

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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November – December 2013

Bob Warren, Editor (bmbobwarren@comcast.net)

Visit the B&MRRHS on the web at: [www.bmrrhs.org](http://www.bmrrhs.org)

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*The Directors, Officers and Staff of the B&MRRHS wish  
its members and their families a  
Happy and Joyous Holiday Season  
and a  
Healthy and Prosperous New Year.*

**In case of inclement weather on a meeting day, please call the Society phone number as of 11:00AM**

## **B&MRRHS CALENDAR**

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

~~Nov 9th~~ — **Correction** – due to conflict with Rogers Hall, the meeting has been reschedule to the **16<sup>th</sup>**.  
Justin Winiarz returns for “An Encore of Northeast Railroading.”

~~Dec 8th~~ – **Correction** – the meeting is on the **14<sup>th</sup>**.  
“Members Nite” Bring some of your favorite slides or video no more than 15 minutes in length.

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

## **Membership Calendar 2014**

- Jan. 11th** – Past society president and one of our founding fathers, Carl Byron will do a power point presentation “Remembering the West End of the B&M in the 1970’s”. From the East Deerfield engine house to the Hoosac Tunnel House and everything in between.
- Feb. 8th** – Gary Gursky will try again after being snowed out last year to entertain us with a program of stories and film on the B&M and New Haven.
- March 8th** – Dick Towle of the Federal Railroad Administration will provide the presentation.
- April 12th** – Our joint meeting with the MassBayRRE group in Lowell. Guest speaker will be AMTRAK Conductor Richard Kowal who will talk about New England Railroads as well as other railroads.

### **MEMBERSHIP NOTICE**

The last mailing of the Newsletter had RED DOTS on members label. If you got a Red Dot and paid your dues please send me a copy of your check so I may correct the situation. I’m not sure if it was something with the program or due to my vision problem.

Thank you!

Buddy Winiarz, Membership Secretary

## 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 Nizgus	Mal Sockel	Buddy Winiarz

**Alternate Directors**

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## MEMBERSHIP

- Please renew your membership within the ninety-day renewal period or you will be deleted from the membership list. • All renewing members are provided a preaddressed renewal envelope, containing your membership data on the flap. Please

**DO NOT** over tape the flap.

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

Membership

c/o B&MRRHS, PO Box 469

Derry, N.H. 03038-0469

Buddy Winiarz, Membership Sec.

**B&MRRHS Membership Dues**

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

Please send membership requests to:

B&MRRHS - Membership

PO Box 469

Derry, NH 03038-0469

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

## B&amp;MRRHS Membership Meeting

Sept. 21, 2013

Plymouth NH Railroad Station

**"A North Country Railroad Adventure"**

Featuring the photo's of Ray Belanger

The B&MRRHS September monthly meeting was held in a very unique place. We were lucky enough to use the former B&M Railroad Station in Plymouth, NH. The station has been restored and is currently operated by the Plymouth Regional Senior Center which graciously allowed our non-profit group to use for the afternoon. The location was great and it allowed us to attract many local guests along with society members from the North Country who are unable to attend our Lowell meetings. Over sixty people were in attendance along with quite a few retired B&M employees from the local area. It was a great opportunity for us all to get together for a terrific afternoon of railroad slides.

Our presenter, Ray Belanger from Berlin, NH treated us all to a superb show of North Country photos. Ray has been taking slides of Northern New Hampshire and Vermont since the 1960's. Ray took us for a tour of railroad activities from St. Johnsbury, VT to Berlin/Gorham NH and all points in between. Many photos were of the railroad operations at the paper mills where Ray worked until retirement. Ray's attention to detail when describing the photos was beyond belief. Ray treated us to an afternoon railroad adventure that will not be soon forgotten.



Ray Belanger and Society Members in a group photo



Paul K chatting with one of the attendees

*All Photos by Justin Winarz*

Jim Nigzuz addressing the members

Our sincere thanks go out to Ray Belanger for a superb presentation. We hope to have him back again in the future. The meeting was so well received that we hope to put on another meeting in Plymouth next fall.

