

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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July - August 2012

Bob Warren, Editor (bmbobwarren@comcast.net)

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

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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.

- July 28th** Railfan Day at Silver Lake Railroad – see details on pg. 6
- July 28th & 29th** Lowell Folk Festival
- August** No Meeting
- Sept 22nd** Joint meeting with the Cotton Valley Trackcar group at Fernald, NH on the former B&M Wolfboro branch.

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

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 Koscirolek
Clerk	Michael Basile
Secretary	Wayne Gagnon

Board of Directors

Carl Byron	Dave Hampton	Rick Hurst
Dan Hyde	Gerry Kelly	Paul Koscirolek
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

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

Minutes of April 14, 2012-**B&MRRHS Meeting**

Rogers Hall, 196 Rogers Street, Lowell, Massachusetts

In Attendance:

Gagnon, Hyde, Basile, Kosciolek, Hampton, Winiarz,
Byron, Nigzus, Monroe,

Meeting Called to Order:

1:26PM

Approval of the Minutes: (amended)

Amended February 2012 minutes under "Hardware"-
change Winiarz to Nigzus.

Gagnon, 2nd by Byron. Motion carried.

Approval of Agenda

No additions.

Hamilton, 2nd by Hyde. Motion carried.

President's Report:

Gagnon reported that he had received correspondence from his inquiry(s) to both Historic Rail and Intermountain/Centralia Car Shops on the authenticity of paint schemes on the five (5) B&M "NE-5" style cabooses models as depicted in latest Historic Rail catalog. Intermountain, thru Historic Rail's inquiry, provided several color photos of caboose "C-9" showing paint scheme as offered by Historic Ra. Intermountain noted that they have other photos from file pictures and other sources relating to paint schemes on B&M cabooses. Gagnon e-mailed both parties and thanked them for their quick response.

Gagnon also reported that he had given a oral presentation at a forum hosted by the Historical Society of Cheshire County on the impact that the railroads (Cheshire, Fitchburg, and Boston and Maine), respectively, had in the development of the Monadnock region in New Hampshire and the development of commerce with the advent of the railroad(s).

Gagnon also reported that he was going to attend a "Flying Yankee" Preservation Group (B&M #6000- "Cheshire"- "Minuteman"- "Flying Yankee"- "Mountaineer"- "Newsboy"- forum update on restoration status on April 18th at Cheshire Historical Society in Keene, NH. His father, grandfather, and godfather all were B&M engineers who operated #6000 over the B&M system and had very distinct memories of cab rides in #6000 prior to her retirement in 1957.

No Reports:

Vice President, Newsletter, Locomotive 410/combine, Hardware

Clerks Report:

Basile reported that he had filed the Society's annual 2011 report with the State of Massachusetts was able to do so online via computer. He noted much easier

than older manual method and mailing to State.

Treasurer's Report:

Kosciolek reported that Society continues to be solvent. Savings (as of 3/26/2012): \$73112.82 – Checking (as of 3/26/2012): \$1494.18 (both accounts unaudited \$)- low checking value was due to payment of several expenditures and would transfer money back into account the following week.

\$25,000 CD next renewal is 8/2012 and Society is reviewing interest options at banks and credit unions to determine best possible options. Kosciolek also reported that big-ticket expenditures paid continue to be Bulletin printing/Newsletter etc.

Byron, 2nd by Hyde, Motion carried.

Membership:

Society has purchased a new printer to be used by Winiarz and he is expecting better efficiency and more flexibility.

Bulletin Editor:

Next bulletin is in process but is being worked concurrent with "MacDonald Railfan book" and no definite date for Bulletin to printer was available.

Archives:

Rick Nowell sent e-mail to Kosciolek which said that the Archives group was responding to a member inquiry and were doing some research on a switchstand lock (possibly an Adlake or Wilson model) circa 1940's for this member.

Program Committee/Newsletter Editor:

Gagnon reported that he has been corresponding with Newsletter Editor to try and insure that correct program calendar of events is listed in Newsletter. Cancellations and/or reschedules cannot always be up-to-date in Newsletter due to printer timelines.

Shows Committee:

Nigzus reported that April 1st show at Shirley, Mass (Nashua Valley) had sales in \$600 range and was very respectful in light of economy and was representative of past year's shows.

Webmaster: (restatement)

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, again requests, if not already done so, as of these minutes, 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.

New Business/ Additions:

Windham Depot Project- "Wig-Wag"

A draft lease "boilerplate" was sent to the Society by Windham Depot group for Society review. Many questions came up as the draft was reviewed. Society was going to provide Windham with our questions for them to review. Among questions was liability issues, if erected- who owns what (Town) versus Municipality versus State of New Hampshire) as to site location and site plans and code enforcement and regulations applicable to rebuild of "wigwag" just to scratch surface. Society has no issue with hardware being "loaned" but these questions will need to be addressed and resent to B&MRRHS for additional review.

MacDonald Book:

Currently in process but no update received from Wilson. As stated previously, both this book and new issue of Bulletin are being worked concurrent. Board's aim is to produce both as high quality and asks for patience from members.

Essex (Ma.) Freight House:

Board received an inquiry from Rick Nowell (Archives) from an inquiry from Mr. Guerin as to whether the Society would be interested in the old B&M freight house currently sitting in a field owned by the Guerin family. After reviewing the e-mail and attached pictures, which showed the structure to be in poor condition, Board felt this was not a "fit" and had no interest in pursuing the matter. Nowell was to be notified to reply back to the Guerin family.

