

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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March — April 2012

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.

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

April 14th Our joint meeting in Lowell with MassBayRRE **cancelled** Instead a presentation will be on the Manchester & Lawrence Branch by Erich Whitney, head of the Rail-trail in Derry, NH.

Deerfield We Have A Problem

Just as the hump power heads off to start its day, PAR #77 catches fire. Crew shut down power immediately and would eventually be moved out of the way. Fire was a result of carbon buildup on the turbo charge...went back in service then had an electrical fire

Photographed by Justin Winiarz, February 4, 2012.



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	Wayne Gagnon
Vice President	Michael Basile
Treasurer	Paul Kosciolek
Clerk	Michael Basile
Secretary	Wayne Gagnon

Board of Directors

Carl Byron	Dave Hampton	Rick Hurst
Dan Hyde	Gerry Kelly	Paul Kosciolek
Jim Nigzus	Buddy Winiarz	

(1) vacancy to be filled later in 2012

Alternate Directors

Brian Bollinger & Richard Nichols

Staff

Archives Chairman	Frederick N. Nowell III
Hardware Archives Chair.	Vacant
Bulletin Editor	Andrew Wilson
Distribution	Buddy Winiarz
Layout and Art Director	John Alan Roderick
410 Chairman	Jim Nigzus
Historian	Russell Munroe, Jr.
Membership Secretary	Buddy Winiarz
Modelers Notes	Bruce Bowden, Bob Warren
Model Projects Coordinator	Vacant
Newsletter Editor	Bob Warren
Program Chairman	
	Jim Nigzus, Buddy Winiarz
Show Coordinator	James Nigzus
Webmaster	Andrew Ryan

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

**Minutes of December 10, 2011-
B&MRRHS Meeting
Rogers Hall, 196 Rogers Street
Lowell, Massachusetts**

In Attendance:

Gagnon, Hyde, Kosciolek, Hampton, Winiarz,
Basile, Hurst, Nichols, Nowell, Byron, Nigzus

Meeting Called to Order:

1:31PM

Approval of the Minutes:

Gagnon, 2nd by Hyde. Motion carried.

Approval of Agenda with Addition:

Several e-mails sent to Society about negatives for sale; show November board meeting that the water leak is (was) at Lowell (Morgan building) and is being worked on, rather than at Chelmsford storage site; "program" calendar date was changed from 2010 to 2011.

Byron, 2nd by Gagnon. Motion carried.

President's Report:

No report, although Dan Hyde again thanked all BOD members for their past support during his presidency.

Vice President Report:

Gagnon reported that he had several contact meetings with Historical Society of Cheshire County board personnel both as private citizen with information from his family's B&M employment history and also acting as a conduit to both Society's (B&M/Cheshire County) with respect to new B&M railroad exhibit in their Keene, NH building.

No Reports:

Newsletter, Clerks; "Old Business"- MacDonald Book and Windham Depot

Treasurer's Report:

Kosciolek reported that Society continues to be solvent. Savings (as of 11/28): \$64381.75 – Checking (as of 11/28): \$7333.66 (both accounts unaudited \$) \$25,000 CD matured in August 2010 was renewed for another 6-month period. Additionally, GE shares that Society owns posted a dividend return of \$1568.97 as of 10/31/2011. Kosciolek reported that big-ticket expenditures paid continue to be Bulletin printing and mailing costs, etc. Gagnon, 2nd by Hyde, Motion carried.

Membership:

Kosciolek reported that membership roster was 959 as of 11/22/2011

Archives:

Rick Nowell gave a lengthy summary of the Archives efforts to date. His notes, summarized as

"bullets" are as follows:

Last meeting was 11/19/2011; (3) people attended the work session; Web site for archives is now up to date with latest versions of the catalog and other documents; the Archives/Society have applied for the Mass. RRE (Railroad Enthusiasts) Webb award grant of \$10,000; Archives, with help from Buddy Winiarz, picked up a donation of railroad books and file cabinets from John Goodwin (note: as we have heard, due to health reasons, John has gone to NJ to live with relatives); good news for those in B&M history searches, The Center for Lowell History will be open every Saturday starting in January 2012 (a tremendous improvement); Morgan Center in Lowell is dealing with a troublesome roof leak (Yankee luck)(tarps and coverings have been put in place to minimize potential damage) ; plans are in the works for a major renovation of the Morgan Center (stay tuned); there will be (was) no meeting in December. Archives has scheduled meetings for the 3rd Saturday, January to May 2012, inclusive.

Program Committee:

Winiarz reported that 2011 calendar year is set for program presentations. See Newsletter for upcoming schedule of events. December member's night showing of slides was on 12/10, not 12/19 as previously reported in Newsletter. Kosciolek reported that Springfield "Big E" train show tables have been reserved for the weekend of January 28 and January 29, 2012 with a roster of Society members being assembled. It was also mentioned that Bob Buck, associated with the train show on behalf of Amherst Railway Society, recently passed away and his absence will be noted. April 2012 joint meeting with Mass Bay was canceled due to MB schedule conflict and Winiarz is working on an alternative, TBD.

Hardware:

Donation from Bob Grodzicki of Amesbury, Ma was noted to Society. Of interest, several items including derailer and switch cover with affixed relay terminal board.