Jim Nigzuz

**Society 2015 Calendar.**

For the 2015 calendar I would like to have the members send in three photos or slides, one being a color shot to be used for the cover along with some info on the photo. Names will be put in a hat for the cover photo at the March 2014 Members meeting. All photos or slides will be returned to the sender. Hope to hear from you all. Boston & Maine photos only – steam or diesel.

Mail to the Derry, NH PO Box  
Buddy Winarz, Calendar Editor

**Hampton Branch No More**

During April and May, a scrapper was pulling up the rails on the Hampton branch, working east toward Portsmouth. Someone has gone ahead and disconnected the joiner bars with a wrench and torch if need be. All rails seem to have been measured and marked.

*submitted by Arthur Hurd*



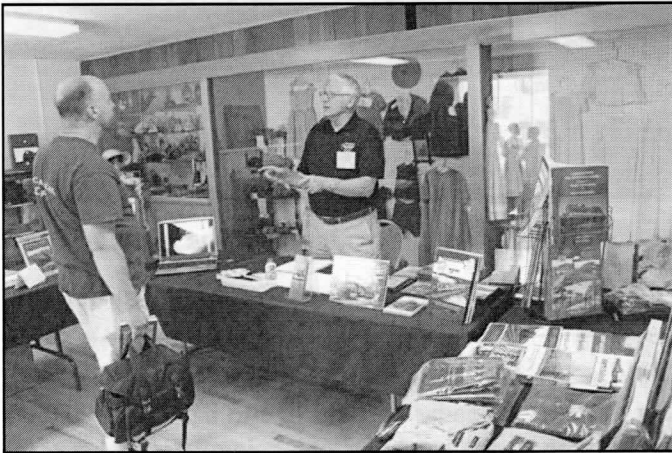
### A Well Attended Presentation On The Hoosac Tunnel

On Sunday, Sept 29 '13, Gerry Kelly made a presentation describing the nearby Hoosac Tunnel. It was so well attended, he was asked to repeat it again. (First session was standing room only).

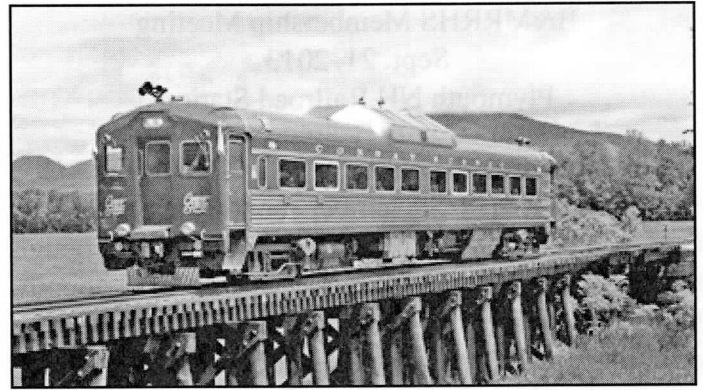
These presentations took place at the Rowe, Ma. Historical Museum in the picturesque town of Rowe.

Carl Byron and I were at the B&MRRHS table speaking with interested folks and selling books, bulletins and paraphernalia. Carl's own book *A Pin Prick Of Light* was in high demand and quickly sold out.

#### Mal Sockol



The white haired gentleman wearing the black shirt is Carl Byron. Photos by Mal Sockol



### B&MRRHS/Mass Bay RRE Joint Conway Scenic Railroad Budd Car Trip

By Jim Nigzus, Trip co-chair

On June 8, 2013, we travelled to North Conway to ride our joint B&MRRHS and Mass Bay RRE sold-out Budd car excursion. Having rained for days leading up to the trip we watched the weather cautiously. Saturday turned out to be a beautiful day. Our engineer was CSRR Operations Manager Paul Hallett and conductor George Small.

We started our day by heading south to Conway proceeding as far as track conditions allowed. Then, heading north to Mountain Junction where we got on to the Mountain Division and headed east to Redstone. Once again we went as far as possible to the end of useable track.