Next Meeting:

May 12, 2012 as 1:00PM at Roger's Hall, Lowell, Mass.

Motion for Adjournment: 3:06PM

Gagnon, 2nd by Hamilton. Motion carried.

Respectfully Submitted:

Wayne Gagnon

Wayne M. Gagnon, Recording Secretary



Boston & Maine Depot - Fitzwilliam NH

Along what was once the Boston & Maine's Cheshire line.

B&MRRHS Meeting

Minutes of May 12, 2012

Rogers Hall, 196 Rogers Street, Lowell, Massachusetts

In Attendance:

Gagnon, Hyde, Basile, Kosciolk, Hampton, Winiarz, Hurst, Wilson, Nichols

Meeting Called to Order:

1:35PM

Approval of the Minutes:

Gagnon, 2nd by Hampton. Motion carried.

Approval of Agenda

No additions.

Hyde, 2nd by Hamilton. Motion carried.

President's Report:

Gagnon reported that he had been contacted by Arch Wethers of the Andover (NH) Historical Society in relation to providing him with any information concerning a 40 foot Pullman/Standard B&M Boxcar that they obtained. This car was formerly located at Capitol Plumbing and Heating Supply at their building office/warehouse located in the Concord, NH B&M rail yard. Arch and Wayne discussed painting schemes (car was painted drip Bluebird blue) with large CPHS "white" letters on side facing highway. Andover is deciding whether to repaint blue or combination of McGinnis colors or go with the traditional "Minuteman" red color and reporting markings. Gagnon explained that Conway Scenic had just painted their "BAR" boxcar and could give them tips for shortcuts. Also, HOBO has repainted several pieces of rolling stock, including "buggies", MBTA snowplows, flat cars, New Haven "Roger William's RDC trainset and offer them some additional insight. Arch was provided contact names. They (Andover) have received an offer of volunteer services to help defray the painting from a painter in the area (site is the ex Potter Place B&M freight house) located on the old New Hampshire Division single "iron" that ran to Lebanon/White River Jct, Vermont.

Also, Gagnon has been offering assistance to the Flying Yankee Preservation Group (B&M #6000 streamliner) in the forms of contacts and brainstorming ideas that will garner them additional sources of revenue and volunteers services. Possible meeting with State of NH DOT representative that is "friendly" to FYPG interest(s) is being discussed at later date.

Additionally, the Manchester (NH) "Union Leader" newspaper ran a recent article about the history of the Amoskeag Locomotive Works and the steam engines that were built and shipped via rail out of its Manchester, NH millyard complex. A significant

number of these engines ended up working for New England railroads in the pre-B&M merger days prior to 1923 restructuring. Gagnon is working to see if the Manchester Historical Society would be interested in presenting to the B&M membership at a later date.

No Reports:

Vice President, Windham Depot Wig-Wag

Clerks Report:

Basile reported that he has filed all applicable documents with State of Mass and is current in reporting guidelines.

Treasurer's Report:

Kosciolek reported that Society continues to be solvent. Savings (as of 4/25/2012) : \$80033.90 – Checking (as of 4/25/2012): \$663.08 (both accounts unaudited \$)- low checking value was due to payment of several expenditures.

\$25,000 CD was renewed to 8/2012. Kosciolek also reported that big-ticket expenditures paid continue to be Bulletin printing/Newsletter mailings etc.

Kosciolek also reported to Board that a monetary gift from the family of Samuel Vaughan (recently deceased) was received. Board will send a note of thanks to family and determine best possible use of gift.

Gagnon, 2nd by Hurst. Motion carried.

Membership:

Kosciolek reported that membership was at 994 members. Winiarz, owing to commuter traffic backup and upon arriving , updated Board that actual membership was 995 members.

Bulletin Editor:

Wilson gave a short update to latest Bulletin activity: Next Bulletin is nearing completion and should head to printer in late May or shortly thereafter. Articles by Colonel Tom E. Thompson and Dwight Smith were shown to Board for sample preview. Thompson's piece(s) is expected to become a regular feature replacing George Drury's column. Board wishes to thank George Drury for his past contributions to the Bulletin. Thompson's article will detail passenger train consists from a retired conductor's car book.

Archives:

Rick Nowell was out of town but did send an e-mail report to Board and e-mail contents was accepted as part of minutes as such. Gagnon has forwarded Rick's report to Newsletter Editor and this report will be printed in future Newsletter as sent.

Program Committee/Newsletter Editor:

Gagnon reported that Bob Warren had indicated that Newsletter and Modeler Notes had been printed and were in mail to members. Some Board members had just received latest NL/MN. Newsletter Editor updated

newsletter to show B&MRRHS latest website address per Webmaster's Andy Ryan request. Cancellations and/or reschedules to programs cannot always be up-to-date in Newsletter due to printer timelines.

Programs- see current monthly listing in Newsletter. Board welcomes any new possible speakers/formats for later in 2012 beyond summer months and into 2013.

Engine 410/Combine:

Hyde reported that the "410" had another "scrape and grind" session for the upcoming summer National Park Service season in Lowell. Tender of 410 is being worked on to preclude any foreign objects getting into body cavity of tender. Also, Hyde indicated that cab windows are being worked on in anticipation of re-installing glass windows back into cab.

Shows Committee:

Richard Nichols reported that next upcoming show would be August 19th at Everett Arena in Concord, NH.

