

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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May — June 2012

Bob Warren, Editor (bmbobwarren@comcast.net)

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## B&MRRHS CALENDAR

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

**May 12<sup>th</sup>** Richard Nichols will present a history of the B&M's Amesbury Branch.

**June 9<sup>th</sup>** A potpourri of railroading will be presented.

**July 28<sup>th</sup> & 29<sup>th</sup>** Lowell Folk Festival.

**August** NO MEETING.

**Sept.** Joint meeting in Wolfboro, NH with the CVRC group.

The April meeting was with the MBRRE in Lowell and the presentation was on the Manchester & Lawrence branch by Eric Whitney. Eric is president of the Derry section of the Rail-Trail. Historic photos and knowledge of the Branch was presented along with photos of some of the M&L locomotives and the trolley companies in the area along with some of the businesses served by the railroad. One of the biggest was the H.P. Hood milk company and several shoe factories.

### Directions To The Rogers Hall, Lowell, MA 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.

Here is the **BUS SHUTTLE SCHEDULE** for the LRTA to Rogers Hall from the Gallagher Transportation Center for those who come to Lowell by train.

Take the Belvidere Bus, this stops at Rogers Hall and the cost is one dollar. For members who are Senior Citizens (60 yrs. and over with ID) the cost is fifty cents per ride.

OUTBOUND	INBOUND
11:45	11:20
12:45	12:20
1:45	1:20
2:45	2:20
3:45	3:20
4:45	4:20
5:45	5:20

## 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 Kosciolk
Clerk	Michael Basile
Secretary	Wayne Gagnon

**Board of Directors**

Carl Byron	Dave Hampton	Rick Hurst
Dan Hyde	Gerry Kelly	Paul Kosciolk
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
Web site	www.bmrrhs.org

## 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

**B&MRRHS Meeting  
Minutes of February 11, 2012**

**Rogers Hall, 196 Rogers Street, Lowell, Massachusetts**

**In Attendance:**

Gagnon, Hyde, Kosciolk, Hampton, Winiarz, Hurst, Nichols, Byron, Nigus, Monroe, Wilson

Meeting Called to Order: 1:30PM

**Approval of the Minutes:**

The Board on a motion approved both the revised December 2011 and January 2012 minutes. Gagnon, 2<sup>nd</sup> by Byron. Motion carried.

**Approval of Agenda:**

Hamilton, 2<sup>nd</sup> by Hyde. Motion carried.

**President's Report:**

Gagnon reported that he continues to offer pertinent railroad related comments and guidance with respect to the B&M railroad exhibit currently on display thru April 2012 at the Historical Society of Cheshire County located in Keene, NH (see their website [www.hscnh.org](http://www.hscnh.org)) for more details. He will bring B&M membership applications to the exhibit that will be available to public at exhibit. He also brought some preliminary information handouts in relation to the "PowerPoint" capabilities of the Society for future presentations. He also thanked all the "crew" for their continued support at Springfield, Massachusetts train show last January 28-29, 2012.

**No Reports:**

Vice President, Clerks, Membership, Newsletter, Windham Depot

**Treasurer's Report:**

Kosciolk reported that Society continues to be solvent. Savings (as of 1/27/2012) : \$69304.67 – Checking (as of 1/27/2012): \$3503.31 (both accounts unaudited \$)

\$25,000 CD is up for renewal 1<sup>st</sup> week in March 2012

.Kosciolk also reported that big ticket expenditures paid continue to be Bulletin printing/Newsletter mailing costs, and Society member Brad Blodget' book- "Marium Foster's" Boston and Maine

Winiarz, 2<sup>nd</sup> by Gagnon, Motion carried.

**Bulletin Editor:**

Wilson sent Gagnon an e-mail on next Bulletin progress as such: Next Bulletin is moving slowly at this time due to time spent working on the MacDonald book project. Since both tasks are carried out on the same computer, using the same software, both are worked concurrently. Next Bulletin will conclude Rick Hurst's Manchester (NH) piece, and will also contain work by Dwight Smith. Dwight's will describe passenger extras operated for the benefit of the railroad's freight sales staff, known as "familiarization trips".

Wilson indicated that this Bulletin is expecting to go to printer Spring 2012. New layout software creates significant time savings by uploading pages as individual. pdf files directly to the printer's system, permitting instant review, updating, and approval of proofs, on a page-by-page basis. Template for new issue is already set up and should proceed without major delays.

**Archives:**

Rick Nowell submitted his annual report for Archives to BOD and Gagnon via e-mail as he was unable to attend meeting. His report was accepted "as read". See his report for all details of their activities. Board expressed their gratitude for invaluable work effort to date.