410:

Nigzus reported that locomotive has had Xmas wreath affixed to smokebox

Special Note:

As previously reported in various media, North Conway Scenic is in the process of obtaining a used Geep (GP-9) from New York and should be on property shortly. Two GE units were swapped to obtain the Geep.

Nominations Committee:

Ballots were received and will be reviewed at January 2012 meeting for results.

New Business/ Additions:

Gagnon presented to the BOD a new 8 1/2" x 11" softcover book authored by B&M member, Bradford G. Blodget of Holden, Mass, titled "Marium Forster's "Boston and Maine Railroad" 1917- 1958. Marium's photo negatives were uncovered by Brad while doing some research at the Historical Society building in Keene, NH, She was a B&M assistant ticket agent, freight cashier, and Fitchburg Division correspondent for the B&M's employee magazine. Cover photo on new book depicts streamliner B&M 6000, running as "The Cheshire" on Cheshire Branch southbound from White River Junction, Vermont and Bellows Falls/ Walpole, NH at station stop at Keene in November 1945 with the entire 8 man crew of train standing alongside on engineer's side. Ironically, the photo also show's Gagnon's grandfather (working as B&M Fitchburg road foreman of engines) who was re-qualifying the regular engineer on run.

Next Meeting:

January 14, 2012 at 1:00PM at Roger's Hall, Lowell, Mass.

Motion for Adjournment: 2:45PM

Gagnon, 2nd by Byron. Motion carried.

Respectfully Submitted:

Wayne M. Gagnon, Recording Secretary

**Minutes of January 14, 2012
B&MRRHS Meeting
Rogers Hall, 196 Rogers Street
Lowell, Massachusetts**

In Attendance:

Gagnon, Hyde, Kosciolk, Hampton, Winiarz ,
Byron, Hurst, Nigus

Meeting Called to Order:

1:52PM

Approval of the Minutes:

Minutes from December 2011 meeting to be amended and condensed per discussion by Board.
Hyde, 2nd by Hampton. Motion carried.

Approval of Agenda:

Gagnon, 2nd by Hyde. Motion carried.

President's/ Vice President / Clerk:

No report.

No Reports:

Bulletin-"Old Business"- MacDonald Book and Windham Depot

Treasurer's Report:

Kosciolk reported that Society continues to be solvent. Savings (as of 12/27) : \$67723.75 – Checking (as of 12/27): \$5428.63 (both accounts unaudited \$)

\$25,000 CD will mature in February 2012 and up for renewal. Kosciolk reported that big-ticket expenditures paid were North Chelmsford storage site rental fee and newsletter printing and mailing costs, etc.

Winiarz, 2nd by Hampton, Motion carried.

Membership:

Kosciolk and Winiarz reported that membership roster was 968 and "red dot" program for renewal reminders appears to still be working. It is anticipated a number of renewals will be done at train show in Springfield later in January 2012.

Archives:

Kosciolk distributed a memo from Rick Nowell (Archive Chairman) for Board to review. Summarized as follows: Water leak was at Lowell site, rather than at Chelmsford storage facility; Archive committee did not meet in December 2011 but did schedule a January 21 meeting date; a considerable amount of time was spent at North Chelmsford organizing rolls and cartons of miscellaneous "right of way" and track maps (valplans, in railroad engineering language); plans have been organized by valuation section and in numerical sequence; cataloging will continue; at the request of MBTA engineering department, Rick was invited to tour "Tower A" at North Station drawbridge area to make a historical assessment- 1927, work began to reconfigure the track approaches from the yards into North Station- work included filling in the wooden trestle work in the Charles and Millers River Basin- the Charles River channel was "moved" 350 feet north and the old channel was "filled/ removed. Drawbridge #1 bridges erected along with "Tower A" building opened in 1931; switch and signal functions from "Tower A" have been moved to Cobble Hill and principal function now is to house the drawbridge tender and his controls for "Draw 1" (was a primary Portland Division bridge for Rockport/Gloucester/Swampscott/Salem trains; Rick and the MBTA engineers noticed that building has experienced severe settling damage and is slated for replacement; Rick identified some paper and hardware items that would be of interest to

Society and included them in his report to the engineers; Rick plans on delivering his annual report to Board at February meeting.

Program Committee:

Winiarz reported that 2012 calendar year has openings for May, October and November for program presentations. See Newsletter for upcoming schedule of events.

Hardware:

Donation from Bob Grodzicki of Amesbury, MA is being planned for pick-up.

410:

Nigzus reported that Danbury (Ct.) Rail Museum has contacted him about scheduling a future meeting regarding restoration efforts associated with ex- B&M Mogul # 1455 now at Danbury and those efforts associated with #410. Meeting date- TBD.

Nominations Committee:

A total of 83 ballots were received and were tabulated at January 2012 meeting. Election results are as follows:

Officers:

President- Wayne Gagnon; Vice President- Mike Basile; Treasurer- Paul Kosciolk; Clerk- Mike Basile; Secretary- Wayne Gagnon

Directors:

Paul Kosciolk- Gerry Kelly- Carl Byron- Rick Hurst- Jim Nigzus- Dan Hyde- Buddy Winiarz- Dave Hampton; (1) vacancy to be filled later in 2012;

Alternate Directors:

Brian Bollinger- Richard Nichols

Shows:

"Big E" train show in Springfield, Ma on January 28 and January 29, 2012. Many "Board" members will man the tables; Nashua Valley in April 2012.