Reversing direction, we headed west to pass Mountain Junction to Bartlett. After we cleared the freight house we continued all the way to Notchland.

On every leg of our trip we were treated to many photo run-bys. The day was an incredible success. Members of both organizations got a chance to know each other and partake in a very positive group function. This was truly a welcome bonding of the two organizations with this joint venture. Thank you Mass Bay RRE for teaming up with us this year!

Paul Hallett and crew at the Conway Scenic Railroad outdid themselves, we wish to thank everyone involved. See you on the next trip.

Photo of "Millie" by Dave Brown  
courtesy of MassBayRRE

### Mass DOT Money Aids Fitchburg Industrial Park

Fitchburg Redevelopment Authority will rehabilitate and reconnect a rail siding into the Fitchburg Industrial Park

Submitted by *Wayne Gagnon*



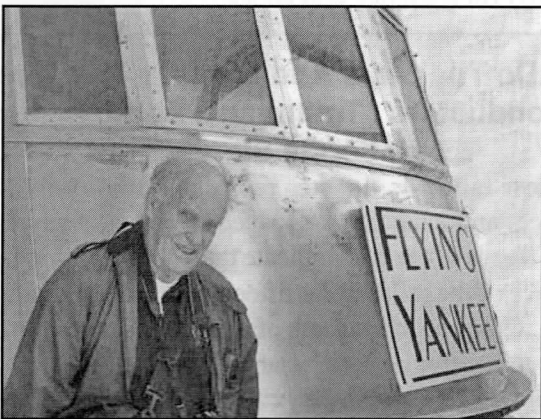
## Memories and the Flying Yankee

By Wayne Gagnon

Retired B&M employee and current B&M historian, Russ Monroe, standing by nose of B&M 6000 *Flying Yankee* at Hobo Railroad, Lincoln, NH at NH Rail Days on Sunday, September 15, 2013.

I was giving tours and narration about 6000 to riders off Hobo trains when Russ showed up on the "station platform". Russ told me that he had ridden her to work when he was a young trainman on B&M but had never been forward of the baggage/gallery area. He was amazed how tight the engine compartment was and how constricted the cab area was.

Russ and my dad were 6 feet 4 inches tall plus. Floor to ceiling height in cab is about 5 feet high (plus/minus) so you have to crouch coming in either from cab doors outside of train and going and walking "sideways" along Winton engine bed frame to get into cab from train. Still a joy remembering memories of riding the cab as a youngster with my dad, grandfather, and godfather from 1952 thru 1957.



Former B&M GP40-1 #302 now works for US Sugar in south Florida. The colorful gray/yellow paint scheme is crossing the Glade Cutoff Drainage Canal at Port St. Lucie.

*Brad Kindschy photograph*

## MBTA Celebrates Groundbreaking For New Salem Commuter Rail Station

Massachusetts Bay Transportation Authority General Manager Dr. Beverly Scott joined state and local officials to celebrate the groundbreaking for the new MBTA Salem Commuter Rail Station. "I am thrilled that we are delivering to Salem area residents a bigger, brighter, better and more convenient station and parking facility," said Dr. Scott.

The \$44.5 million station project will include a new five-level parking facility holding approximately 700 vehicles and facilitate future Transit-Oriented Development opportunities on nearby MBTA and City of Salem sites.

The MBTA has made a commitment to the City to open the new garage for parking by October 1, 2014 for the 2014 Halloween season.

The project will provide a fully accessible intermodal Commuter Rail Station along with a new garage with accessible parking on all five levels and electric car parking, Zip Car parking, motorcycle parking, and bicycle parking. The new station and parking facility will support higher-frequency MBTA Commuter Rail service. The Salem Station is currently the second busiest on the Commuter Rail system with 2,400 boardings per day.

"I am excited and happy to see this long awaited project finally becoming a reality," said Salem Mayor Kimberley Driscoll. "As the busiest commuter rail station on this line, Salem has long been in need of an appropriate, multi-modal transit hub, to anchor our downtown, accommodate commuters, and serve as a suitable first impression to our vibrant city for visitors".