**Program Committee:**

Winiarz has sent updated program offerings data to Newsletter editor for publication in Newsletter-see Newsletter for upcoming schedule of events. At Springfield train show in January, Mass Bay and B&M officers met to reschedule 2012 joint meeting (B&M host for 2012) at Lowell.

**Hardware:**

Nigus reported that donation from Bob Grodzicki of Amesbury, Ma of several pieces of railroad errata was picked up by Nigus and Nichols and delivered to Society for cataloging. Board is to send a letter to Mr. Grodzicki at later date for his record of donation.

**410:**

Nigus reported that he had met Bob Booth of Danbury (Ct.) Rail Museum in Lowell and they discussed the Danbury attempt to cosmetically restore B&M Mogul (2-6-0) # 1455. They discussed efforts to restore B&M 410 (0-6-0 switcher) cosmetically and what potential obstacles might impact 1455 restoration. Engine # 1455 reportedly still contains some asbestos and must be treated with special care. This engine was originally donated by Patrick McGinnis, former B&M president, to Edaville Railroad along with three former retired MOW cars (retired wood commuter B&M) for Edaville exhibit in 1956.

**Shows Committee:**

Next show will be at Shirley, Mass at Nashua Valley. Gagnon and Board thanked all who represented the B&M at train show in Springfield:

Fred and Quessen Brown, Justin Winiarz, Russ Monroe, Rick Hurst, Dave Hamilton, Jim and Jim Jr. Nigus, Buddy Winiarz, Paul Kosciolk, and Wayne Gagnon.

Society had twelve (12) new members sign up and to be added to roster with twenty-four (24) renewals. Total sales were in excess of \$3100 with the new B&M book (Marium Foster -B&M), old Bulletins, Morning

Sun books and B&M Fleece clothing all good sellers.

**Webmaster:**

Ryan e-mail to Gagnon stated: Website traffic strong. Society web has had 1300 visitors to site since 1 January 2012. "Archives" section drawing most "hits" (432), followed by locomotive # 410 (163). Most of visitor "hits" come from US but seeing many international visitors as well. Website received over seventy (70) visitors from Canada, Germany, UK, and France since January 2012. Info above coming from Google Analytics per Ryan. Ryan also stated that efforts are currently underway to redesign the "look and feel" of site as well as offering more content about society/ B&M history. Ryan is aiming for end of year 2012 launch date.

Ryan also wanted to remind Society members that last year we acquired the www.bmrrhs.org address for our website. He also noted that all publications and documents that have our web address should be updated ASAP. Gagnon, as of these minutes, has asked that affected parties update accordingly. Ryan indicated that he is not sure how long former host (trainweb) will continue to forward to new address. Society member(s) and frequent visitors should also update their browser bookmarks.

**Special Note:**

Paul Hallett, Ops Manager, for North Conway Scenic updated Gagnon at Springfield train show on obtaining a used Geep (GP-9) from New York State. Unit is undergoing some shop work prior to shipment to Conway Scenic.

Carl Packer, B&M Lima Pacific #3713 restoration director, gave the Society a letter update on engine's progress. This will be incorporated in future Newsletter mailing.

**New Business/ Additions:**

MacDonald Book: Wilson sent Gagnon an e-mail on progress to date: Book project has made significant progress. He indicated that he is almost ready to get consultant advice and bids for printing. Gagnon is to talk with Cheshire Society to see if they can release their printer's name on Foster's book and will forward this info to Wilson, if available. Wilson showed BOD sample pages, including the front cover, for initial reaction. Book will "model" the scope of Marium Foster's book- 8.5" X 11", paperback, about 150 pages, glossy cover with expected price range similar to Foster's book. Final price is to be based on number of copies to be printed etc. Wilson spoke with Mr. MacDonald and updated him on progress. Mr. MacDonald was pleased with update and is eager to see his efforts in print. They commented that this project has consumed about

4 years of effort on all parties. Wilson is hopeful that Society is to reach production of book in the summer of 2012.

Johnsonville Tower Model: Board reviewed a letter about the potential of selling the kit. Tabled until more information is known.

Society checked into "PowerPoint" presentation status. Several e-mails from BOD members were exchanged/ discussed and it was determined as such: Society has an old computer (approaching end of life stage) that has a PowerPoint 2003 application installed. Winiarz and Kosciolk worked with a local electronics vendor in Lowell that was able to "patch" a cable assembly that would go from computer to wide screen TV. Projector costs and availability were discussed and BOD consensus is to try a "road test" in future with old computer on transmission and quality of picture. Electronics vendor indicated that computer could "freeze" at any time. Several BOD members believe investing in an inexpensive new or "refurbished" computer would be a good investment. With an educational/non-profit status, new software packages could be obtained and some include PowerPoint/Excel/Word for about \$25-30/ package. If a projector were to be obtained in future, Board agreed this projector would be "restricted" to Roger's Hall site for Society usage, unless an exception is discussed and approved by BOD.