New Business/ Additions:

Gagnon indicated to Board that he was in discussions with Brad Blodget, B&M society member and author of new B&M book- "Mariam Foster's Boston and Maine Railroad" about the possibility of a future program presentation to Board and Society members. TBD.

Next Meeting:

February 11, 2012 at 1:00PM at Roger's Hall, Lowell, Mass.

Motion for Adjournment: 3:19PM

Byron, 2nd by Winiarz. Motion carried.

Respectfully Submitted:

Wayne

Wayne M. Gagnon, Recording Secretary

Railroad Museum Of New England Wins Amherst Award To Restore Classic Geep

The winner of the first Amherst Railway Society Founders Award for preservation was announced on Sunday, January 29, 2012 at the Society's Springfield Show. The RMNE won the award for restoration work in progress in the shop building on a diesel engine for Boston & Maine GP9 Locomotive #1732. This 1,750 hp road switcher locomotive was built by GM's Electro-Motive Division in May 1957. It was used in road and local freight service by B&M for decades and eventually purchased by RMNE in 1997 for use on our historic railway, the Naugatuck Railroad. The 1732 was used until late in 2001 when its diesel engine suffered a broken crankshaft. The painstaking and expensive process of removing power assemblies, heads, connecting rods and pistons and replacing with new and rebuilt pistons, rings and cylinder liners will be greatly enhanced with the proceeds of the ARS Founders Award supplementing a previous \$10,000 grant received in 2005 and additional funding from RMNE. Once the engine rebuild work is completed and installed back into 1732, there will be additional body restoration and painting back to proper B&M colors in the final stages of the project, hopefully in early 2013. The goal is to place the 1732 back into active service on RMNE's historic railway, operating for the public

RMNE via Railpace's Hot News

Norfolk Southern Mechanicsville Intermodal Terminal Opens For Business

Norfolk Southern opened the new Mechanicville, N.Y. intermodal terminal on January 16. The terminal offers service for containers only (53ft domestic private, EMP, or ocean containers). It replaces the former D&H intermodal terminal at Kenwood Yard in Albany.

Railpaces' Hot News

Roof Rider

By Lester H. Stephenson, Jr.

In the Budd car days Portland Division conductor Eddie Donahue on the late nite Reading jobs had a roof rider. They tried various methods to have the cops/etal meet the train but he always got away. One nite there was no posse waiting so he climbed down and said "good nite Mr. Donahue thanks for the ride" and escaped again!!

Submitted by Michael Lennon

Springfield Show 2012

It was another banner year for the B&MRRHS at the Springfield show. We surpassed all totals from previous years in all categories. The Society would like to extend a big thanks to those who worked the show: Wayne Gagnon, Jim Niguez, Rick Hurst, Fred Brown, Justin Winiarz, James Niguez, Dave Hampton, Paul Kosciolk and Buddy Winiarz.

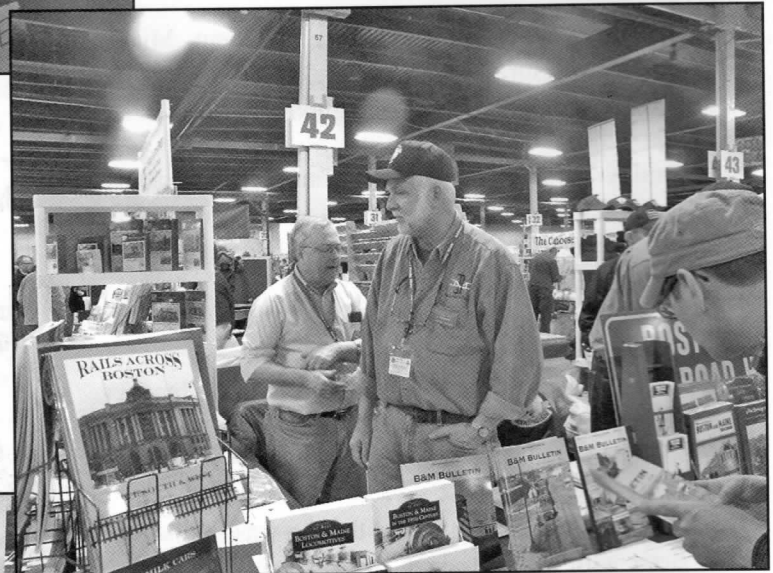
It was a pleasure to see old friends and meet new friends who came to the two-day show.

Buddy Winiarz



Wayne Gagnon, Jim Niguez, Fred Brown and James Niguez man the Society tables at the Springfield show.

Rick Hurst and Wayne Gagnon manning the Society tables.



A young train fanner enjoys a snack and a railroad video as his dad looks on at the B&MRRHS tables.