The MassDOT Board of Directors in December 2012 approved the construction contract for the Salem Commuter Rail Station and Parking Garage. Consigli Construction, Inc. is the project contractor. The MBTA held four community meetings with neighbors and commuters who use Salem Station. A final project design with public input and support was completed in June of 2013.

*MBTA via Hot News*

## Increase In The Number Of Shuttles Along The Knowledge Corridor

The mayors of Northampton, Greenfield and Holyoke, north of Springfield, MA, are lobbying the state to increase the number of daily Amtrak shuttles planned for their communities when new higher-speed passenger rail service begins next year. The extension of the New Haven-Springfield Amtrak Shuttle northward will provide a significant economic benefit to both the region and to its respective communities, the three mayors said in a letter to Richard A. Davey, the state's transportation secretary.

Return of Amtrak service to the west side of the Connecticut River is part of a larger \$73 million federal project known as the Knowledge Corridor, the higher-speed passenger rail system running from Connecticut to Vermont.

Those plans call for a 2014 shift in the Amtrak Vermont's current alignment, which takes it through Amherst and Palmer before turning west to Springfield, to a more direct north/south route through new stations in Greenfield, Northampton and Holyoke. Greenfield recently opened a new multimodal transportation center along the route and Northampton will upgrade an old passenger platform at the former Union Station on Pleasant Street to serve as its initial station.

Plans call for one daily Amtrak shuttle in both directions.

Amtrak currently operates six daily round-trips from New Haven to Springfield.

### **New Interlocking**

The Fitchburg Route mainline has new TENNEY interlocking at MP30 (Littleton), which was cut in at 4:00 am on July 27 and is controlled by Boston West Train Dispatcher. Tenney is a full interlocking with double crossovers, although it is still single track here until new double track is put in service between TENNEY and CPF-WL. The in-service section in use will become future #2 Track. TENNEY is named after long-retired B&M Chief Train Dispatcher Raymond Tenney.

*Submitted By Jack Armstrong / Railpace*

### **2014 Society Calendar Updates**

Hopefully by now everyone has received their 2014 calendar. There are four errors/typos:

March "she saw service on the B&M until 1955" not 1935.

April the train is a Plymouth, NH to White River Jct., VT tri weekly train

June The train at Littleton is heading south towards Lisbon not Groveton

July B&M #3699 was built in 1924 not 1824, eleven years before the B&M was chartered.

I'd appreciate the corrections but they should be sent to the B&MRRHS AND NOT ALL OVER THE INTERNET as one person did.

### **No Ethanol**

Global Petroleum officials confirmed they will be withdrawing their application to the Massachusetts DEP for a permit to receive ethanol by rail at its facility in Revere.

Global informed state leaders and local advocates that it was abandoning its proposal to bring in approximately 180 million gallons per year of ethanol to Revere via trains over the META commuter rail system.

Submitted By **Jack Armstrong** / Railpace

### **New Littleton Commuter Rail Station Opens**

In June, MBTA reopened the Littleton Commuter Rail Station after extensive improvements. Located along the junction of Route 2 and I-495, these station improvements create better accessibility and service for customers through the replacement of existing platforms, and additional parking.

The improvements at Littleton station are a part of the ARRA-funded Fitchburg Double Track Project. The Fitchburg Double Track Project is adding a second mainline track onto existing track through the station. A new high level platform that is the length of a train, has been built to replace the existing platform to allow for direct platform-to-coach boarding. Also, an enclosed overhead walkway, with ramps, has been constructed over the new track to connect the parking lot to the platform.