"Historic Rail" B&M NE-5 Cabooses in Winter 2012 issue: Gagnon brought the Historic Rail color ad that featured five (5) variations of NE-5 type cabooses in their various McGinnis and Minuteman paint schemes. Gagnon is to contact Historic Rail about them releasing the manufacture's name to Society and the accuracy of the paint schemes (color slides/photographs/ work prints etc). Winiarz said he would try and check to see if slides were available in Society's archives. This paint topic and markings and information data sheets has repeatedly come up at Springfield train show and other train shows for over 10 years and having this information would be helpful to B&M modelers.

**Next Meeting:**

No meeting date in March 2012 as Pepperell Siding has invited Society to attend show.

**Motion for Adjournment:**

3:20PM Gagnon, 2<sup>nd</sup> by Byron. Motion carried.

**Respectfully Submitted:**

*Wayne*

Wayne M. Gagnon, Recording Secretary



Update to the text that accompanied Justin Winiarz's photo of the ST-77 on the front page of the March – April 2012 Newsletter.

**Chris Tirone** who was working in the area when the fire happened noted that the GP-7's and 9's are not turbo charged engines, they are equipped with Roots Blowers. Chris says what actually happened 'The cause of the fire was excessive oil build up on the roof at the exhaust stack and was probably sparked by a hot chunk of carbon. The oil also came out through the exhaust over time and it built up to the point of a dangerous amount. There was no damage to the paint on the side of the locomotive and it didn't look like much damage on the roof either.'

Thx to Lionel Goddu and others who brought the correction to my attention.

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## Dwight Smith Enters The Business World

Selling copies from his extensive collection of locomotives, etc.

Currently being offered is a thumbnail version of the 22 locomotives of the St. Johnsbury and Lamoille County railroad.

In addition to the steam locomotive list, there are 128 images of StJ&LC photos that I personally took between 1940 and 1960s. The photos include steam and diesel locomotives and trains, rolling stock, covered bridges, and stations, etc.

The St. Johnsbury & Lake Champlain collection is to be followed by listings of the B&M in NH and VT, Central Vermont, Rutland, as well as other Class One lines in VT and NH including CP, GT, MEC, and D&H. Shortlines and Industrial Railroads in NH & VT are also well covered. Photos in the future lists were taken by me during the period from 1940 to 1960s. If interested in obtaining copies of lists of my photos or jpeg copies of the photos on my lists please contact me off-list at [geebud@roadrunner.com](mailto:geebud@roadrunner.com). or write to me at Dwight Smith, P.O. Box 218, Kearsarge, NH 03847, or call me at 603-356-3416. **Georgetown Branch Rail Trail**

Much work has been done along what was once the Georgetown branch of the Boston & Maine Railroad. This trail is on the branch, which ran from Bradford to Georgetown, MA. Passenger service was given up in 1933 and the track was abandoned beyond "The Paper Mill" in 1942. The "Paper Mill" spur ran about 3 miles of the branch to the Haverhill boxboards plant and used until sometime in the 1970s. In 2008, the city bought the abandoned railroad bed from Pan Am Railways for \$500,000 with a state grant of \$400,000 along with private donations primarily from the Haverhill Foundation. The 'tracks and ties that ran along this swath of land were removed by Iron Horse Preservation, a nonprofit group that did the working return for permission to sell the rails for scrap.

The trail is far from complete, as the plan is to install benches, handicap access, make landscaping improvements and install a better surface. The mayor said residents along the trail have been supportive of the project.

*Lawrence Eagle Tribune via Len Bachelder via The 470 470 Railroad Club*

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## New Hampshire Scraps Commuter Rail Plan

New Hampshire has removed \$250 million in funds for commuter rail connecting the southern part of the state to Boston from its 10-year transportation plan, the New Hampshire Watchdog has reported. State Transportation Commissioner Chris Clement said the state faces a shortfall of funds for its transportation projects, and "our focus is on roads and bridges."

The plan would have extended Massachusetts Bay Transportation Authority's Lowell Line from Lowell, Mass., to Nashua, N.H. The plan had drawn the ire of Republicans in the state legislature, who dubbed it "senseless" and a waste of money.

Clement said even a planning grant for the line may not happen. "There's nothing that's going forward with passenger rail in this department," he said.

