

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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May – June 2013

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.

May - Meeting with the Nashoba Valley Model RR Club in Shirley. Date TBD

June - Society trip with the CSRR Budd car. Details to follow.

July - Folk Festival No Meeting

August - No Meeting

Sept - TBD

October - Rick Conard talking about the Central Mass and will be at Rogers Hall

Nov - TBD

Dec 8th - "Members Nite"

Directions To The Rogers Hall Society Meeting Location

From Rt. 495 take exit 38 which is Rt. 38, go right, this is Rogers St. Depending if you come from the north or south there are six and seven sets of lights respectively. Approximately 1.3 miles from Rt. 495 is the last set of lights (working) bears to the left here. Rogers Hall is about 3 tenths of a miles on your right. Directly across the street is Rogers Fort Hill Park, parking is available there.

If you come from Rt. 133 (Andover St.) follow that until you intersect Rt. 38 in Lowell. Go through this intersection and take your third left which is High St. Go to the end and take a left and this will take you to

Rogers Hall on your left and Rogers Fort Hill Park on the right.

If you come from Rt. 38 or Rt. 113 you need to get off at the overhead traffic circle as if going to St. Johns Hospital. Follow this to the intersection of Rts. 38 and 133 and follow the above directions to High St.

NEXT ISSUE

The deadline for submitting material for the Newsletter is the first of each even month. Such material can be sent to the editor at the above email address or to 2285 Stagecoach St.SW, Los Lunas, NM 87031

The editor reserves the right to edit any submitted material.

MEMBER INFORMATION

Newsletter

Correspondence concerning the Newsletter can be sent to either
2285 Stagecoach, Los Lunas, NM 87031
or emailed to:
bmbobwarren@comcast.net

All Other Correspondence goes to the following address (or by email) including catalog orders, correspondence with the Board of Directors, Archives, Historian, or Bulletin.

B&MRRHS, P.O. 469, Derry, NH 03038 or
CPC835-DD@JUNO.com

In all instances involving money DO NOT send cash as the society will not be held responsible for if lost.

Make checks, etc. payable to **B&MRRHS**

Address Change: if you change your address please let the Society know by mail or email. When you do not let us know, it costs extra for postage: first mailing, returned postage and second mailing, i.e., three mailing costs to one person.

Society Officers, Directors and Staff

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

Board of Directors

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

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

**Board of Director's Meeting
January 12, 2013 @ 1:00PM (corrected and
revised minutes)**

Roger's Hall, Lowell, Mass

Attendance:

Gagnon-Hyde-Nowell-Hampton- Nigzus-
Hurst-Kosciolek-Basile-Winiarz-Wilson-
Monroe-Sockol

Call Meeting to Order:

1:28PM

Approval of Meeting Minutes:

January 12, 2013 minutes have been corrected/
approved per changes requested at March 9,
2013 BOD meeting

Approval of Agenda:

Agenda was modified by adding a Webmaster
update and discussion on new softcover
book "The Railroad was our Lives"; Motion
approved- Hyde/Winiarz

President's Report: s

See Miscellaneous/Errata section.

Vice President's Report/Membership/Hardware:

None

Clerk's Report:

Basile reported that he is updating the
addresses of all officer's and directors/alternate
directors prior to submitting the B&MRRHS
2012 annual report to the Commonwealth of
Massachusetts for their records.

Bulletin Editor:

Wilson reported that next issue of Bulletin was
being edited and will contain another feature by
Doug Kydd on the "covered wagons-4200 class
F-7's (4265-4266-4267-4268) units.

Archives Committee:

Nowell reported that Archives had a meeting
on 12/15/2012; next meeting was scheduled
for Jan 19th from 12PM to 3PM; Rick also
reviewed with BOD the "authorized" list of
lenders for Society artifacts and documents;
and, paraphrased his 2012 Archives annual
report to Board. Report will be submitted to
Newsletter Editor as a separate document.

Newsletter Editor:

Kosciolek reported that January/February
newsletter had been mailed to members.
Warren reported via e-mail to Gagnon that he
was updating the list of officers and directors

per recent election.

410 Committee:

Nigzus reported that he is in the process
of having reproductions made of the #410
locomotive builder's plate (wood patterns are
being made prior to metal casting, then painted)
and will be rolled to fit contours of boiler
and attached in such a manner that precludes
theft. A bronze builder plate will be made for
Archive artifact, also, that reflects Manchester
Locomotive Works plates of the time period.

Shows Committee:

Springfield, Mass (Big "E") train show on
January 26 and 27, Saturday and Sunday.
Society has "road crew" lined up for both
days; Haverhill, Mass train show on March 10;
Shirley, Mass train show on April 2, 2013;

Programs Committee:

The Board of Director's and Officers would
like to express our gratitude and "thanks" to
Fred and Quesen Brown for their efforts in
bringing sandwiches, salad, drinks, chips, and
desserts to the December "Member's Nite" at
Roger's Hall. Also, special "thanks" to Buddy
Winiarz for his preparation of spaghetti sauce
and spaghetti for the dinner prior to the show.
Additionally, another round of "thanks" goes
to Richard Nichols for working the Society's
product tables and "archive flea market"
tables during this member's night. Nigzus
reported that this effort produced over \$540
in sales to the Society. Nigzus also stated that
sales are continuing from catalog with general
theme of single items being requested.