Nominations Committee:

Kosciolek went thru the various officer and director/alternate director positions and expiration date /status of present holders.

One (1) position is presently open (possibly as alternate director) due John Goodwin not seeking candidacy. Any member in good standing is welcome to put his/her name in nomination to Board. Ballot will be updated in future to represent this open vacancy.

Webmaster:

Ryan e-mailed Gagnon that he had no new updates. Gagnon e-mailed him that Newsletter info regarding website address had been updated by NL editor. Ryan also wants to remind old and new Society members that new www.bmrrhs.org address for our website is up and running. Give it a look and he welcomes comments on making it more "user friendly" and giving members better information and services.

New Business/ Additions:

Offsite Meeting Locations

Board discussed the merits and potential problems associated with having an additional location as a "gathering site" for members. Previous experience in trying to maintain and sustain such a site presented too many obstacles to overcome. Board agreed that such request could not be honored and member was notified of Board's action.

MacDonald Book:

Wilson reported his latest update as follows: Book is nearing completion and Wilson showed Board a sample of work effort to date involving pictures and manuscript. Jim Lethbridge

is currently working on a batch of photos for editing. Wilson showed the Board some "as is" picture(s) and the reworked pictures after Jim, using modern technology, enhanced the pictures for background, focus, grain and clarity. Jim has done an amazing job with these pictures and his efforts will be realized when viewing the finished product. Wilson is looking at possible candidates for anticipated print run. Wilson, is hopefully, projecting the book going to printer during summer months. This project has been all encompassing and will be a worthy addition to the B&M catalog and will become a "go to" book. Board expressed their "thanks" to Wilson to pass along to all associated with the development of this recollection. The Board expects Mr. McDonald to be pleasantly pleased in seeing his recollections transferred into the finished product.

Next Meeting:

June 9, 2012 as 1:00PM at Roger's Hall, Lowell, Mass.

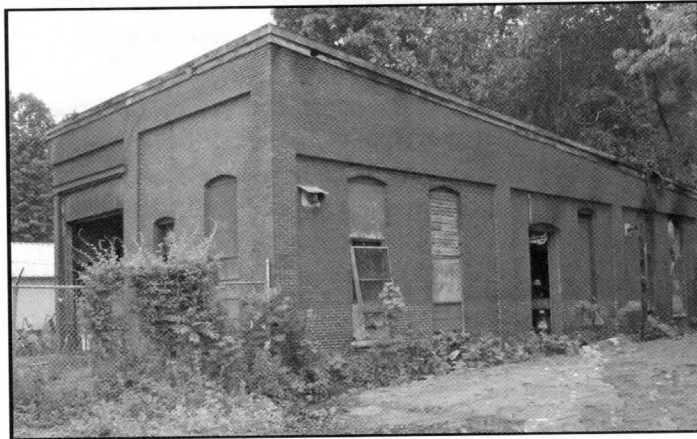
Motion for Adjournment: 2:47PM

Winiarz, 2nd by Hurst. Motion carried.

Respectfully Submitted:

Wayne Gagnon

Wayne M. Gagnon, Recording Secretary



Fire Destroys Former Enginehouse At Lakeport, NH Paugus Bay Marina

A two-alarm fire destroyed a 50-foot-by-40-foot storage building at Paugus Bay Marina

The structure was over 100 years old and was originally a seven or eight stall straight engine house without turntable. In later years, it was reduced to just one stall and B&M used it to house the area switcher. It has seen various uses as a warehouse for at least 50 years now.

New Hampshire Union Leader submitted by Scott Whitney

Silver Lake Railfan Day

The Silver Lake Railroad invites you to join us for a fun filled day of railfan events on Saturday July 28th 2012. The day starts with photo Specials departing at 9AM, 11AM and 12:50PM. These photo specials will include photo run-by's as we travel the scenic abandoned portion of the Conway Branch in Madison NH. At 5PM bring your own food and grill for tailgate festivities followed by a 6:30PM sunset photo special. Note that you are welcome to eat in our restored museum quality 1941 Sterling Diner. Advance Reservations are not required, but highly recommended. Please RSVP via silverlakerr@yahoo.com or by calling 1-978-828-2727. Reserve as soon as possible as our photo specials fill fast!
www.silverlakerailroad.com

2012 Railfans Photo Special's Schedule

9AM Departure- Railfans Photo Special with the excursion train consist. Including three to four photo run-by's. Arrives back at the Madison Depot at 10:30. Max Capacity 40 persons.

11AM Departure- Railfans Photo Special with the B&M 1555 consist. Including three to four photo runby's. *There will be a meet with the excursion train consist at 12:20 at Davis Pond. Excursion Train will arrive at Davis Pond (no speech given) then reverse to Madison Depot. The 1555 will follow the excursion train. All run-by's will be northbound. Max Capacity 20 persons.

12:50PM Departure- Railfans Photo Special with the B&M 1555 consist. Including two or three photo runby's. *There will be some photo runby's northbound as well as southbound and a meet with the Excursion Train at the Davis Pond Vista. Max Capacity 20 persons.

5PM Tailgate- Bring your own food and grill. Feel free to eat in our restored museum quality 1941 Sterling Diner. Tailgate from 5PM to 6:30PM

6:30PM Sunset Special- Ride with us through the New Hampshire sunset. This ride will be on either of the passenger consists depending on crowd size. There will be three or four photo run-by's on this ride. Arrives back at the Madison Depot around 8PM. Max Capacity 40 Persons

Excursion Train

Our Excursion train travels the same route as the Railfan Specials without the photo runby's.