*New England Depot Via Trains Newswire*

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## MM&A Selling Part Of Its Railroad.

The Montreal, Maine & Atlantic is apparently going to sell its northern most separated segment, a 25-mile line between Van Buren and Madawaska, Maine to St. Leonard, New Brunswick, to the J.D. Irving subsidiary, Maine Northern Railway. A long standing dispute between the line's largest shipper Twin Rivers paper in Madawaska prompted the latter to not use the MMA, opting to truck its product to Canada to load onto CN cars

*Midwest Rail Scene*

## Overshadowed By Global Foundries, New Rail Hub Could Spur Unprecedented Growth Along Route 67 Corridor In Stillwater

By Paul Post

The \$40 million facility is in Halfmoon, just west of the Mechanicville city line, on the south side of Route 67 — a corridor that's expected to mushroom with new rail yard-related business in the next five to 10 years.

About 300 trucks daily already enter and exit the site, which had been vacant for more than 30 years until Norfolk Southern and Pan Am railways announced a joint venture four years ago to rejuvenate the location.

A facility they did like this in Roanoke, Va., generated \$600 million in new business investment. The operation, called the Capital District Intermodal & Automotive Terminal, is owned by the newly formed Pan Am Southern LLC.

In the first phase, which opened in January, large cranes lift cargo containers off trains and onto trailers so trucks can take them to their final destinations throughout the region. The reverse also occurs, with trucks bringing goods in to be shipped out by rail across the country.

"Intermodal (trucks and trains working in tandem) is the wave of the future," Pan Am Southern spokesman David Pidgeon said. "A large number of consumer goods are shipped by intermodal — food, electronics, grain. The demand for freight is expected to skyrocket over the next 30 years.

"With the price of fuel today, trains are much cheaper than trucks. A train can transport 480 tons of freight on a gallon of diesel. Also, it saves our nation's highways by reducing the need for heavy, cross-country trucking, and it's 'greener' by reducing truck emissions."

The second phase, expected to begin this summer, revolves around the same principle. Thousands of new cars will arrive at the rail yard for final distribution to area dealerships.

A bigger deal than GlobalFoundries? With so much attention focused on GlobalFoundries' \$4.6 billion chip fabrication plant at Luther Forest Technology Campus, many people don't realize the new rail yard's full economic development potential, Stillwater Supervisor Ed Kinowski said.

"I see this as bigger than GlobalFoundries," he said.

Several miles of the Route 67 corridor between Mechanicville and Malta are in Stillwater. Last year, the Stillwater Town Board re-zoned a stretch from Mechanicville to the Willow Glen hamlet to pave the way for commercial and industrial growth. The former residential/light industry zone is now an overlay district in which all types of business can apply for special-use permits.

"I'm looking for anything that is going to grow the tax base for Stillwater," Kinowski said. "That's the best area to do it. When you build a chip plant, all of a sudden all kinds of business comes in around it. That's what happens with

intermodal facilities, too. This is going to become a hub between Chicago and Boston."

D.A. Collins Co., one of the area's largest construction firms, owns 330 acres on Route 67. Originally, it planned to make such space available to spin-off companies related to GlobalFoundries.

"There hasn't been the rush everyone was expecting," Vice President Dave Collins said. "I don't think you'll see larger relocations — companies moving here — and satellite operations until another chip fab comes in."

With the rail yard — directly across the street from the construction firm — virtually dropped in its lap, D.A. Collins is shifting its focus. Plans call for converting the firm's former construction and equipment yard into a business park.

"We've already had one agreement with JB Hunt (one of the nation's largest trucking firms) to lease a small office parcel and truck parking," Collins said. "We're pursuing all directions. Dozens of JB Hunt trailers are lined up at the rail facility awaiting transport. Railroad industry has come full circle

During the 1940s, '50s and '60s, the Mechanicville yard was the third-largest rail hub in the nation, but it closed in the 1970s due to the effects of long-distance trucking.

However, economic conditions have come full circle — primarily because of high fuel prices — once again putting more emphasis on rail. Tolls, taxes and growing regulations are other trucking deterrents.

One train can carry 300 containers from coast to coast. "That's one engine," said Sherrie St. Pierre, vice president of Troy-based K-C Refrigeration Transport Inc. "That's a heck of a lot less than 300 trucks."

Norfolk Southern also has intermodal facilities in Buffalo and Ayer, Mass. (suburban Boston). Its chief competitor, CSX, has such operations in Syracuse and Springfield, Mass., that use a different rail line.

At one of the slowest times of the year — right after Christmas — St. Pierre said her firm has already experienced a 30 percent increase in business since the Mechanicville ramp opened.