BOSTON & MAINE RAILROAD HISTORICAL SOCIETY

REPORT OF ARCHIVES COMMITTEE

FOR THE YEAR ENDED DECEMBER 31, 2011

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

The Archives Committee is pleased to submit the following report for the calendar year ended December 31, 2011.

Our archives collection is housed within the Center for Lowell History, 40 French Street, Lowell, and occupies an area of about 1,000 square feet including shelving, cabinet storage, and workspace for researchers. This facility is open to the public weekdays and Saturdays. We also have an annex in North Chelmsford that is used for document storage. Access to materials housed in the annex can be arranged by appointment. Among the users of our collection are railfans, historians, surveyors, engineers, genealogical researchers, modelers, lawyers, and rail trail planners.

The collection consists of books, records, documents, photographs, and mechanical drawings related to the Boston and Maine Railroad and other New England railroads. The collection is owned by the Society and managed by the Archives Committee, made up of volunteers who are interested in railroad history and the preservation of historical materials.

At Lowell the visitor will find materials that are in popular demand: photographs, slides, negatives, right of way and track maps, valuation surveys, timetables, periodicals, and a wealth of data organized by subject. At our facility in North Chelmsford we house a variety of B&M records and drawings, including records from the Executive, Accounting, Engineering, Law, Operating, Traffic, and Mechanical Departments.

The committee held 10 meetings in 2011, as compared to 12 in 2010, and 13 in 2009. The average attendance at our meetings, inclusive of guests, was 6, as compared to 7 in 2010, and 9 in 2009. Active committee members are David Ashenden, Len Bachelder, Vin Bernard, Brad Blodget, Steve Butterworth, Al Campbell, Rick Conard, Ron dePierre, Rick Hurst, Alan LePain, Rick Nowell, Charles Ricci, Andrew Ryan, Ken Strom, Henry Taves, Ellis Walker, and Buddy Winiarz.

The work at our meetings 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.

In addition to helping out at our monthly meetings, committee members have given assistance at other times. Len Bachelder has responded to requests involving street railways and Maine railroads. Al Campbell has given us valuable assistance with freight and passenger car questions. Rick Conard has helped answer a variety of historical questions. Vin Bernard has advised about signaling matters. David Ash-

enden is currently at work on an index of the Maine Central Railroad employees' magazine. Buddy Winiarz helped us pick up donations for processing.

We logged in a total of 59 donations in 2011 as compared to 73 in 2010, and 66 in 2009, including material or cash contributions given by Preston Johnson, Len Bachelder, Henry Taves, Rick Hurst, Doug Keenan, Henry Gibson, Parker G. Emerson, Rembert Patrick, David Ashenden, Wayne Slayton, Robert Fuller, Robert F. Wilner, Vincent Bernard, Richard W. Symmes, Stewart Hinchcliffe c/o Tina Bellomy, David Stickney, John S. McLaclan, Leonard M. Singer, Janice Graves, Don Dollard, Allen County (Indiana) Public Library, Stephen G. Fritch, Patricia A. Brown, Alan LePain, Paul Gibson, Mark Aldrich, John Goodwin, Rodney P. Cowan, Buddy Winiarz, David Craveti, Jim Allen, Dann Chamberlin, Paul C. Morrissey, Paul Taylor, Dave West, Joanne and Kevin Jones, Bruce Howlett, Steve Butterworth, Rick Nowell, and Bob Warren.

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.

We responded to 164 requests for information in 2011 as compared to 125 in 2010, and 140 in 2009. Many of our committee members have volunteered "off-hours" time to answer research questions, including David Ashenden, Len Bachelder, Carl Byron, Al Campbell, Rick Conard, Rick Hurst, Alan LePain, and Ellis Walker.

We continue to be grateful for the support of the staff at the Center for Lowell History who give assistance to researchers and allow us to make our collection available during normal business hours, including Saturdays.

Our committee welcomes new committee members. We need researchers, catalogers, and organizers. No experience required—just an interest in railroad history. Get started by attending one of our monthly meetings. Contact the chairman for details and times.

Respectfully submitted,

Rick Nowell

Frederick N. Nowell, III

Chairman, Archives Committee

Boston & Maine Railroad Historical Society

fnowell3@yahoo.com

'Fall River Extra' Special Train Excursion on Saturday, April 21, 2012!

Don't miss this rare opportunity to ride over two rail lines in southeastern Massachusetts that have not seen a passenger train in many years. Mass Bay RRE's specially-chartered **'Fall River Extra'** train continues our 77-year-old tradition of offering special train excursions to the public.

Our train will depart from the MBTA's Middleboro/Lakeville commuter rail station at 9:45 AM. Passengers may connect via MBTA Commuter Rail or, if weekend trains are not running, via our connecting bus from Boston & Braintree. From Middleboro we'll head west to the junction at Cotley, in the city of Taunton, and then continue west to Attleboro. There we'll reverse direction, returning to Cotley before heading southward to Myricks and Fall River. At Fall River we'll have time to visit the Old Colony & Fall River Railroad Museum or the Marine Museum of Fall River before our train departs for the return to Middleboro, expected to be around 6:30 PM.

This will be the first publicly-offered passenger train to go all the way to Fall River since our October, 1967 "Newport Special" excursion, and the first between Middleboro and Attleboro since Amtrak's "Cape Codder" ceased operation in September 1996.