The day's excursion trains will depart the Madison Depot at 12, 1, 2, & 3 PM. Max Capacity 40 Persons

Completion Of Station Platforms For Downeaster Line Extension

The new train station platforms in Brunswick and Freeport have been completed in preparation for the expansion of Amtrak's Downeaster line, which will begin serving both cities this fall. Brunswick and Freeport have not seen passenger rail service since 1959.

"The Northern New England Passenger Rail Authority delivered this project on time and on budget, and when the line opens in the fall it will increase tourism and mobility choices for residents from Boston to Brunswick."

The Recovery Act grant was augmented by additional funds from the State of Maine to cover the project costs, including the construction of the Americans with Disabilities Act-compliant passenger platforms in Freeport and Brunswick. The Downeaster project will improve 36 highway-rail grade crossings, upgrade numerous wayside signals, install signals on the Brunswick Branch and result in many other right of way improvements. To reduce congestion on the rail corridor and increase the reliability of the Downeaster service south of Maine, FRA has also provided the Northern New England Passenger Rail Authority with a \$21 million grant to improve the Massachusetts Bay Transportation Authority (MBTA) owned rail line used by the Downeaster. This project includes new mainline track and installation of a section of double track to eliminate an existing bottleneck, which will provide a safer, faster, and more reliable travel experience for riders.

FRA via Railpace's Hot News

Flying Yankee Open House Dates 2012

SAT., JUNE 30 - 25th ANNIVERSARY CELEBRATION
HOBO RAILROAD

Flying Yankee will be open for visitation from 10 AM
to 4 PM

No charge for the tour. Donations gratefully welcome.

SAT., JULY 7 & SAT., JULY 21

Flying Yankee will be open for visitation from
10 AM to 4 PM both days.

No charge for the tour. Donations gratefully welcome.

SAT., AUGUST 4 & SAT., AUGUST 18

Flying Yankee will be open for visitation from
10 AM to 4 PM both days.

No charge for the tour. Donations gratefully welcome.

SAT., SEPTEMBER 1 & SAT., SEPTEMBER 15

Flying Yankee will be open for visitation from 10 AM to 3
PM both days.

No charge for the tour. Donations gratefully welcome.

SAT., OCTOBER 6 & SAT., OCTOBER 20

Flying Yankee will be open for visitation from
10 AM to 3 PM both days.

No charge for the tour. Donations gratefully welcome.

Pan Am To Move Bakken, ND Crude Oil

Irving Oil's Saint John Refinery, Canada's largest at a production rate of 300,000 barrels per day, is set to receive its first unit train of Bakken crude oil. A 104-car train originated at the Bakken Oil Express rail hub in Dickinson, ND, bound for rail transportation to Saint John, NB. Deemed a test train, this is the first of what could be a steady flow of the rolling crude oil pipeline to feed the Irving refinery. While the trains originate on BNSF Railway, they are routed to Chicago, IL for interchange to CSXT and further movement to Rotterdam Jct., NY, for handoff to Pan Am Railways. In anticipation of traffic growth to New Brunswick, Pan Am has invested in additional crew hiring and track work between Waterville, ME and the connection to the final railroad involved in the haul to Saint John, the New Brunswick Southern Railway. New Brunswick Southern has also been growing its motive power fleet to handle the proposed traffic.

Pan Am will reportedly move the train to Portland or Waterville, ME, where it will be moved in 2-3 smaller unit trains to Saint John.

Eastern Railroad News via New England Depot

WRJ Yard Tower Demolished

The venerable two-story yard tower between the former B&M yard and CV mainline has been finally torn down. The structure, which once graced the cover of Model Railroader magazine, had fallen into disrepair over the years and the final straw was when local youths tried (and failed) to burn it down. After a short investigation it was confirmed that the structure was indeed on former CV (now New England Central) property and thusly they decided it should go.

Submitted by Scott Whitney

Newly Painted Pan Am / Boston & Maine Boxcars Spotted

It has been reported that newly painted Pan Am boxcars, with BM (Boston & Maine) reporting marks, have been spotted. They are in the same dark blue "dip" as the latest Pan Am locomotives. As of now, they have no Pan Am logos.

New England Depot

NORTH COUNTRY EXPLORER

on the Conway Scenic Railroad

North Conway, NH to Mountain Junction, Redstone &
Hazens

Sunday, July 29, 2012 ONLY!!

Join Mass Bay for a special all-day train excursion through Crawford Notch to the northernmost point on the Conway Scenic Railroad. This unique, one-day-only event will cover all of the operable trackage of the former Maine Central Railroad "Mountain Division," including the Redstone Branch in North Conway that is not regularly operated by the Conway Scenic.

We'll depart from the CSRR's landmark North Conway station at 8:45 AM, head north to the intersection with the Mountain Division at Mountain Junction. There we'll reverse direction for the trip eastward to Redstone, passing scenic Pudding Pond along the way. Heading west, we'll travel through spectacular mountain scenery, crossing the famed Frankenstein Trestle before arriving at Crawford Notch. After brief rest stop at the Notch we'll continue on through Fabyans to Hazens. We will then head east, returning to North Conway at approximately 7:45 PM. The trip will include multiple photo stops at scenic locations along the way to Hazens.