"We haven't hired additional drivers, but if this keeps up I'll have to," she said.

Products quite often vary with the seasons.

St. Pierre said her firm recently trucked a container of grass seed from Mechanicville to a local Home Depot distribution center. In the winter, the truck might have hauled ice melt.

"The other day we picked up patio furniture from Telescope (Telescope Casual Furniture Co.) in Granville," she said. "That was leaving the area."

### An investment in the future

The new Mechanicville ramp replaces the Kenwood Yard near the Port of Albany.

The automotive unloading component, when it opens, will be in direct competition with a large CSX rail yard in Selkirk, St. Pierre said.

Over the next 18 years, the Crescent Corridor program is expected to divert 1.3 million long-haul trucks from interstate highways, saving 169 million gallons of fuel and more than \$800 million in highway maintenance, accident avoidance and traffic congestion costs.

The new Mechanicville rail facility is expected to produce similar benefits.

"This is happening more and more with the railroads," said Lance Hillman, president of Fort Edward Express Co., a Moreau-based trucking firm. "I believe it's a good deal for everyone."

*The Saratogian via AAR News Briefs*

### **New Salem Station**

A public meeting on the proposed new commuter rail STATION and parking garage in Salem had to be a shocking experience for the MBTA. Much of the crowd came to praise the MBTA, not bury it.

"I was kind of blown away," Federal Street activist David Hart said after listening to a presentation on the \$31.8 million STATION, which includes a 553-car parking garage, made by an MBTA consultant, Jonathan McCredie of Fennick McCredie Architecture of Boston. "The (MBTA) team is really focusing on important aspects of the Station."

The nearly 100 people who went to the meeting were, in general, impressed by the improvements in this plan over past ones rolled out by the MBTA. They liked the high-level platform, which will make getting on and off the train easier; a pedestrian ramp from Bridge Street to the ring garage; a new sidewalk at the main entrance; large glass elevators; an enclosed waiting; a bike storage area; and the design team's intent to have the garage reflect architecture elements in the downtown.

The current schedule calls for construction to begin in the spring of 2013 and to be "substantially completed and open in September 2014.

*Railpace Newsmagazine via Jack Armstrong*

### **Wayne Gagnon Makes A Presentation On The Impact In The Railroads Monadnock Region**

Wayne gave a 2 hour oral presentation on April 7th followed by a one hour "question and answer" period at the Historical Society of Cheshire County located in Keene, NH that was centered around the impact that the railroads (Cheshire Railroad, Fitchburg Railroad, and Boston and Maine Railroad) rails of the Monadnock region played from Fitchburg, Massachusetts thru Gardner, Ma, on up thru the

"Cheshire Branch" travelling thru Fitzwilliam (NH), Troy, Keene, Westmoreland, Walpole and terminating at the Bellows Falls, Vermont depot which served the Rutland Railroad (Rutland, VT to Bellows Fall, VT) and the joint trackage rights Central Vermont and Boston and Maine Connecticut River Division mainline from White River Jct, VT south to Springfield, Ma and Palmer, Ma (where the CV and New York Central) had a station and where the CV went south to New London, Ct. and NYC went westward towards Albany and Troy, New York.

### **U.S. Transportation Secretary Announces \$2 Million For Patriot Corridor Clearances**

Patriot Corridor Double-Stack Clearance Initiative—\$2,000,000 to complete preliminary engineering and environmental analysis for the removal of 19 obstructions in two tunnels and 17 roadway, railroad or pedestrian bridges that would prevent a double-stack train from operating along the Patriot Corridor between Mechanicville, New York, and Ayer, Massachusetts. A large component of the overall project involves raising the vertical clearance of the 4.75-mile Hoosac Tunnel in Florida, Massachusetts. Removing the vertical obstructions will improve freight operations and capacity by allowing double-stacked container trains to operate over the line.

*Railpace's Hot News*

### **Back In Service — Switch To Iron Horse Park**

The mainline switch to the B&B Branch at North Billerica off #2, on the New Hampshire Route mainline, was returned to service February 16, '12. It was never officially retired, but had been spiked out of service along time. Its reinstatement was done so PAR could gain better access to a new customer at Iron Park.

*Railpace Newsmagazine via Jack Armstrong*

### **Be Sure To Update The Societies New Web Address In Your Computers Address Book!!**

The society has acquired the [www.bmrrhs.org](http://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.