Miscellaneous/Errata:

Gagnon reported to the BOD that Cheshire
Historical Society in Keene, NH held another
multi-themed author's book signing event.
Author Brad Blodgett autographed his book-
Mariumm Foster's "The Boston and Maine"
for the general public. Among those attending
the event were Peter Wright, retired B&M
production track engineer and owner of Wright
Rail America (track consultation firm), Richard
R. Richards, retired B&M brakeman/trainman,
and Wayne Gagnon. The four answered
questions from the public regarding B&M.
Gagnon also reported that he has been

exchanging e-mails with the Flying Yankee Preservation Group and the Clark family from Hobo about re-energizing this project. With recent election changes in both the NH Governor's office, NH State legislative make-up and some city management officials, there appears to be a more favorable attitude towards "rail". A new rail feasibility New Hampshire study is slated to be undertaken regarding the proposed extension of MBTA commuter rail from Lowell, Mass to Nashua, NH, and possibly further north to Manchester, NH and Concord, NH.

Additions:

Website is being updated with election results per e-mail to Gagnon from Ryan. Webmaster was planning on attending Springfield with camera option so he could post to website. Nigus "showcased" another new book authored by B&M engineer, Mike Enos- "The Railroad was our Lives". Book has many black/white and color photographs that Mike took in his daily work experiences and as a railfan. Photos are captioned and Carl Byron reviewed the book and has generated an addendum for Mike to add to his book. This book was done from his "out of pocket" expenses. Book is expected to be another gem in Society's collection and the Society will be working with Mike to bring this to the membership's attention in near future. Watch for it!

Next Meeting Date:

February 9, 2013 at 1PM at Roger's Hall, Lowell, Mass.

Adjournment:

3:21pm; Motion approved- Nigus/Basile

Respectfully submitted:

Wayne Gagnon

Wayne M. Gagnon, Secretary

**Board of Director's Meeting
March 9, 2013 @ 1:00PM
Roger's Hall, Lowell, Mass**

Attendance:

Gagnon-Hyde-Nowell-Hampton- Nigus-Hurst-
Kosciolek-Basile-Winiarz-Sockol-Byron

Call Meeting to Order:

1:31PM

Approval of Meeting Minutes:

January 12, 2013 meeting minutes were asked to have some corrections/deletions applied. Such minutes were revised and forwarded to Chairman under separate attachment prior to this. Motion approved: Byron/Hamilton

Approval of Agenda:

Agenda was modified by adding "powerpoint" at request of Winiarz which had been tabled previously.

Vice President/ Newsletter/Hardware Report/ Webmaster:

None

Clerk's Report:

Basile reported that the Society had paid a filing fee of \$15 to have our annual report filed with State of Massachusetts.

Membership Report:

Winiarz reported 1004 members- includes new members from Springfield train show and current renewals.

Bulletin Editor:

Wilson reported via e-mail update to Gagnon and Kosciolk that next Bulletin was almost done and will contain more information on F7's (4265-4266-4267-4268). He also reported that he will consider materials for the following issue that allow him to generate another issue quicker.

Archives Committee:

Nowell reported that Archives continue to hold meetings as needed: work is ongoing on cataloging and researching member requests. Needed space is being generated by sorting thru duplicate materials and by virtue of "flea market" sales at meetings and train shows.

410 Committee:

Nigus reported that reproductions of builder plate for #410 in both brass and aluminum were progressing ahead.

Shows Committee:

Nigus reported that Springfield, Mass (Big "E") train show netted \$4324.87; Sales were generated from all segments. Board wishes to thank again the volunteers: Fred and Quesen Brown, Paul Kosciolk, Dave Hamilton, Mal Sockol, Jim and Jim Jr. Nigus, Justin, Cathy and Buddy Winiarz, Russ Monroe, and Wayne

Gagnon. Haverhill, Mass train show on March 10 was canceled; Nashua Valley at Shirley on April 7; Hooksett, NH at Lion's Club on April 21- see Newsletter schedules for additional information.

Programs Committee:

At March 9 meeting, Mr. Louis Barker, State of New Hampshire, Department of Transportation, Rail Planner- Bureau of Rail and Transit spoke to the membership present and gave a slide presentation of all current and proposed railroad/rail activities in the State of New Hampshire, including an update on project status of #6000 streamliner. April 2013 is scheduled joint meeting with Mass Bay RRE; May 2013 is an invite from Nashua Valley Club to see latest layout additions and upgrades; June 2013 is joint B&MRRHS/MBRRE "Budd" day trip (flyer has been mailed in Newsletter- seating limited). As always, subject to change...

Miscellaneous Errata:

April 27, Brad Blodget, author of Marium Foster's "Boston and Maine" will conduct a motor van/walking tour/ discussion on "rediscovering" the Ashuelot Branch (Keene, NH to Brattleboro, Vt.). Trip is in conjunction with Heritage History of the Historical Society of Cheshire County. Check website for cost. Seating is limited.

New Business:

Additions:

Powerpoint- requested by Winiarz from previously tabled agenda item. Due to various problems encountered by Justin Winiarz in a recent show presentation, discussion was renewed about "Powerpoint". After deliberation, the Board decided it would be best to have a computer proficient person preferably come to Rogers Hall, view all the available equipment, and make a recommendation on the best way the Society could provide such a feature. This includes the hardware, software, and cabling necessary and still offer the flexibility of slide show, railroad related videos and DVD's etc. Sockol stated that he would talk to his club members to seek their advice.