This trip operates ONE DAY ONLY, rain or shine. Train capacity is limited! For more information about this excursion or any other Mass Bay RRE event, visit our web site at www.massbayrre.org, call us at 978-470-2066, or send an email to: trips@massbayrre.org.

Mail your ticket order for the Conway Scenic

NORTH COUNTRY EXPLORER Excursion to:

Mass Bay RRE, Box 4245, Andover, MA 01810.

Please include a self-addressed, stamped business-size (#10) envelope with your order!

Make checks payable to Mass Bay RRE

Coach Seating (Open-window coach will be available to all passengers)

RRE member@ \$65: Non-member @ \$75

Child Coach Fares (Age 12 & under) @ \$40

Box Lunch @ \$13: Turkey & Cheese, Ham/Swiss,
Hummus WrapFirst-Class Seating (Includes complimentary
snacks & beverages)

RRE Member@ \$85: Non-member @ \$95

Upper Dome Seating (Includes complimentary
snacks & beverages)

RRE Member@ \$115: Non-member @ \$125

First-Class Seating w/ Deluxe Dining Package

RRE Member@ \$110: Non-member @ \$120

Upper Dome Seating w/ Deluxe Dining Package

RRE Member@ \$140... Non-member @ \$150

'SUNSET STEAM SPECIAL'On the Mount Washington Cog Railway
Base Station/Marshfield, NH to the Summit with
STEAM POWER!

Saturday, July 28, 2012 ONLY!!

The Mount Washington Cog Railway has mostly
"gone diesel."

Only one scheduled steam train a day, early mornings in the summertime, still climbs to the "Top of New England"—the 6288'-high peak of Mount Washington. For steam railway buffs of all ages, Mass Bay RRE has arranged a special late-afternoon steam-powered train on the Cog Railway.

This unique afternoon begins at 4:00 PM at Base Station with a tour through the railway's 1897 shops. After a long look at the Cog's surviving steam locomotives, and the bio-fuel diesels that have mostly taken their place, we'll board our charter train for a ride from the shops back to Base Station. At 5:30 PM, our special departs from Base Station for the trip to the summit. Hopefully, we'll have clear weather for the steep 3.-mile trip uphill, the 100-mile view from the top, and the descent during a photogenic mountain sunset. We may pause for a photo stop or two as well (weather and schedules permitting).

This special train operates ONE-DAY ONLY, rain, snow or shine. Order promptly; train capacity is limited! All sales are final.

For more information about this excursion or any other Mass Bay RRE event visit our web site at www.massbayrre.org, call us at 978-470- 2066, or send e-mail to: trips@massbayrre.org.

Mail your ticket order for the Mt. Washington Cog Rail-
way 'SUNSET STEAM SPECIAL' to:

Mass Bay RRE, Box 4245, Andover, MA 01810.

Please include a self-addressed, stamped business-size (#10) envelope with your order!

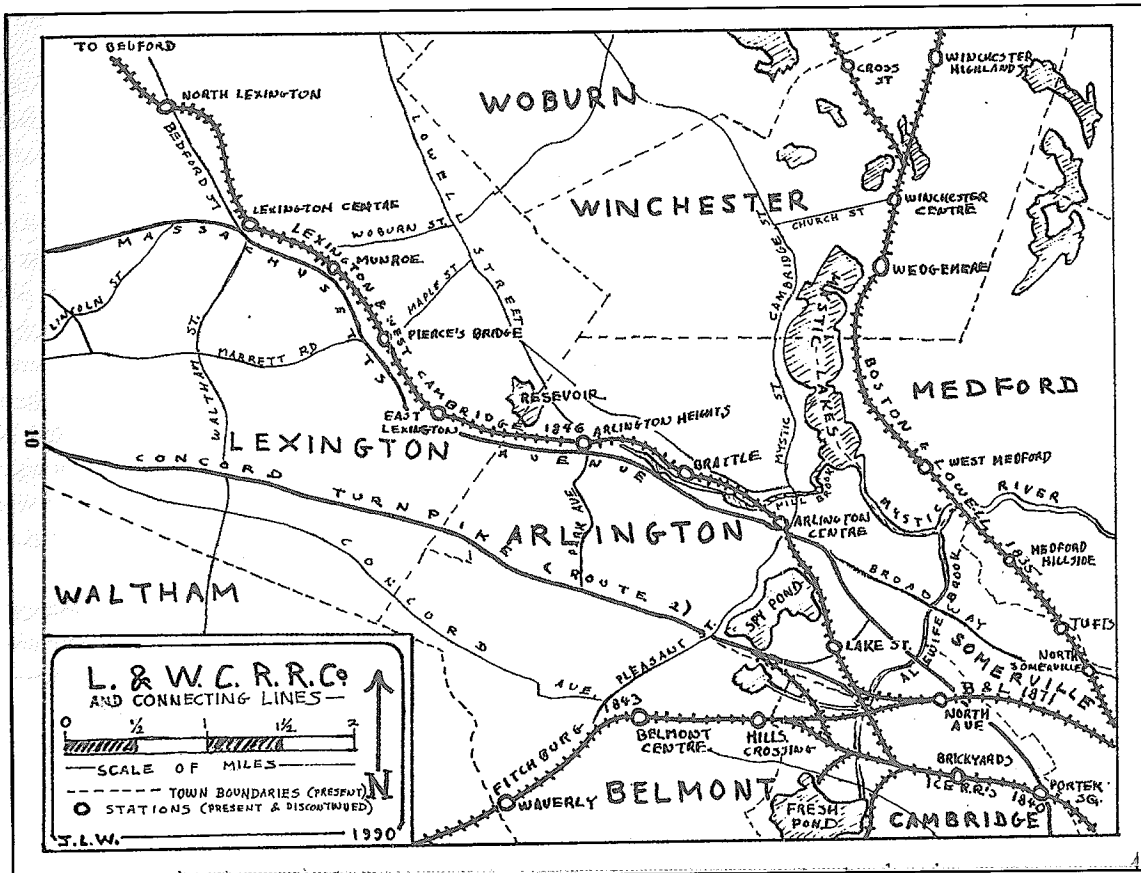
Make checks payable to 'Mass Bay RRE'