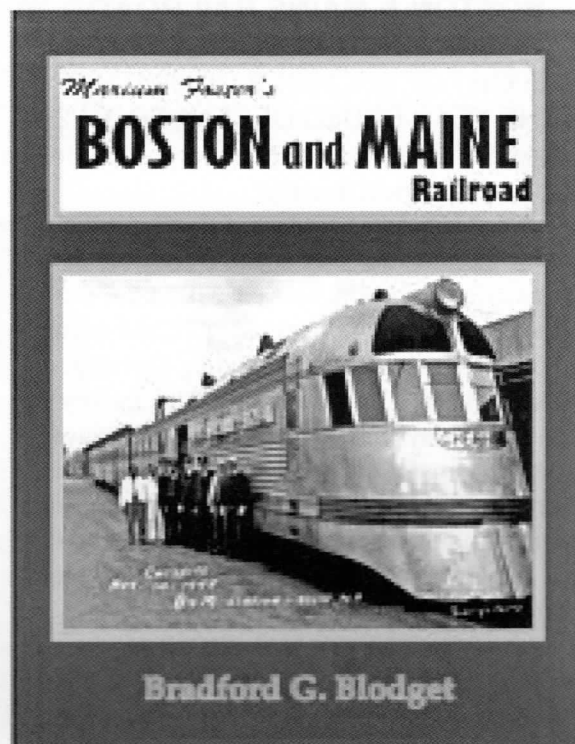
Our train will consist of the Cape Cod Central Railroad's Dinner Train equipment. Additional coaches may be added if demand warrants.

For further information please call our information line at 978-470-2066, or send email to: trips@massbayrre.org.

Tickets are now on sale for this unique excursion. For complete trip details go to our web site: Fall River Extra

FARES:

Adult MBRRE Member Coach Fare	\$65*
Adult Non-member Coach Fare	\$75
Child Coach Fare (ages 12 & under)	\$29
Box Lunch	\$11
Bus connection to Middleboro from Boston/Braintree (round trip)	\$20
"Early Escape" bus Fall River – Middleboro	\$15



Marium Foster's Boston and Maine Railroad 1917-1958

It's the mid-20th century Boston and Maine Railroad years in southwest New Hampshire and surrounding areas presented through the black-and-white photography of Marium Foster, with supporting period photography of others.

B&M assistant ticket agent, freight cashier, and Fitchburg Division correspondent for the road's employee magazine, Foster became widely known all over the division. Her photography, which supported her contributions to the magazine, transport us back to the way the railroad looked and operated in the mid-1900s, showing once familiar scenes along the railroad and everyday railroaders at work.

More than just a book of train images, author Brad Blodget's captions provide insights into railroad history, B&M history and New England history.

While Foster photographed railroad scenes, it was rail employees that most captivated her. The story of her life and the railroad she worked for, illustrated by over 250 great images, taken mostly by her, make this a truly unique railroad book.

For further information and/or to order this book contact:
Historical Society of Cheshire County, Kelley J. Manson

POBox 803, Keene, NH 03431

Tele: 603-352-1895 Fax: 603-352-9226

email: dirop@hscen.org

Cost: \$24.95 + \$3 P&H

Climb Aboard Visual Journey Of Railroads

Nashua Historical Society exhibition invites visitors to climb aboard a visual journey of railroads in the city.

Set to run through March in the society’s wall cases in the Nashua City Hall, the showcase features pictures of early trains and related paraphernalia from the collection of Nashua historian frank Mooney.

Among the stories the exhibition is about the formation of the first railroad to extend into Newt Hampshire.

In 1836 the Lowell and Nashua Railroad Company was chartered as an extension of the Boston and Lowell Railroad Company. Two years later, the two companies merged to form the Nashua and Lowell Railroad, and on Dec. 23, 1838, the first railroad steamed into Union Square.

To commemorate the event, Union Square was renamed Railroad Square.

”Nashua’s rail system flourished along with the textile boom,” curators said. “Eventually six railroad lines and 56 trains entered and departed Nashua. Train depots were built ‘throughout the city; one on Hollis Street behind City Hall, on Otterson Street, and in South Nashua, as well as elsewhere.’”

By 1877 the Union Station was built and it became a hub-bub with people arriving by train to start a new life working in the mills and starting new businesses, and taking people to vacation spots.

”The ‘first refrigerator-type train car went into service on July 1,1851,” curators said. “Trains were able to transport fresh-chilled beef and meat products from the Chicago Union Stock Yard to Nashua in ice- cooled railroad cars.

Huge blocks of ice were used to keep the boxcars cold enough to keep the meat safe for the 1,000-mile trip where butchers in Nashua would stand ready to pick up the meat when the trains arrived.”

But travel by automobile became the more popular mode of travel and in 1965 the Union Depot was razed.

New Hampshire Union Leader submitted by Michael Lennon

B&M Interchange With The Union Freight

Dwight Smith: Except for the milk car, there probably was very little traffic interchanged between the B&M and the New Haven via the Union Freight as a “bridge” carrier.