Next Meeting Date:

April 6, 2013 at 1PM at Chelmsford Storage Site in Chelmsford, Mass.

Adjournment:

3:27pm; Motion approved- Hamilton/Hyde

Respectfully submitted:

Wayne Gagnon

Wayne M. Gagnon, Secretary

Did the B&M Use Their E Units In Freight Service?

By Col. Tom Thompson

The B&M did use E-7s in mail and express service, but not freight service. However, the BAR did convert their two E-7s into freight locos and operated them in freight service until they were trade in to EMD for new freight locos. Of note by 1959, the B&M had more freight locos than they could use because RDCs replaced passenger trains that had been powered by fairly new EMD and ALCO road switchers. The purchase of 50 new GP-9 locos to replace the FTs in 1957 also kept the mainline power needs in good shape.

2013 O Scale National Convention

The convention is being held in Worcester from June 25th to the 29th at the DCU Center. Full information can be found at www.2013oscalernational.org and at www.snemrr.org. B&MRRHS member Dennis Lyons will be presenting a seminar entitled "O Scale Bus Models to Complement Your Trains". There have been no less than four O scale bus models produced over the years that can be correctly painted and lettered for Boston & Maine Transportation and include three General Motors products (PD 3702, PD 4104 and TDH 4509) and the ACF-Brill IC41. Boston & Maine is always well represented on the Southern New England club layout, which will be open for viewing as part of the home layout tours.

Mechanicville Tower To Be Renovated

The former rail depot and XO tower will undergo renovation following two grants. The state has granted \$100,000 toward renovating the depot, which the state bought in 2012 for one dollar. The XO Tower close in 1971; it is believed the only D&H facility of its kind remaining in New York. Members of the Mechanicville-Stillwater Chapter of Commerce now meet in the XO Tower's downstairs area. The city wants to make the upstairs into an observation deck.

The 470 The 470 Railroad Club via Atlantic Northeast.

Face-to-Face With Engine Driving Wheels

By Dane Malcolm

A discussion of WRR 10 prompted me to tell a short tale of mine from the days when I was a volunteer on the Wolfeboro RR. About 1975 we had a Railfans weekend during the winter and it had snowed the night before. Because of the track condition, Don Hallock the owner and operator of the RR asked me to grab a shovel and ride the round trip of No. 10 with engineer Charlie Ruff as a backup in case any thing went wrong. The eastbound 12-mile trip was uneventful even with the snow coverage on the rails. However when we got to Sanbornville yard, the motorcar rode up on the packed snow until the wheels lost traction.

I got out with the shovel and with a lot of digging was able to get the car back down on the rails. We proceeded west to meet the steam powered passenger train led by WRR 250 at Cotton Valley. We took the siding and shortly thereafter heard the sounds of the steam consist approaching.

When we attempted to line the switch back to the main line we couldn't get the switch to lock closed, although the rails were 99 percent aligned. We flagged the train down and after a short discussion it was decided for 250 to slowly proceed through the switch as I lay on the ground with my feet on the ties and both hands pulling hard on the switch handle to hold it closed. I remember the pilot wheels and drivers in my face as it slowly crept by. I looked up at Jim Moore engineer in the cab as he eagle eyed the drivers as they passed.

After the meet went got back out of the siding and continued our way to Wolfeboro. I know some people took photos of the action; I wished I had a photo, as it was a great adventure in New England railroading!

Rockport Branch

Double track to Gloucester (MP 31.59), cut back about 1960 to Wilson (MP 31.25), a spring switch interlocking at the Annisquam River draw, due to drainage problems in the cut W. of Gloucester.

By 1970, only significant industry was Gorton Fish plant E of Gloucester station on right hand side at sharp left hand curve. Until the end of steam on the branch, there was "reverted loop" at Rockport, with its switch points facing the stub station, on the right hand side. Engines would cut off their trains, back around the loop, and couple up again for the return to Boston. Rockport was also the site of a pillar crane at the team track, and the last semaphore signal on the B&M - survived into the 1970s.

From the B&M Internet Yahoo site

Bath's Landmark Water Tank Taken Down

Brought to Bath in 1954 by Bath Fiber Co. for fire protection

By Andrea Fitzgerald

The 60,000-gallon water tank, which has been part of the Bath Village landscape since 1954, has been taken down. Property owner, Ryan Vizena of North Haverhill arranged to have the old tank removed.

"My 'goal was to make the place look better,'" said Vizena. Classen's Crane Service of Waterford, VT and L & L Young & Sons Trucking & Excavation of Belmont, NH were on site to begin the demolition, and L. L. Young owner, Larry Young said his company will be working to cut up the steel plate structure and haul it away for recycling.

The water tank had a previous life with the B&M Railroad in Littleton before being cut apart and brought to Bath in 1954. It was erected and welded back together by Ricky Ross 'Welding of Littleton and Charlie Lane and Roger Young of Bath.