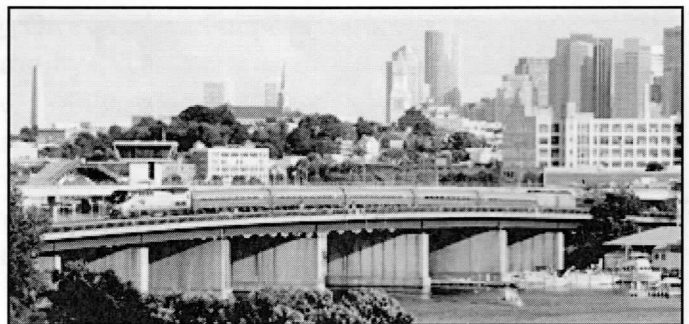
Work is currently beginning in order to install a second track through the station and additional train service to Littleton will be provided once the overall Fitchburg Line Improvement Project is completed in 2016.

*MBTA via Railpace Hot News*

### **What Do The Stars And Bars On The Sleeves Of Conductors', Trainmen's And Flagmen's Uniforms Signify?**

On most railroads the star represents twenty-five years of service, and each bar, or stripe, represents five years of service. Hence, three bars indicate that the wearer has been in the service of the railroad for fifteen or more years; four bars indicate twenty or more years of service; a star and two bars indicate thirty-five or more years of service.

*Submitted by Steve Vallee*



### **Track Work Detours DownEaster**

Due to track work on the MBCR Lowell Line on the weekend of June 22, all Amtrak DownEaster trains were detoured to go straight up the Western Route. Train 695 is enroute to Maine as it leaves the Boston skyline behind and crosses the Mystic River in Medford, MA.

Photo taken on June 23rd

*Submitted by Justin Winiarz*

### ***From the Archives***

We read often of “classified repairs” to steam locomotives, repairs relating to the systematic maintenance of steam locomotives as required by the Interstate Commerce Commission. The following document enumerates the various classes of repairs and the specific maintenance procedures involved.

#### Standard Classification of Repairs to Steam Locomotives Effective January 1, 1924

- Class 1. New boiler or new back end.  
Flues new or reset.  
Tires turned or new  
General repairs to machinery and tender—to include driving wheels removed, tires turned or new, journals turned, if necessary, and all driving boxes and rods overhauled and bearings refitted and other repairs necessary for a full term of service.
- Class 2. New firebox, or one or more shell courses or roof sheet.  
Flues new or reset.  
Tires turned or new.  
General repairs to machinery and tender as above
- Class 3. Flues all new or reset (superheater may be excepted).  
Necessary repairs to firebox or boiler.  
Tires turned or new.  
General repairs to machinery and tender as above.
- Class 4. Flues part or new set.  
Light repairs to boiler or firebox.  
Tires turned or new.  
Necessary repairs to machinery and tender.
- Class 5. Tires turned or new.  
Necessary repairs to boiler, machinery, and tender:--including one or more pairs of driving wheel bearings refitted.

The document is an 8.5” x 11” blueprint page prepared by Elwin K. Heath, Box 15, Barre, Vt., date unknown. Mr. Elwin states that his source was *Locomotive Cyclopedia* – 1944, Page 1118. The document is B&MRRHS Archives cat. no. 1998.9.99.

The Archives Committee meets monthly to organize and preserve our growing collection of material about the B&M and other New England railroads. Volunteers and visitors are always welcome. If you are interested in becoming a volunteer, contact Rick Nowell, Chairman, [fnowell3@yahoo.com](mailto:fnowell3@yahoo.com).



### **#3812 Rolls Northward**

Bunker Hill monument shows up in the background as New Hampshire bounds #3812 moves out of Boston. There is a H.P. Hood’s & Sons Leased General American Pfaudler steel milk car directly behind our E-7A. Hood’s has a plant at Charlestown which provides Bostonians with fresh dairy

products daily. A large quantity used to come in by rail. Located right next to the railroad was the Massachusetts State Prison, the various brick buildings in the background, undoubtedly a source of longing for that institution’s population as the trains rolled by day and night.

*Editor’s collection*

## Mogul Country Farewell

The March 1954 issue of 'RAILROAD MAGAZINE' carried an article by Phil Hastings; entitled 'Mogul Country Farewell' lavishly illustrated with photos of B&M 2-6-0 Moguls powering passenger and freight trains on branch lines in New Hampshire.