Malcolm Laughlin: Among the NH interchanges is “Boston, Mass. (via Union Freight R.R. Co.) (Note 3).” Note 3 says “...used primarily for C.L. traffic destined to or coming from points in the Boston switching district. Not a normal interchange for freight destined to or coming from points beyond.”

Translating, that means that it would interchange only cars with a line haul on one road that the other delivered for a switch charge. t did not include traffic with a

line haul on both roads. To give an example, assuming Quincy and Saugus were outside the switching district a car between Quincy and Saugus would have to go via Lowell or Fitchburg.

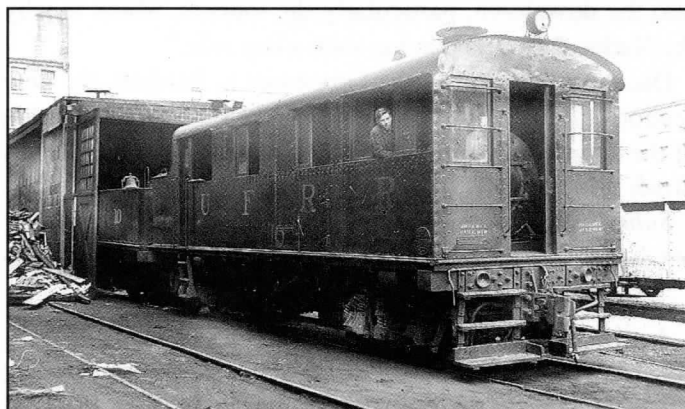
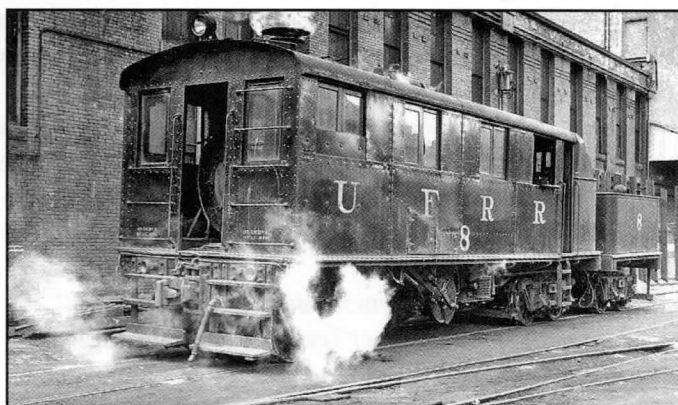
Earl Tuson: Data compiled by Tim Gilbert from H.H. Cope-land records acquired by he and I covering 1929 to 1956 (with 1932-34 and 1948 data not available) show car loads interchanged between the B&M and other roads at its connections.

The data can be found in the Files area of the group’s we site, file name bm2956.xls. Information is available for NH via UFF and for traffic to UFF itself.

Highest number Lowest number Average number
Interchanged interchanged interchanged
over available years of data

Cars to NH via UFF	17,496	5,289	11,685
Cars to UFF	675	109	319
Cars from NH via UFF	17,344	5,944	12,102
Cars from UFF	3,948	1,328	2,324

Traffic to and from the NH via UFF is greater on average than interchange with NH at Lowell, and greater on average than interchange with Rutland at Bellows Falls.



Federal Grants Put Lowell Trolley Expansion On Fast Track

By Robert Mills, Lowell Sun

A year-round trolley system carrying passengers from the Gallagher Intermodal Terminal to downtown Lowell and beyond moved one stop closer to becoming a reality as the city and Lowell National Historical Park were awarded more than \$3 million in federal grants.

The grants, which will fund designs for the expansion and some construction.

The federal grants will fund designs for an expansion of the current trolley rail system to the Gallagher Terminal and along Father Morrisette Boulevard to UMass Lowell's East Campus.

"This is pretty darn exciting news after 25 years of hoping and planning," said Lowell National Historical Park Superintendent Michael Creasey.

The project would expand the trolley system from 1.5 miles to 6.9 miles of track, with trains leaving 20 stops around the city every 10 minutes.

The study envisions about 800,000 riders each year, and estimates the total construction cost would be about \$66 million, with annual operation and maintenance costs of about \$3.3 million.

A \$1.5 million grant to the city will fund design of new tracks stretching from Dutton Street, through the Hamilton Canal District, over Appleton Street and through the South Common, as well as an expansion of tracks to the UMass Lowell East Campus.

A separate \$1.5 million grant to the park will fund upgrades to existing tracks, and the construction of a second track along Dutton Street, heading toward the Gallagher Terminal, according to Adam Baacke, assistant city manager and director of planning development.

City Manager Bernie Lynch said the expansion will help get people from the Gallagher Terminal to the downtown and other destinations in the city.

"This will help us move people from the commuter rail into the downtown, particularly the tourists, which is why the National Park is playing such a key role."

Once construction of the Greenway is finished, the new section will run from Centennial Island back to the east side of the river, continuing north to the path's end at the Rogers Street bridge.

Submitted by Don Provencher and Buddy Winiarz

Ticket Punches on Their Way Out?

A pilot project that involves conductors scanning "eTickets" aboard Boston-Portland Downeaster trains is being conducted in partnership with the Northern New England Passenger Rail Authority. The conductor uses a handheld

mobile device to scan "print anywhere" eTickets.