The Bridge Weekly Sho-Case submitted by Roger Robar



The Restoration Of The Loon Cove Railroad Station

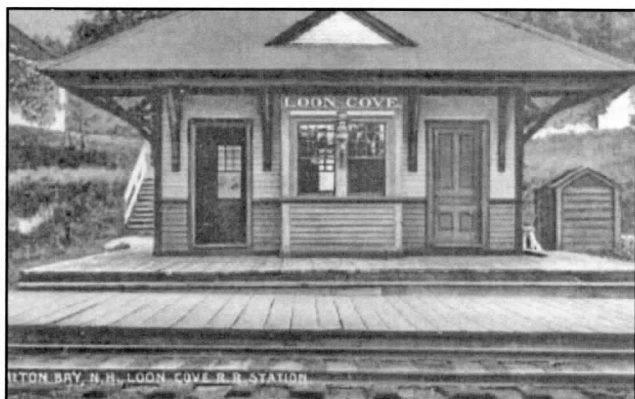
The Loon Cove Railroad station was built in 1891 by the Boston & Maine Railroad on the Lake Shore Line that went from Alton Bay to Lakeport, NH (Laconia) and ran from 1890-1935. The Loon Cove station was one of 11 stops and stations that were in Alton and the second stop out of Alton Bay heading to Lakeport and one of only four still remaining in Alton. It has a waiting room, agents room and a men's & woman's bathroom. The Lake Shore line was abandoned in May of 1935 and the tracks were removed the same year. The Loon Cove station was used as a residence till around 2005 when it became vacant and was being vandalized heavily. In 2008 the building was donated to the Town of Alton and in April of 2009 it was moved from Loon Cove, West Alton to the Alton B&M Railroad Park located in the center of Alton, behind Town Hall. Volunteers, donations of materials and in-kind services, have done work on the Loon Cove Station Restoration Project.

The station has been restored back to its 1891 glory based on information from 1915 B&M Revaluation and Assessment field notes from the B&M Historical Society of Billerica, MA.

The Alton B&M Railroad Park where the Loon Cove station is now located also has an 1860's B&M RR Freight House, a Toddlers Playground, Veterans Memorial with Flag pole, walking paths, wetlands walk, a 1921 B&M Railroad caboose that was built by the Laconia Car Co, horseshoe pits, bocce ball court, various pieces of railroad memorabilia, benches, tables and a walk/bike path on the old railroad bed connecting the park to the new sidewalks installed during the reconstruction of the Alton traffic circle. This work has been done by many hours donated by volunteers, grants and donations of materials and in-kind services.

The Park is Historical and Educational and voted one of the Top 10 Little Adventure Parks in NH for 2011 by NH Magazine!

Donations can be sent to: Loon Cove Station Project
Town of Alton PO Box 659
1 Monument Square Alton, NH
03809
603-875-0207



Coal Traffic In The Steam To Diesel Era, 1950s-1960s.

By Dwight A. Smith

Question

I am modeling the Boston & Maine RR in the steam to diesel era (1950s) and I learned that many homes in New England in those days were still heated with coal. I was wondering where did the coal originate and whose hopper cars were used?

Answer

In the 1950s and in the geographic area served by the Boston & Maine RR, Anthracite Coal was a common method of home heating. The Anthracite coal (or hard coal) was normally shipped in 2 bay 50-ton hopper cars and originated at mines in the Anthracite belt in northeast Pennsylvania and shipped to retail coal dealers located in nearly every community in Northern New England.

Usually the shipments moved in hopper cars owned by the originating railroad, thus hoppers of the following roads were commonly seen on the B&M. DL&W, LV, D&H, CNJ/CRP, PRR and RDG. The NYO&W, Erie and L&NE also moved Anthracite coal from the mines in Pennsylvania but their hopper cars were rarely if ever seen on the B&M.

Over the years #2 fuel oil superseded the burning of coal for home heating in New England and the Anthracite coal traffic dried up.

Bituminous (or soft coal) was burned for power and steam at industrial plants and large commercial buildings in New England. Most of the origins were in PA, MD, and WV and commonly moved in hoppers of the following originating roads: NYC, PRR, WM, and B&O.

Bituminous coal for consumption in New England that originated on the C&O, Virginian, and N&W commonly moved to the Norfolk, VA area for trans shipment by water to ports in New England. From the ports the coal moved to destinations in hoppers that carried the following reporting marks: B&M, MEC, CN (for movements from Portland, ME via GT), and BAR.

A large consumer of Bituminous coal was coal utilized in steam locomotives. All-rail coal was often transferred from the originating road's cars at a central point on the destination road, and then transshipped to outlying coaling facilities of the consuming railroad. In this case coal hoppers of B&M, MeC, Rut, CV and BAR ownership could commonly be seen hauling coal from and to destinations on the home road.

For modeling accuracy, except in rare instances, open top hopper cars carrying reporting marks other than those listed above would never be seen in revenue service on New England rails. So put those Santa Fe and Wabash hoppers in your collection on the shelf and away from active segments of your layout!

A Brief History of the Boston and Maine Railroad

The invention of the steam rail road in the Nineteenth Century radically expanded human mobility and commerce. By "annihilating distance" the railroad forever changed the American landscape and patterns of business and domestic life. Originating in the idea of constructing a continuous inland route between Boston and Portland, the Boston and Maine Railroad gradually gained control of other lines until the B&M system linked hundreds of cities, towns, and villages in Massachusetts, Maine, New Hampshire, Vermont, and New York.

The B&M and its predecessor companies made possible the development of New England's principal mill towns. Shipments of grain, ice, lumber, meat, and produce over its rails contributed to the expansion of Boston as a market center and a great port city. Through its connection with other railroads, the B&M sent its passenger cars to Washington, New York, Chicago, Montreal, and Halifax.