Adult Mass Bay RRE Member Fare@ \$49

Adult Non-member Fare@ \$59

Child (Age 12 & under) Fare@ \$39

Note: The Mass Bay RRE extends to members of the B&MRRHS the same fare structure that Mass Bay RRE members pay.



Arlington's Little Local Railroad Part 1

By John L. Worden III

It has been over a decade since the last Boston & Maine freight rumbled and lurched toward Cambridge and 140 years of railroading in Arlington, MA came to an end. Now, the condition of the right of way is enough to bring tears to the eyes of a railfan - the ties rotted or missing; the rails gone, rusted, lost beneath the encroaching ground, or piled in forlorn heaps; the right of way itself, washed out in many places, overgrown impenetrably in others; the wooden members of the bridges slowly decaying while the stone abutments give mute testimony to the skill and effort of a long gone generation.

It is about that skill and effort that this article is being written. In 1840, when railroading in America was just ten years old, the enterprising ice merchants of Boston built a railroad to connect the harbor at Charlestown with two of the best sources of their product: Fresh Pond in Cambridge and Spy Pond in West Cambridge.*1 Shortly thereafter, Alvan Crocker and his colleagues, wishing to connect their town of Fitchburg to the metropolis, acquired these ice railroads (incorporated as the Charlestown Branch) as a ready-made portion of their Fitchburg Railroad. Completed as far as Waltham by 1843, the line through the southern part of West Cambridge was not convenient to the bulk of the Town's small population (about 1500).

At this time, West Cambridge was mostly an agrarian community clustered along what is now Massachusetts Avenue, with a few water feed mills, some market gardening and a handful of intrepid early commuters into Boston though some, like Ammi Cutter, drove into the city by carriage, and others used "Deacon" Brown's coach (Concord to Boston and back, once a day), the desire for a better, quicker method was strong. When the Boston & Lowell RR was under construction in the early 1830s, the locals had tried to get the route to run through the Town, but the "steep grades" made the Medford route more practical. By walking 1 1/2 miles to West Medford, one could board a Boston-bound train, starting in 1835. In 1838, an omnibus line was established, with two trips a day and a 25¢ fare, half the price of the coach.

On September 23, 1844, a general meeting of the citizens was called to discuss the construction of a branch railroad, to connect to the Fitchburg. A committee was appointed and a survey commissioned. George Y. Wellington, a young surveyor with Felton & Parker, was one of those engaged in the project.*2 By this time the people of Lexington, MA wanted to be part of the action and, after some contention between the Lexington and West Cambridge groups, on March 24, 1845 a charter was obtained from the Legislature for the "Lexington and West Cambridge Rail-road Company."

Construction began forthwith and went forward so quickly that the first trains ran on August 25, 1846.

(Note that the word railroad was hyphenated in those days)

Historic preservation was not a big concern of these early entrepreneurs. Part of the plan was to build a depot on the site of Buckman Tavern, where the Minutemen had their last cup of grog before facing the British on Lexington Green on April 19, 1775, but the owner would not settle on a price, and so the depot was constructed near Merriam Street, where it still stands - converted into shops. Arlington was not so fortunate, for the 1652 Adams House was demolished to make way for the tracks in Arlington Center. In those days, railroads had the power of eminent domain, but the owner could name his price.

The railroad cost \$252,680.79 - including \$50,326.82 for land takings - and covered 6.632 miles. The money was raised from loans and stock subscriptions by the local people.

Although Harlow, in his classic account *Steelways of New England*, dismisses the L&WC as one of the "little jerkwater roads" formed with the idea of being taken over by a trunk line, this does not seem to be the case. The evidence suggests very strongly the desire of local men to have their very own railroad, and the Fitchburg never did get control of it.

Although the "steep grades" of Arlington are just barely perceptible to a motorist or pedestrian - about 200 feet in all - several elevated crossings had to be built. The crossing of the Mill Brook at the foot of Central Street is over a particularly handsome granite arch which is now included in the Central Street Historic District. At Arlington's Pond Lane, Grove Street, Brattle Street and Forest Street, the railroad goes over the street, while at Lowell Street, Park Avenue Extension, and Maple Street (the latter in Lexington), the street goes over the railroad.

In each case, the substantial granite abutments are still doing their job, 145 years later.

Other crossings were at grade. The fact that the town's principal intersection (Massachusetts Avenue - Pleasant Street - Mystic Street) was crossed by the tracks made the impact of the railroad significant to the Town's center.

Wellington states that the rails "were among the first American-made rails, rolled at the Mount Savage Works in Pennsylvania, weight 56 lbs. to the yard and cost \$83 per ton."