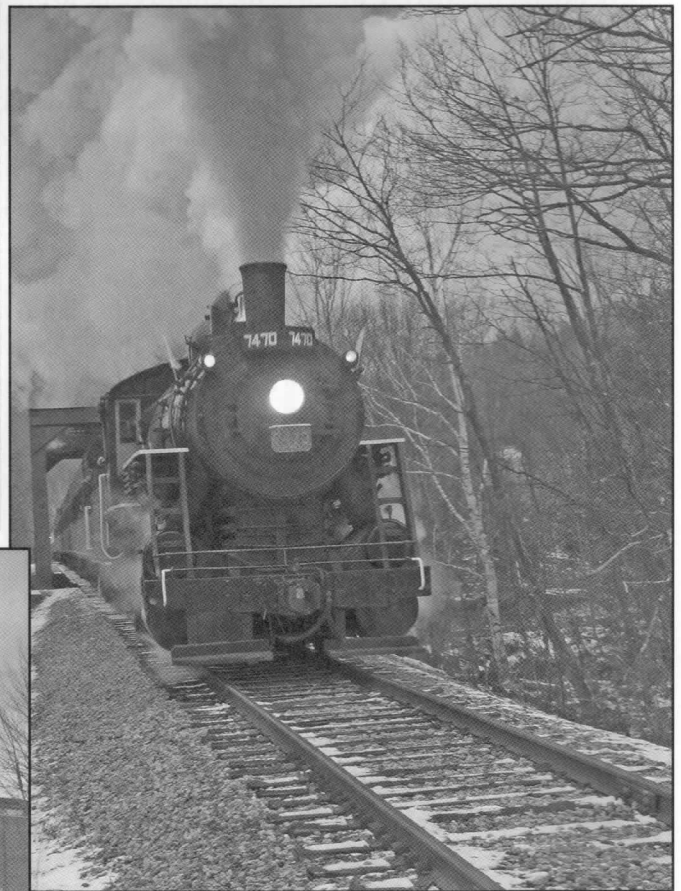
Andrew Ryan  
BMRRHS Webmaster



### Steam In The Snow

Several members of the B&MRRHS joined with Wayne Gagnon and the public in January 2012 to enjoy riding behind steam and diesel on Mass Bay Railroad Enthusiasts' "Steam In The Snow" fan trip. Host railroad was Conway Scenic Railroad. The trip started with a short ride over former B&M rails on Conway Branch as well as a longer ride over former MeC rails on their Mountain Division. Along the trip, several stops were made for photo runby's, several which Wayne took advantage of as replicated in this issue of the Newsletter.

For those not familiar with the route of the train, a detailed route guide was presented to the riders that described the area traveled.



*Photos by Wayne Gagnon*





- A - Frt Yd 13
- B - Prison Point Bridge
- C - State Prison
- D - Frt Yd 19
- E - Diesel House
- F - Budd House
- G - Frt Yd 14
- H - Miller River
- J - Pass Yd 3
- K - Pass Yd 4
- L - East Cambridge Engine house
- M - Independent meat buyers unloading area
- N - 'A' House - LCL frt
- O - MBTA Elevated Streetcar viaduct
- P - Sugar House Cut
- Q - B&A Interchange yard

### What's Old is New Again

By George Hamlin

Sometimes it's hard to keep a good airline, or, in this case, its name, down "for the count".

Pan Am has had descendants, although not all of them are airlines. At one time, there were two operating simultaneously: Pan American World Airways and Pan American Airways (the latter formerly Carnival). Both went bankrupt in 1998. The new owner, Guilford Transportation, assigned the Pan Am trade name to Boston-Maine Airways, which first continued operating 727s, and later added commuter aircraft, prior to ceasing operations in 2008. So who bears the name and wears the blue now? Pan Am **Railways**, which previously had been Guilford Rail System.

*Air Transport World*

**Leased Engines to the CP in the 1965 and 1967 era**

Engine type	Eng #	Leased	Returned
RS-3	1511;1535;1536;1540	9/16/65	6/11/67
S-3	1178	10/30/65	2/23/67*
"	1179	11/1/65	2/23/67*
"	1181	10/30/65	2/23/67*
S-2	1263	10/30/65	2/23/67*
S-4	1268; 1270	11/1/65	2/23/67*
		1/16/66	6/15/67*
GP7	1557; 1558	2/15/66	6/15/67
"	1556; 1559; 1573; 1574; 1576; 1577		
		1/16/66	6/15/67
"	1561; 1575	1/18/66	6/15/67

\*Leased to CN. Transferred from CN to CP 6/66

**Leased Engines to the CP in the 1969 and 1972 era**

Engine type	Eng #	Leased	Returned
RS-3	1508; 1512; 1513; 1515		
"	1517;1518; 1519; 1536	12/69	7/14/72
F7A	4.266A	12/69	7/14/72
F7B	4265B	12/69	7/14/72

**Leased Engines to the CP in the 1974 era**

Engine type	Eng #	Leased	Returned
GP7	1562; 1565; 1567; 1569	2/74	7/74

### Wayne Gagnon Attends Flying Yankee Status Update Forum

Wayne attended the recent forum on April 18, 2012 in Keene, NH hosted by the Historical Society of Cheshire County. He came away from the forum with the following status of B&M6000 as provided by Ms. Patricia Taylor.