The B&M system was a combination of railroads that it built, leased, merged with, or controlled through stock ownership. The oldest component of the Boston and Maine system was the Boston and Lowell Railroad, opened in 1835. Other important parts of the system were Boston and Maine Railroad, Concord & Montreal Rail Road, Connecticut River Railroad, Connecticut and Passumpsic Rivers Railroad, Eastern Railroad, Portland and Rochester, and Worcester & Nashua Railroad. All had their main lines and branches that wove a tight web of lines through northern Massachusetts, southern Maine, the State of New Hampshire, and eastern New York and Vermont. (Although controlled by Boston and Maine for much of its life, the Maine Central Railroad was always looked upon, and operated, as a separate railroad.) At its peak B&M maintained over 2,300 route miles of track, 1,200 steam locomotives, and a force of 28,000 employees. The road's principal shops were located at Billerica and Concord, N.H. Major yards were found at Boston, East Deerfield, Rigby, and Mechanicville.

The B&M's greatest engineering landmark was the 5-mile-long Hoosac Tunnel. Hundreds of bridges dotted the New England landscape ranging from picturesque covered bridges to huge steel structures spanning the Merrimack and Connecticut Rivers, the Greenville trestle, and the Clinton Viaduct. Notable, also, was the gradual filling in of the flats of Boston, Cambridge, and Somerville, and their development as New England's principal freight distribution center.

The B&M came under the control of J.P. Morgan and the New York, New Haven and Hartford Railroad about 1910, but shortly thereafter anti-trust forces wrested effective control away from New Haven.

The B&M's consolidation with the Eastern RR had included assumption of the Eastern's funded debt. This, combined with the debt incurred in the 1870s for construction of a new route to Portland, and fixed lease obligations to

acquire the Fitchburg and other railroads, led the B&M into a festering financial crisis that was settled by a reorganization of the road in 1919. Several leased lines voluntarily merged with the B&M to avoid a meltdown of the B&M system.

Pressure from street railways (from about 1890) was the first assault on the B&M's passenger business, but increased use of the automobile (from about 1915) spelled doom for the B&M as a passenger carrier, beginning with the devastation of its local and commuter business. In the first half of the Twentieth Century freight business was adversely affected by the leveling off of New England manufacturing growth and short haul truck competition. Nevertheless, the B&M made valiant attempts to preserve its freight business and a considerable amount of its passenger business until after World War II through abandonment of unprofitable branches, improvement of freight handling facilities, upgraded passenger equipment, and forays into the airline, truck, and bus businesses.

Expenses were reduced by dieselization and closure of stations and shops, but the B&M ultimately fell victim to the ever-growing use of motor transportation and the advent of the Interstate Highway System. The B&M gave up on long distance passenger service (after 1960) and continued Boston commuter service only by the aid of subsidies from the Massachusetts Bay Transportation Authority (MBTA).

Bankruptcy came in 1970. Under Alan Dustin (president 1974-84) the bankruptcy trustees reduced operating expenses and plowed the savings back into track improvements. In 1980, the B&M had its first profitable year, on an ordinary income basis, since 1957. The sale of rights of way in the commuter zone to the MBTA (1976) provided cash to satisfy creditors and eventually led to the purchase of the B&M by Timothy Mellon's Guilford Transportation Industries in 1983 and its emergence from bankruptcy. B&M continued to operate Boston commuter trains under contract to the MBTA, and its freight service in Massachusetts, New York, New Hampshire, Vermont, and Maine.

A labor dispute prompted B&M to lease its track (1986-1987) to its subsidiary, Springfield Terminal Railway, which became the operating company for freight business. Operation of commuter traffic for MBTA was lost to Amtrak in 1987; Massachusetts Bay Commuter Railroad has run commuter service over former B&M lines since 2003.

Guilford acquired Maine Central Railroad in 1981 and began to operate B&M/MEC as a continuous system. Guilford changed the complexion of freight operations by concentrating on large shippers and experimenting with dedicated, high volume, services.

The contraction and elimination of branches through sale, abandonment, or state intervention has been a background motif in former B&M territory for the last 80 years and has continued in the Guilford era. Conversely, Guilford made a

foray into Connecticut by the acquisition, in 1982, of several track segments from Conrail. Combining these segments with trackage rights, Guilford extended its reach from Springfield as far south as New Haven and as far west as Waterbury and Derby.

Guilford acquired Pan American World Airways in 1998, and re-branded itself as Pan Am Railways. In 1999, in cooperation with Norfolk Southern, Pan Am began running a dedicated intermodal train between Ayer and Mechanicville. This evolved into an agreement with Norfolk Southern in 2008 to own, as a joint venture named Pan Am Southern, former B&M track between those two points, and elsewhere, using NS money to upgrade the track and to finance improved distribution facilities. Containerized freight, raw materials for paper mills, forest products, and automobile shipments constitute a large part of Pan Am business. Other freight railroads such as Providence and Worcester, New Hampshire Northcoast, and New England Central have acquired segments of former B&M right of way.

The MBTA's operation of former B&M commuter service has been a forty year balancing act of subsidies, fare increases, capital improvements, budget constraints and political maneuvering that comes with public ownership of railroads. A period of line shortenings and service reductions was followed by some extensions of service, notably to Fitchburg, Haverhill, and Newburyport. Venerable Budd rail diesel cars were replaced with push-pull equipment. Station facilities were constructed. Signal improvements, restoration of double track, and installation of welded rail, have immensely improved the right of way since the seventies.