Passengers will no longer have to pick up their tickets at the station, and they will not have to worry about paper tickets that would have to be repurchased if lost. eTicketing was introduced last year on the Auto Train

Submitted by Andy Kirk, Railpace

Amtrak Bringing Faster Locomotives For The Northeast

By Katie Johnston

Amtrak is taking aggressive steps to expand and modernize its service this year, including having the first of 70 new locomotives built to eventually power the entire regional fleet in the Northeast.

The electric locomotives, which can operate at speeds of up to 125 miles per hour between Washington and Boston up from 110 miles per hour on some trains will replace units that have been in operation for up to 30 years and traveled an average of 3.5 million miles. The first of the new locomotives are expected to be in service next year.

The \$466 million investment should reduce travel times and improve reliability and frequency, Joe Boardman, chief executive of Amtrak, said in a conference call.

Amtrak is also having the first of 130 new long-distance cars built this year. Other planned improvements include rolling out electronic ticketing to all trains, modernizing its reservations system, upgrading Northeast Corridor tracks and bridges, working to expand Acela Express service, and updating plans for a next-generation high-speed rail system.

Amtrak had a record high 30.2 million passengers in 2011, the eighth ridership record in the past nine years.

AAR News Brief

Wires Coming Down From The Hoosac Tunnel

"The absurd excuses offered for the scrapping of the Hoosac Tunnel electrification are no surprise, since no legitimate excuses exist," writes E. J. Quimby, ERA (Electric Railroads Association) president, "I refer to the arguments offered by S. Harrington, B&M fuel supervisor and Robert A. Codman in the March, 1947 issue. Insulation leakage due to moisture in the tunnel is a mighty lame excuse for scrapping the entire project, as the entire Pennsylvania and New Haven electrifications, operating on high voltage alternating current along the seaboard where salt dampness and wet weather are encountered, will testify. Interference with adjacent telephone circuits is also a lame excuse, for a much greater density of telephone circuits is operated successfully adjacent to the Pennsylvania and New Haven electrifications. The necessity of stopping trains and thus losing valuable momentum in the process of transferring from diesel-electric to trolley-electric

power is non-existent---so that excuse is not valid either. Only a momentary shut-off of power would be necessary, with practically no sacrifice of speed or momentum, when the diesel engines are shut down and the pantographs raised. Moreover, substituting low-voltage d. c. for high voltage a. c. on the trolley wire would have corrected whatever insulation troubles existed---although they could have been remedied with little difficulty even if high-voltage a. c. had been retained.

While it is true that the huge exhaust fans, introduced to improve the passengers' comfort as the publicity announced, are also useful to clear the tunnel of fog, such use is purely non-essential, otherwise we would be forced to employ fog-dispellers or 'fog-plows' on many other and more important railroads. The true necessity of the exhaust fans is to clear the tunnel of Diesel-fumes which should not be generated in the tunnel in the first place, and would not be generated if trolley power were utilized to energize the traction motors of the Diesel-electric locomotives while passing through the tunnel.

The truth is, that the tunnel has now reverted to the primitive conditions which existed with steam locomotive operation before the advent of the electrification, and that the daily train capacity of the tunnel is now limited by the time consumed in clearing the tunnel of fumes after the passing of each train. The truth is that the exhaust fans definitely do not add to the passenger's comfort; rather, they somewhat reduce the discomfort which would exist through accumulation of fumes from previous trains. The passengers must now endure the fumes of their own train while passing through the tunnel. By the railroad's own publicity statements, it takes twenty-five minutes to clear the tunnel of these fumes after the train has passed.

"Here, then, is another example where an existing hydro-electric powered railroad electrification had been deliberately sabotaged, and where petroleum consumption has been unnecessarily increased, whereas our natural resources were formerly ample to provide our own supply and to permit exports, we are now forced to import petroleum. As a result, we are becoming involved in international complications, which could have been avoided if we had conserved our own petroleum for essentials, and if we had employed our hydro-electric resources where they would have better served the purpose.

It is important to disclose this Hoosac Tunnel conversion in its true light, regardless of whose feelings get hurt. Otherwise we will witness other electrifications similarly sabotaged by either unscrupulous or well-meaning modernizers who will point to the Hoosac Tunnel change as a well-founded precedent. In the name of justice, let us avoid misnaming every change an improvement, and avoid confusing mere local economy with progress. If it is accomplished at the expense of the paying passengers' safety, comfort and convenience, it

is poor economy indeed. It benefits a certain few but penalizes the important masses who pay for the best but are forced to accept an inferior substitute."