- 1) Articulated wheel trucks sets have been repaired and have been certified by FRA as roadworthy and are ready to be remated to undercarriage of trainset.
- 2) Brake rigging is being worked on along with air conditioning piping, which ran on underside of train. It was stated that this

work needs to be completed prior to wheelset reinstallation due to tight clearance and accessibility.

- 3) Main generator and traction motors rewiring are being reevaluated due to newer AC type electrical application used by today's diesels versus the 1935 "DC" current application.
- 4) Also, FYPG is considering offering a "challenge" to engineering students at various colleges to draft up the correct type of motive power diesel power plant with a traction motor. Older Winton engine was rated at 600HP.
- 5) Additionally, another "challenge" could be offered to come up with the proper brake motors and type of application due to varying weight distribution and "lag time" needed to apply the proper amount of braking in respect to the varied weight of the three cars (power car, coach, and solarium).

FYPG is progressing ahead slowly and applying for any and all type grants and soliciting both cash donations and volunteer efforts to get the trainset to operating condition. It was stated that approximately another \$1.5MM dollars will be needed to bring to operating condition. Ms. Taylor stated also that when the trainset could have its wheels "under it" and braking in working order, it might be feasible to haul it to locations for viewer inspection as another means of gaining recognition and funds.

Furthermore, with the advent of new technology, she stated that the cab controls, while still using most of the original as-built equipment, will (monies and labor permitting) contain newer electrical and mechanical features found in modern locomotives including grade crossing avoidance and warning devices that would stop the train automatically if danger is sensed. These devices would be installed that would comply with current FRA and Amtrak guidelines and would make the trainset operable on any existing US railroad.

For further information or to make a donation of monies or volunteer labor, please contact Ms Patricia Taylor, FYPG Co-ordinator at PO Box 145, North Woodstock, NH 03262. Telephone number is 603-661-3317. Website address is [www.flyingyankee.com](http://www.flyingyankee.com) and e-mail address is [flyingyankee@usa.net](mailto:flyingyankee@usa.net)

### From the Archives

By Rick Nowell

One of the projects we are working on this year is to expand the B&M employee database. As we have often mentioned, genealogical inquiries make up a large percentage of our requests for information. We have two principal databases. One is the index to the *Employees Magazine* prepared by our late esteemed committeeman Richard M. Lynch. The other is a B&M employee database that was begun by Janet Pohl of the Center for Lowell History and which has been expanded by Dick Lynch and others.

Our Archives is a treasure trove of genealogical information, but the data lies hidden in a multitude of rosters, record books, and documents. It would be extremely difficult and time-consuming for a casual researcher to search through all our files, books, and records to locate information about their "persons of interest." The databases are indexes that point researchers in the right direction.

Page 11 is an example of the kind of document that contains information that would be interesting to a genealogical researcher.

*Boston & Maine Railroad, Eastern Division*  
*Passenger Conductor's Schedule of Runs*  
*Time-Table No. 16, Commencing Sunday, October 4, 1891*  
 Winslow T. Perkins, Superintendent  
 [Abstract]