Long distance passenger service returned in 2001. Amtrak's *Downeaster* makes five round trips daily between Boston and Portland and Brunswick.

The Boston and Maine Corporation still exists. Although its name is no longer used the rail system the B&M began nearly 180 years ago lives on in a form suited to the needs of our time.

Rick Nowell, Archives Chairman
Boston & Maine Railroad Historical Society
March 25, 2012

Freight House Addition At Union Station Complete

Gardner News 100 Years Ago October 2, 1912

W.N. Pike & Sons of Lawrence have completed the addition to the Boston & Maine freight house at Union station, and the additional space is already being used by the office force. Station Agent William N. Kimball said today that with his present accommodations work will go along faster and more satisfactory.

The measurements of the addition are 25 by 30 feet. The main room was made almost twice its original size, and a

hallway separates it from the office of Agent Kimball. There are two rooms on the first floor for the employees, and new closets and sanitariums will be installed in a few days.

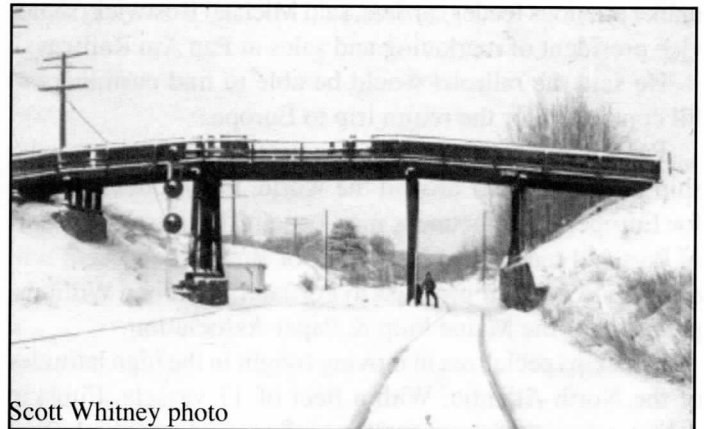
On the second floor Mr. Kimball has arranged for the record room which when put in order will not have an equal on the division.

Submitted by Dennis Lyons

What Is The Difference Between 'Heavy Pacific' And 'Light Pacific' Steam Engines.

Light and Heavy is just the weight of the locomotive. Heavy locomotives could pull more cars. Light locomotives could venture into the flimsier and poorer quality bridges and trackwork. As a rule, passenger steam engines had four wheel pilot trucks and freight steamers had two wheel pilot trucks. Which makes the Pacific (4-6-2) a passenger locomotive. Heavy Pacifics, the famous B&M class P4, would be assigned to mainline thru trains. The light Pacifics (not so famous class P2) pulled commuter trains. The four wheel/two wheel pilot thing is a matter of speed. At higher passenger speeds more weight is needed on the pilot truck to guide the locomotive into curves and turnouts, needing four wheels to carry that weight. Slower freight locomotives need less weight on pilots, which two wheels could carry. Freighters concentrated their weight on drivers for more pulling power. The extreme example is steam switchers, which put all their weight on drivers.

submitted by David J. Starr



Scott Whitney photo

Another era in railroading history falls in the name of progress. The iconic farm bridge spanning the Connecticut River mainline over the Claremont Junction interlocking was unceremoniously taken down. The bridge which for decades defined photography and provided a railfan perch is just another in a long list of what once was.

Portland's New Cargo Service Set To Deliver

By Tom Bell

A strategic partnership between Iceland's largest steamship line and New England's largest railroad is poised

to transform the quiet port of Portland into a hub for freight crossing the North Atlantic.

Container ships of the Icelandic Steamship Co., also called Eimskip, will be connecting Portland directly with cities as far north as Murmansk, Russia, 125 miles above the Arctic Circle, and as far south as Rotterdam, Netherlands, Europe's largest port.

Portland will be Eimskip's only U.S. port of call, and will be offering Maine its first direct container service to Europe in 33 years.

The new twice-a-month service will create a more stable supply chain for Maine manufacturers than the coastal barges and container ships that have offered sporadic "feeder" service.

Pan Am Railways to extend its railroad tracks on the Portland waterfront about 1,500 feet to reach the International Marine Terminal, where the Eimskip vessels will dock. When the rail extension is finished, containers will be transported from ships to trains at the same terminal for the first time in the port's history.

New Interest From Railroad

In the past, Pan Am Railways, which owns tracks along the western waterfront, has shown little interest in supporting the port's on-again, off-again container business.

But this time, the railroad is aggressively using the new Eimskip service to market itself.

The difference now is that Eimskip has a steady customer base and will be bringing containers that are filled with freight, unlike previous feeder carriers, said Michael Bostwick, senior vice president of marketing and sales at Pan Am Railways.

He said the railroad would be able to find customers to fill containers for the return trip to Europe.

Pan Am serves most of Maine's paper manufacturers, who ship pulp and paper around the world. For products bound for Europe, manufacturers may benefit from using the port of Portland rather than New York or Boston because it will cost less to get their products to Portland, said John Willions, president of the Maine Pulp & Paper Association.