The June, 1954 issue of RAILROAD MAGAZINE carried positive responses from readers of the "Mogul Country Farewell" article,

From Albert G. Hale, Lexington, MA.: "I liked this article because I have been all through that part of New Hampshire, photographing local freights and old wooden passenger cars."

From Charles E. Fisher, president of the Railway & Locomotive Historical Society, Waban, MA. "I can recall those B&M Moguls when they were new and handled their heaviest trains. I have seen them shifted to lighter trains until now they are almost nothing but a memory. I am familiar with the section of New Hampshire covered by Mr. Hastings. I think he wrote just enough and let his pictures tell the rest of the story."

From an anonymous reader "Some of those priceless photos almost brought tears to my eyes."

From *Dwight A. Smith*, Suncook, NH: "I am a traveling freight representative for the Boston & Maine, based out of Division Headquarters in Concord, NH. At our morning coffee break I informed our Master Mechanic of the article in RAILROAD MAGAZINE. He, in turn, told the Division Superintendent, who then told the Trainmaster, and so on down the line. Within 24 hours the news stand in the Concord station sold out of the March, 1954 issue of the magazine."

Fast-forward to Dwight Smith, now in the summer of 2013. He reports: "I, too, traveled throughout southern New Hampshire's "Mogul Country". In my case it was 1951-1955, always with my camera by my side. I was fortunate enough to photograph B&M Moguls at work on the Claremont Branch, the Nashua-Hillsboro branch, the Worcester-Peterboro branch, the Lawrence-Manchester branch, the Central Mass branch, and on local commuter trains working out of North Station.

The images from Dwight's Mogul collection have been scanned and are available for sale as jpegs on a CD. You can contact Dwight at [geebud@roadrunner.com](mailto:geebud@roadrunner.com) or 603-356-3416 for further details on how to obtain copies of these photos.

*Submitted by Dwight Smith*

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## Fitchburg Extension

Fitchburg Redevelopment Authority, Montachusett Regional Transportation Authority and Omnova Solutions Inc. have received preliminary notification of a grant that will help to re-establish a freight rail spur to Omnova Solutions.

The existing rail siding at 231 Industrial Park on Authority

Drive, which was put in place in the 1970s when FRA developed the park will be scraped. the siding was never used and never connected to the rail line, and that it is no longer adequate to meet today's railway standards, so it will be replaced.

Omnova Solutions, which primarily sought the freight rail spur, was at one point considering closing its Fitchburg facility and moving south, where it could find better rail access.

The facility is the emulsion polymer and specialty chemical company's only location in the Northeast and its only site lacking freight rail access, leaving it to rely on trucks for transporting goods and materials. the company estimated rail service would reduce truck traffic through the city by up to 700 trips per year.

Pan Am Railways will work on the spur as the track is extended to the new commuter-rail station.

S&R Construction Enterprises was awarded the \$229 million contract from the MBTA in May is ready to start construction on the rail and station projects, which include a lay-over facility in Westminster where trains will be stored overnight. The station expects to be completed by the end of 2014.

*Submitted by Jack Armstrong Railpace*

### "New B&M Railroad Book In The Works"

Keep an eye out in the upcoming newsletter for information on ordering a new book by Mike Enos, retired after 41 years as an employee of the Boston & Maine Railroad. Mike is busy finishing up his latest book *I am the Train, my life as a locomotive engineer, 41 years on the Boston and Maine Railroad*. Earlier this year Mike published his first book, "The Railroad was Our Life", which was very well received by our members. Look for this new book in the future.

## Plaistow Officials Have Been Trying To Bring Commuter Rail Service From Boston

The officials have been discussing it with the MBTA for years. They contend extending the commuter line would ease traffic on Route 125, a major route in southern New Hampshire, and would help plug Plaistow and the surrounding areas into metro Boston commerce, education, technology, art and culture.

Residents of Plaistow last year voted down a commuter rail project, but town officials have continued looking into the idea.

*Submitted by Jack Armstrong Railpace*