Week-Day Trains

Towle, Elbridge A.	Mon 25, Tues 44, Wed 9, 64, Thu 25, Fri 44, Sat 9, 64.
Ferguson, Charles H.	Mon 9, 64, Tues 25, Wed 44, Thu 9, 64, Fri 25, Sat 44.
Hutchinson, Ira C.	Mon 44, Tues 9, 64, Wed 25, Thu 44, Fri 25, Sat 25.
Lunt, Samuel O.	11, 102.
Mudgett, George E.	71, 2. Alternate with Silsbee on 38.
Silsbee, George A.	71, 2. Alternate with Mudgett on 38.
West, George	29, 585, 584, 94.
Garland, Emmons	40, 57.
Winn, N. E.	48, 85.
Johnson, Jacob	197, 26, 103. Alternate with Shackley on 51, 62 and 59, 96.
Shackley, Moses	20, 115. Alternate with Johnson on 51, 62 and 59, 96.
Sanborn, D. Webb	1, 46, 91, 110.
Barney, Herman	70, 117, 134, 133.
Leighton, Edwin	36, 81, 52, 89. Alternate with Holstead on 35, 86.
Holstead, Thomas	36, 81, 52, 89. Alternate with Leighton on 35, 86.
Dyer, Charles E.	7, 68, 67, 108.
Kennard, Charles W.	3, 24, 61, 112.
Goss, Allen	14, 37, 78, 69.
Barker, Frank	47, 92, 97, 140.
Cunningham, Cyrus K.	34, 111.
Emerson, Gilbert B.	22, 45, 90, 107.
Macdonald, John H.	6, 15, 148, 74, 93.
Willard, Charles J.	10, 19, 80, 83, 126, 127.
Davis, Herbert W.	147, 144, 42, Salem to Boston, 95, 00, 121, 130, 131.
Armitage, Charles E.	5, 30, 79, 157, 160, 120.
Pickering, Arthur	58, 39, 154, 159, 118, 135.
Mudgett, Jacob D.	4, 13, 50, 53, 88, 105.
Kennard, George F.	8, 49, 82, 75, 106, 109.
Keyes, Benjamin F.	12, 00, 56, 43, 84, 101.
Russ, George H.	18, 33, 76, 87, 114, 119.
Cromwell, William A.	32, 27, 66, 113, 128, 129.
Kennard, George H.	28, 99, 122, 123, 138, 137.
Dame, Nathan J.	145, 150, 155, 162. Alternate with Langmaid on 153, 156.
Langmaid, True W.	42, Lawrence to Salem, 151, 152, 161. Alternate with Dame on 153, 156.
Lyon, Thomas T.	410 to 435 inclusive.
Tarr, William H.	388 to 402 inclusive.
Buckley, John D.	182 to 189 inclusive.
Pousland, John H.	204, 201, 206, 205, 210, 207, 212, 209, 214, 213, 218, 215.
Bell, John F. A.	East Boston Branch
Small, John E.	600, 601, 602, 603, 606, 611.
Robinson, Pascal L.	581, 580, 583, 582, 587, 586, 589, 588.
Hendry, Clinton	475, 476.
Toner, William H.	Spare.
Larrabee, Albert S.	Assistant on 22, 35, 86, 93, and alternate every third week as conductor on trains 126, 127 and 121, 130, 131.
Burke, Issac F.	Assistant on 14, 11, 44, 85, 94.
Kennedy, James	Assistant on 26, 29, 68, 25, 64, 103.
Newell, George F.	134 and 127, between Rockport and Salem, alternate with Robbins and York.
Robbins, Thomas H.	134 and 127, between Rockport and Salem, alternate with Newell and York.
York, Edwin H.	134 and 127, between Rockport and Salem, alternate with Newell and Robbins.

This document is a 4" by 8" four-page booklet (Archives cat. no. 1996.0.23) that we found tucked away in a file of rosters. From it we can determine who the Eastern Division conductors were in 1891 and of course with the aid of a contemporary timetable, we can identify the trains each man ran with their origins and destinations.

If learning about B&M employees and their occupations interests you, and you don't mind some careful data entry work, we'd be happy to take you on as a committee member.

## Downeaster Route Expansion Is Nearing Completion

Over two and a half years since the Northern New England Passenger Rail Authority began expanding Amtrak's Downeaster route from Portland to Brunswick, service will finally reach the Brunswick this November. In an email to the Bowdoin Orient, onsite project manager Mike Lyne wrote that he is confident that construction of the platforms in Freeport and Brunswick are not far from completion.

The rail authority began construction in Freeport and Brunswick in August 2010, but the recent completion of Brunswick station remains the most visible sign of progress.

JHR Development of Maine, which owns the real estate at Brunswick station, has worked with the Brunswick Downtown Association to construct a building around the train platform that appeals to both tourists and the Brunswick community.

The Brunswick station houses restaurants Scarlet Begonias and Byrne's Irish Pub, the offices of Park Row Interiors, OA Center for Orthopedics, a walk-in clinic provided by Mid Coast Hospital and the Brunswick Visitor's Center.

Mindful of the college nearby, JHR also opened The Inn at Brunswick Station and The Bowdoin College Store as continuations of the complex.

Currently, Concord Coach Lines provides buses from the Visitor's Center to Portland and Boston.

Lyne said the Amtrak train will allow more travel options, but also foresees bus service continuing through Brunswick. "It is my understanding that the buses and the train will cooperate in ticketing efforts to give the market as many alternatives to driving a car as possible," he said. "You might be able to use the same ticket on both the bus and the train."

*Railpace Newsmagazine via Jack Armstrong*

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## 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 New 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*

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## 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*