Submitted by Steve Vallee. January 1948 issue of Railroad Magazine

Mass Bay RRE's 2012 Train Excursion Program

Sunday, May 20, 2012: 'Hoosick Junction Limited' Rutland, VT to North Bennington, VT & Hoosick Junction, NY on the Vermont Rail System. This will be our first excursion over the entire line from Rutland to Hoosick Junction in over 20 years! *Tickets on sale early March!*

Sunday, July 29, 2012: 'North Country Explorer' on the Conway Scenic Railroad. *North Conway to Redstone & Hazens, NH.* Our special train will cover all operable portions of the ex-Maine Central 'Mountain Division' from Redstone to Hazens. First-Class, Dome and Full Dining Car service available. *Tickets on sale early May.*

Saturday, October 13, 2012: 'P&W Fall Excursion' on the Providence & Worcester Railroad. *Worcester, MA to Willimantic & Groton, CT.* First passenger train over the upgraded Willimantic Branch between Plainfield & Willimantic in many years! *Tickets on sale August 2012.*

Saturday, January 5, 2013: 'Steam in the Snow' on the Conway Scenic Railroad. *North Conway, NH to Notchland.* Our sixth annual steam-powered photographers' special, with multiple photo stops featuring 0-6-0 steam locomotive 7470. *Tickets on sale October 2012.*

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Submitted by Andy Kirk, Railpace

Pan Am #77 Is Being Sought By The Railfan Community.

Since emerging from its Waterville, Maine shops in mid-August, Pan Am Railways' GP-9 #77 has been drawing railfans from afar to record this heritage unit painted in the EMD-designed maroon and Dulux gold scheme which originally adorned Boston & Maine GP7s and other road power

Midwest Rail Scene

100 Years Ago December, 1911

*The following was from the Gardner News column 100
Years Ago*

One of the big new freight locomotives that have been in operation on the Fitchburg division of the Boston & Maine railroad for the past five months came to grief near the Temple street bridge late yesterday afternoon.

Its period of sorrow did not end until it came within a few yards of Union station, the engine badly battered, the crew having a hard time of it, but nobody was injured and traffic was not delayed.

Engine 2926* was on its way from Fitchburg to East Deerfield and running light, which means that all that was trailing was the caboose. It was traveling at a rapid rate of speed when it neared the Temple street bridge and trouble came when the main connecting rod broke.

Part of that connection rod and a crank three feet long swung round and round, first driving into the railroad ties, and then striking the air pump. It was not long before the pump was knocked off and the crank began its assault on the boiler.

Through holes made by the swinging irons the steam escaped, enveloping engine and caboose in clouds of moisture. The engine sped along and engineer McGrath was unable to stop it.

The track was damaged for some distance as the crank did yeoman service all the way, from the time the connecting rod broke, to the South Main street bridge.

It stopped when conductor Rose and brakeman Peter Cannon wound the brakes on the caboose. The engine was then switched to a side track and towed to Deerfield for repairs.

Submitted by Dennis Lyons

*according to Harry Frye's book 'Minuteman Steam', no locomotive with that number.

Website Traffic Continues To Be Strong

Based on what is collected by Google Analytics we have had 1300 visitors to the site since January 1, 2012. The archives section of the site continues to draw the most visits (432) followed by the 410 page (163 visits). Most of our visitors come from the US but we have many international visitors as well. Over 70 visitors from Canada, Germany, UK, and France have all accessed the site since the first of the year.

Efforts are currently underway to redesign the look and feel of the site as well as offer more content about the society and the history of the B&M. This is a slow process but a new site will hopefully be released before the end of the year.

I would also remind everyone that last year we acquired the www.bmrrhs.org address for our website. All publications and documents that have our web address should be updated ASAP. I am not sure how much longer our former

host (trainweb) will continue to forward visitors to our new address. Society member and other frequent visitors should also update their browser bookmarks.

Andrew Ryan
BMRRHS Webmaster

Providence And Worcester And Railamerica Enter Strategic Alliance

The Providence and Worcester Railroad and the New England Central Railroad, part of the RailAmerica family, have established a new coordinated commercial and operating platform, the Great Eastern Route. This new strategic alliance is being developed to increase the railroads' collective business with both Canadian National and Canadian Pacific to rail customers in southern New England and to enhance their global access through port facilities.

In a statement, RailAmerica said, "Over the past five years, the NECR and P&W have jointly invested significant capital in the infrastructure along with the states of Vermont, New Hampshire, Rhode Island and the federal government. These investments enhance our service and combined with this new commercial and operating relationship will provide the basis for a greatly improved customer experience aimed at growing our collective business across all commodity lines.

"The alliance recently hosted inspection trains with the Canadian Class 1 partners and looks forward to establishing new and improved supply chains throughout the region."

RailAmerica, Inc., owns and operates shortline and regional freight railroads in North America, operating a portfolio of 43 individual railroads with approximately 7,400 miles of track in 27 U.S. states and three Canadian provinces. P&W is a regional freight railroad operating in Massachusetts, Rhode Island, Connecticut and New York.

Railway Track and Structures

'Notorious' Graffiti Vandal Held On Bail

A "notorious" graffiti vandal — among the "dirty dozen" most wanted criminals highlighted in a front-page Herald (Boston) article last year — is behind bars after being nabbed on charges that he defaced more than 30 subway and commuter rail cars, authorities said. John Biesot, 33, was ordered held on \$80,000 cash bail at his Dorchester District Court arraignment

A member of the Dirty 30, Biesot was wanted on eight warrants for a 2007-10 graffiti spree that caused more than \$50,000 in damage, leaving trains from Alewife to Middleboro with his tag, "WYSE."

*Blackhawk Chapter's, NRHS, Spikes & Ties
via Midwest Rail Scene*