The original stations were located at Weir Lane (Lake Street), West Cambridge Center, Cutter's (East Lexington), Pierce's Bridge (Maple Street) and Lexington Center. Subsequently, stations were added at Brattle Street, Arlington Heights (Park Avenue Extension), Munroe, North Lexington (Bedford Street) and Bedford (South Road at Loomis Street).

A ten year agreement was made with the Fitchburg to operate the new line. The first train consisted of a passenger car (described as being of the most primitive make), pulled by a cabled, 15 ton locomotive called Tudor (engines, like

ships, had names in those days).

At the outset, passengers disembarked at Charlestown, and had to wait for an "hourly" to take them to Boston, or else walk across the Warren Bridge. Trains left Lexington at 9:00, 10:30 and 5:15, and left Charlestown at 9:30, 3:00 and 6:15. In 1848, a railroad bridge across the Charles River was completed, and then the trains arrived at one of the greatest early stations in the country. Designed in the then popular Gothic style, the Fitchburg station was without doubt the finest of the seven stations in Boston at that time. There was a three-track covered trainshed, and a great hall on the second floor, where, for example, Jenny Lind, the "Swedish Nightingale", entertained thousands in 1850. This station was relegated to freight purposes in 1894 when Union Station was completed, and then torn down when the present (but doomed) North Station was built in 1926.

The railroad had put the coachman "Deacon" Brown out of business - he must have somehow survived the omnibus competition - but he was employed to change the single switch and to pump water for the engine.

During the years of the Fitchburg lease, operating earnings amounted to some \$90,000 but the investors received only \$30,337 in dividends on an investment of over \$240,000.

In 1848, for example, the LW&C received no rents nor payments from the Fitchburg, although the latter reported income from branch railroads of \$53,710.58 (including three others) and a surplus of \$145,938. In 1854, when the Fitchburg RR omitted its dividend for the first time, it blamed both the general depression and the unremunerated branches. The following year, the lease came to an end and was not renewed. A group of local people procured their own equipment and operated the line, connecting as before with the Fitchburg at the "Brick Yards" in North Cambridge.*3 This was not, by all accounts, a very satisfactory operation. Then the trains arrived at the Brick Yards, they had to wait to connect to a train to Boston. For some reason not clear to the author, this also made it difficult attract freight business.

The railroad was no doubt negatively affected by the institution of a horse railroad from Academy Street in West Cambridge to Bowdoin Square in Boston, inaugurated in 1859 with hourly trips. The circular announcing this new service states that, on opening day, ladies would be carried free. The regular fare was 16¢ - 4¢ less than the steam railroad which had four trains per day. Our friend Mr. Wellington surfaces as the manager of this enterprise during the 1860s.

1866 marked an end to the railroad as a local civic enterprise. In that year, David Wood of Lexington and Alvah Crocker of Fitchburg bought up the stock and ran the line for their own account. A list of the stockholders just prior to the sale reads like a Who's Who of West Cambridge and Lexington. Some of the names familiar to local history buffs are: Adams, Butters, Butterfield, Chandler, Cutter, Damon,

Fessenden, Fields, Fiske, Fowle, Gage, Harrington, Hill, Munroe, Merriam, Muzzey, Pattee, Peck, Pierce, Robbins, Russell, Shattuck, Wellington, Whittemore and Winn. The 1865 list of stockholders, from which the foregoing was abstracted, is interesting in some other respects. The capital (i.e. common) stock is listed as par value \$100, cash value \$000, with the notation "Capital stock not assessed, it being worthless." Apparently the company had bought back or otherwise acquired some of its own Second Class Preferred, as the alphabetical listing includes, under R, "Railroad, Lex. and W C."

The treasurer's statement for a nine-month period ending March 31, 1866 shows a starting cash balance of \$1170.18, receipts of \$28,147.77, expenses of \$29,208.09 and a balance of just \$ 109.86. It is interesting to note that almost 80% of the revenues were from passenger traffic.

According to Charles S. Parker, Arlington's foremost early 20th century historian, the Fitchburg was solicited to buy the stock and take control, but declined, considering it "a nearly ripe plum that by force of financial gravity would soon fall into their basket without the effort of picking." A report of an annual stockholders' meeting from the 1860s, printed in the Boston Journal, stated that G. Washington Warren (who was the company's attorney) moved that an act of the Legislature authorizing transfer to the Fitchburg be accepted, but this was objected to "on the ground of there being no official copy of the act before the meeting and the motion was Withdrawn.

Although it may be hard for contemporary people to grasp the concept of railroads competing with each other for passenger trade, the situation was far different 120 years ago.

From the 1840s, the Fitchburg had a virtual monopoly in Middlesex County's Concord area.

In 1871, the Boston & Lowell, busy extending its business to the West and north by purchase or lease-franchise arrangements, acquired the Lexington & Arlington (the road's name had changed with the change of the town's name in 1867), and extended the right of Way through Bedford to Concord, and to Billerica where a connection was made to the main line. The Boston & Lowell built a connection from Somerville to a point on Lake Street (formerly Weir Lane) in Arlington. This whole right of way was soon double tracked.

In 1883, the original station in Arlington Center was moved to Brattle Street and a new station was built somewhat to the west, on land to the rear of the George C. Russell estate. A passageway - less than a block in length - was laid out between the Russell house and the building adjoining it, and named Railroad Avenue (it still is, although the station is long gone and the tracks are disappearing). * 5

The 1886 edition of *Summer Sauntering's By The B&L* describes the Middlesex Central Branch as follows: "Three miles from Boston, in the city of Somerville, this branch diverges to the left.