Eimskip specializes in moving freight in the high latitudes of the North Atlantic. With a fleet of 17 vessels, Eimskip delivers frozen fish as well as other products, including Icelandic water, lamb and aluminum to markets in North America. It also takes provisions to Iceland, Greenland and Newfoundland.

Portland Press Herald

The Society Visits The Bay State Model Railroad Museum

By Mal Sockol

The B&M Society accepted an invitation to visit the *Bay State Model Railroad Museum*, situated in the Roslindale section of Boston, Ma. on Saturday, October 13, 2012, with

about ten Society members attending.

The museum is, in affect, a large model railroad club featuring "N", "HO", "HON3", and "O" and "O" Trolley railroads. All three scales were in operation and many Society visitors had fun running some trains. A few B&M folks even brought model engines to run, including a *Flying Yankee* train set. Many B&M and other New England prototype models were featured.

The "O" scale layout replicates Massachusetts railroading while the less restrictive "N" scale railroad follows a route from Portland, Maine through the mountains of New Hampshire. The extensive "HO" system models the Appalachians, Midwest, Rocky Mountains and West Coast locales.

Three members of the Roslindale train club, George Westbrook, Bob Farrenkopf and Mal Sockol also belong to the B&M Society and welcomed the visitors.

All had a very enjoyable time. Hopefully, another such visit may be scheduled in the future.

Switching Channels

By Timothy R. Kunzler Chief Engineer
Communications and Signal

In early 1992, the Federal Communications Commission (FCC) launched an initiative dictating that all private land mobile radio (PLMR) system users within the Business/Industrial Radio Pool operating in the 150-174 MHz (or VHF \bar{A}) range as well as the 421-512 MHz (or UHF \bar{C}) range must shift from using legacy 25 kHz or "Broadband" channels and begin operating on "Narrowband" channels at 12.5 kHz.

Though this process began in 1992, it was not adopted until 2004 and further streamlined in 2007. Along with the final update came the requisite compliance date for migration: January 1, 2013. It is likewise understood that future mandates from the FCC will probably require the use of "Ultra Narrowband" operation at 6.25 kHz with the goal of increasing the capacity and efficiency for those operating within this radio spectrum even more. (See chart below)

For Pan Am Railways (PAR), this directive has resulted in a major effort to overhaul our entire VHF communications scheme. The first step toward compliance entailed modifying all presently held FCC licenses to specify the 12.5 kHz operating range to show the Narrowband emission designator. This process was accomplished by utilizing a "Frequency Coordinator" at the Transportation Technology Center, Inc. in Pueblo, Colorado

In addition, PAR has had to make a significant capital investment to purchase compliant radio communication systems including locomotive, mobile (for Automotive and Work Equipment personnel), and portable and base station radios. To date, we have installed fifty narrowband compliant locomotive radios and three new radio base stations on

mountain top sites at Lincoln, Dixmont and Falmouth, Maine.

Moreover, nearly seventy five percent of mobile and portable radios used by Train and Engine crews have been replaced. Although these systems are in service, they are still using the older Broadband channels.

As of today, all PAR new base station radios have been pre-programmed in our East Deerfield Radio Shop to contain settings with Broad and Narrowband channels in anticipation of the final transition in 2013. This dual programming will allow for the simple "flip of a switch" when the time comes. However, our locomotive radios as well as our mobile and portable devices will have to be reconfigured by field personnel before migration to narrowband - a simple process with a laptop computer and a trained technician.

For the final and, arguably, the most important element, this means a new way of communicating to all of these devices from our Operations Center in North Billerica. To this end, a Bosch Telex Radio Dispatching System will replace our outmoded radio base station controllers in the Operations Center.

This platform uses Internet Protocol over digital point-to-point communications circuits provided by Verizon Business to control each radio tower site throughout the Pan Am Railways' network. These new digital circuits will supplant the legacy analog circuits currently used and will provide greater quality and reliability for the future.

Contributed by Yankee Clipper Pan Am Employee Magazine

Council Agrees To \$3.6m Rail Study

By Dave Solomon

Project would bring passenger train service from Boston to New Hampshire along the Concord-Nashua corridor.

The Executive Council approved a \$3.6 million feasibility study for rail service along the Merrimack River; from Nashua to Concord, in what has been dubbed "The Capitol Corridor project.

Newly elected Democratic Councilors support the study, which last year was defeated by the republican council.

Nearly 90 percent of the money for the study comes from a federal transportation grant, leaving the state with approximately \$400,008 in cost, most of which will come from toll credits issued to the state by the Federal Highway Administration.

The cost of actually restoring passenger rail from Nashua to Concord has been estimated at \$250 million to \$300 million.

The study will determine the startup costs and provide estimates as to likely ridership, on-going operating expenses and economic impacts.

Gov. Maggie Hassan applauded the move. "Expanded rail service to Nashua and beyond has the potential to boost New Hampshire's economy and create jobs.

The study does not commit the state to the commuter rail project. "This is a first step, an important one."

The council vote authorizes the Bureau of Rail and Transit to sign an agreement with a consulting firm, URS to study two options, a rail Connection from the MBTA station in Lowell, Mass.; to

Manchester via Nashua, with an; alterative analysis for extending the link to Concord.

