsequently B&A trains reached East Boston from Chelsea using B&M trackage rights via Revere. B&A service to East Boston ended around 1972.

A small footnote is the Union Railroad, which was incorporated May 10, 1848 for the same purpose, and was authorized to merge with the Grand Junction February 25, 1854.



## Pan Am Heritage Series



Pan Am Railways has done a “Heritage Series” beginning with the maroon & gold paint scheme of the Boston & Maine. GP-9 #77 is an original B&M engine built in 1957 by EMD as #1738. Later rebuilt and renumbered into #1838 and then Springfield Terminal #77. Shown here on display at Freeport, ME during Amtrak’s 40<sup>th</sup> anniversary exhibit. ( Buddy Winiarz Photo)