North Avenue is a station ... in North Cambridge. Arlington, Mass. Six miles from Boston. Population 4100. This was formerly West Cambridge, and is a very attractive place ... Lexington, Mass. Eleven miles from Boston.

Population 2460. A pleasant rural town of historic renown ... Bedford. Fifteen miles from Boston, with a population of 931, is the next station and then West Bedford. Concord, Mass. Nineteen miles from Boston. Population 3922. At Prison Station, two and one half miles further west is located the Massachusetts State Penitentiary ... from Bedford, the recently built Billerica extension runs to North Billerica, there connecting with the main line. On this branch are Bedford Springs, with its fine summer hotel and beautiful surroundings, and Billerica Center, a pleasant and rural town of about 2000 inhabitants. In the latter town is the flag station South Billerica.

As probably everyone knows, the B&L was taken over by the Boston & Maine RR in 1887, and from that point on, the history of Arlington's railroad is a sort of footnote to the history of the B&M, which also acquired the Fitchburg RR in 1900. The line through Arlington became known as the Bedford Branch.

#1 West Cambridge, shorn by the Legislature in 1859 of the land now comprising most of Belmont, was renamed Arlington in 1867.

#2 Mr. Wellington's reminiscences, contained in a paper he delivered to The Arlington Historical Society in 1900, form an important part of the information used for this article. He was a founding member and president of the Society, a post held by the author many years later.

#3 In the 20th century, this station was called "West Cambridge" and was, of course, actually in West Cambridge. This location is not to be confused with the town of Arlington, which was called West Cambridge until 1867.

#4 Those tracks are long since gone, but the new Red Line Subway from Davis Square, Somerville to Alewife Station runs under the old right of way. Its location on Massachusetts Avenue in Cambridge is marked by the block tower (now a law office) to the west of the car barns, and a gateway and paved walk to the south of the Avenue and leading toward the new Alewife Station.

#5 Some years ago, the author led an un-successful fight in Town Meeting against demolition of the much deteriorated station.

The site now provides parking for about six automobiles.
Hub Headlight Northeastern Region NMRA

To Be Continued

Caption Correction

Scott Whitney noted that I had incorrectly identified what certain buildings were in the aerial photo of a portion of Mystic Jct. Pg. 8 May-June 2012 *Newsletter*. Figure E should be the Backshop, not Diesel House while Figure F is the diesel house, not Budd House. As Scott noted, these aerial photos were taken in 1950 and the road's collection of Budd cars hadn't reached the point where they needed their own service facility, i.e., Budd House which when built was close to where the coaling tower is.

Archives Committee Report

We held Archives Committee meetings at Lowell on March 24 and April 21 with attendance of 8 and 4 respectively. The work of these sessions was primarily to move off-topic magazines to storage for future sale, so as to make more room at Lowell for records and documents relating directly to the B&M and to New England railroading in general. In anticipation of heavy rain, we placed plastic sheeting over areas that had been affected by water from roof leaks in the past. This was timely since there were leaks a few days later. I have decided to leave the sheeting in place until the National Park Service takes some action to correct the condition.

We have set dates for future meetings as follows: May 26 at 40 French St., Lowell (note change from May 19); June 16 at NC.

I have spent considerable time at our storage facility in North Chelmsford over the last few months. This time has been devoted to cataloging collections such as the John Goodwin donation; organizing corporate records; and continuing to make access easier to materials in storage. Our aim is to make the most commonly desired materials, such as photographs, available at Lowell, with materials of less interest being kept in NC.

I would like to invite the board to meet at Lowell and NC in the near future and to allow a few minutes before or after each meeting for a tour of the facilities at both places.

Respectfully submitted,

F. N. Nowell

F. N. Nowell, III, Archives Chairman

Completion Of Station Platforms For Downeaster Line Extension

The new train station platforms in Brunswick and Freeport have been completed in preparation for the expansion of Amtrak's Downeaster line, which will begin serving both cities this fall. Brunswick and Freeport have not seen passenger rail service since 1959.

"The Northern New England Passenger Rail Authority delivered this project on time and on budget, and when the line opens in the fall it will increase tourism and mobility choices for residents from Boston to Brunswick."

The Recovery Act grant was augmented by additional funds from the State of Maine to cover the project costs, including the construction of the Americans with Disabilities Act-compliant passenger platforms in Freeport and Brunswick.

The Downeaster project will improve 36 highway-rail grade crossings, upgrade numerous wayside signals, install signals on the Brunswick Branch and result in many other right of way improvements. To reduce congestion on the rail corridor and increase the reliability of the Downeaster service south of Maine, FRA has also provided the Northern New England Passenger Rail Authority with a \$21 million grant to improve the Massachusetts Bay Transportation Authority (MBTA) owned rail line used by the Downeaster. This project includes new mainline track and installation of a section of double track to eliminate an existing bottleneck, which will provide a safer, faster, and more reliable travel experience for riders.

FRA via Railpace's Hot News

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

A short history of the Massachusetts Central

The Massachusetts Central was chartered in 1869, was projected from Cambridge to Northampton, Mass. In 1881 it was opened from Cambridge to Hudson, 24 miles, and a few months later to Jefferson, 20 miles farther. It was suspended in 1883, but was reorganized and operated as the Central Massachusetts two years later. In 1886 it was leased by the Boston & Lowell for 99 years (the B&L has since become a part of the Boston & Maine). The Central Massachusetts was opened to Northampton in 1887.

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