The fact that business owners have contributed \$125,000 toward the effort was applauded "Private businesses not only support this, but putting their money where their mouth is about jobs; it's about growth; it's about economic growth

Manchester Union Leader submitted by Wayne Gagnon

Boston & Maine 1094

By Roger Kramer And Jack Biesterfeld

The Boston & Maine 1094 (formerly 3288) Pullman 48-Seat Café Car was built in 1906 and is one of the oldest in our collection. It arrived at IRM in 1997 and restoration work began in 2006. It currently lives in the west end of Barn 3 which has the unique feature of wooden ramps in the aisles allowing visitors to peek in the windows and catch glimpses of 'scenes from yesteryear, Because this piece is always in view of the public, restoration work is limited to times when the Museum is closed. Despite this, volunteers have made tremendous progress.

The car is divided into three parts - dining room, seating compartment, and kitchen area. The dining area was nearly completed in 2008 by Project Manager Jack Biesterfeld. All that remains are two large exterior window frames in need of repair.

In spring of 2009, work began on the seating compartment. The walls and ceiling were stripped and painted or varnished. Stenciling, similar to what originally decorated the car, was added completing a substantial amount of interior work. Only the fixtures, seats, and windows still required attention. In addition, about one-third of the public side of the exterior was stripped, sanded and painted that spring. That project has since been completed. All that remains is the lettering, which is scheduled for application very soon.

Over the winter of 2009, project manager Jack Biesterfeld refurbished the seat cushions and sanded and repainted the baggage racks. These items were installed the following spring.

At that time, replacement windows needed to be removed, as well as the tanks in the restrooms. Once again, these projects were postponed until the off-season, in the meantime; work had shifted to the kitchen area. The area had been completely gutted when the car was transferred from passenger service to work train status in only the icebox, some storage cabinets and one wall of 'the passageway around the kitchen remained from the original car. These have been stripped of old paint and varnished to bring back the beautiful red mahogany finish.

Currently, the Passenger Car Department is struggling with the future of this particular area of the car. Although there is no blueprint of the kitchen area showing details of the layout, there is no picture available to guide us in the rebuilding. This would also be a monumental and expensive endeavor,

so it has been suggested that the space be transformed into a mini-museum dedicated to “dining on the rails” However, no decision has yet to be made.

Major work on B&M 1094 still lies ahead; Future projects include replacing the stairs which were removed when the car was transported to the Museum in 1996, retooling the car, repairing exterior siding, rebuilding and installation of more windows, fabrication of new stained glass windows and restoration of the lighting system.

Volunteer carpentry ice for any of these projects would be greatly appreciated.

Rail & Wire June 2012 Illinois Railway Museum

Bird's Eye View Of North Station

By Alex Bardow

I am responding about the date of the Bird's Eye View of North Station that was in the January - February 2013 B&MRRHS Newsletter. Unfortunately, I don't have an exact date but I can nail it down to most probably the period between 1933 and 1938, but no later than 1941.

The old Massachusetts DPW building on Nashua Street (in the center foreground) was built in 1932 and it looks in the photo as having been in operation, so that is why I put the early date as 1933.

The Atlantic Avenue Elevated is visible in the upper right hand corner and looks in good condition. It was abandoned in 1938 and torn down starting in March 1942. Since this is not a winter scene, I think that it would be in 1941 and sometime in 1942, because the elevated would have been mostly down by then.



Alouette 1940's

North Adams Tower

By Alden Dreyer

The Tower was placed in a very logical location for operational purposes. It replaced towers at East Portal and West Portal.

The tower was closed in 1961 and I presume the CTC machine was destroyed, but have no evidence one way or

the other. The plant was skeletonized and the new machine in Greenfield took over from Johnsonville to Greenfield West. Greenfield East remained controlled by the 1931 GRS machine for another 3 years.

A Centralized Traffic Control (CTC) machine can be 2 interlocking's a few meters apart, or 1,000 interlocking's spread over half a continent. In early 1931, the B&M had more track miles under CTC than any other railroad in the world. The ORT tried to claim that only their members could operate CTC machines, but correctly was defeated as CTC was “new” work, not merely transferring “old” work. Being early in the game that meant all B&M CTC machines were direct wire that required hundreds of miles of very expensive cable. Direct wire machines cannot be moved, or at least not very far.

Code machines can be moved by leasing a clean 24/7 commercial telephone line attached to the new and prior locations. Direct wire, pneumatic and code controls is all following Armstrong into oblivion. Get your sound recordings now.....

Vermont Rail Speeds To Increase, State Says

By Douglas John Bowen

Amtrak's *Vermont* will run at 59 mph from St. Albans to White River Junction, and 79 mph south of there to the Massachusetts border, the agency says. Massachusetts and Connecticut are advancing improvement plans for their portions of the *Vermont* route, known there as the Knowledge Corridor.

According to the Vermont Rail Action Network, an advocacy group on its website, the group notes, “It will take another year or so for the newly reconstructed line in Massachusetts to open, eliminating the Palmer backup move and removing another 30 minutes or more from the timing. Further speed increases are coming on the Connecticut portion of the line by 2016.

“I can say with confidence, having watched this at close range, that this was a project done without waste that will bring real results—not only in a faster Amtrak train, but in the economic benefits of 286,000-pound freight, Vermont Rail Action Network Executive Director Christopher Parker noted.

Railway Age.

Claremont Concord Replacing Their S4

CC's Alco S4 No. 104, is being replaced by chopnosed GP9 No. 1907, former Burlington Northern xx Northern Pacific No. 322.

Submitted by Frank Klock