

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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September – October 2013

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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.

Sept 21st — The B&MRRHS will be traveling to Plymouth, NH to the former Boston & Maine station, now the Senior Center for a presentation by Ray Belanger on “Railroading in the North Country from the 1960’s to the Present.” *The meeting will start at 1 PM...we hope to see you there.*

Oct 12th — Rick Conard speaking at Rogers Hall about the Central Mass.

Nov 9th — Justin Winiarz returns for “An Encore of Northeast Railroading.”

Dec 8th — “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

Lowell Folk Festival 2013



L to R: *Paul Kosciolek, Russ Monroe, Dave Hampton in railcar*

Photo credit: Richard Nichols

The Society once again participated in the 27th annual Lowell Folk Festival.

We had the B&M combine open to the public on Saturday July 27th and Sunday July 28th from 11:00 AM to 5:00 PM. Visitors were able to view our HO model layout along with various railroad artifacts on display. Volunteers were available to answer any and all questions. There was definite interest generated in our walk through history of the B&M Railroad in Lowell on the large wall panels in our display. Jerry Kelley brought his self-built scale model of the west-end of the Hoosac Tunnel.

The B&M #410 Steam Locomotive once again brought many visitors with questions and much interest, frequently photographed throughout the weekend.

This event is a wonderful opportunity for the Society to spread the word about our Society and what we are all about. This event would not be possible without the dedication of so many volunteers, thanks go out to:

Mike Basile, Fred and Quesen Brown, Carl Byron, Rick Conard Dave Hampton, Don Hampton, Rick Hurst, Dan Hyde, Jerry Kelley, Paul Kosciolek, Russ Monroe, Richard Nichols, Jimmy Nigzus, Jim Nigzus, Peter Victory, Justin Winiarz

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.

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- 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:

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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:

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



Last Of The Breed – SW9 # 1228

By Cory Fothergill

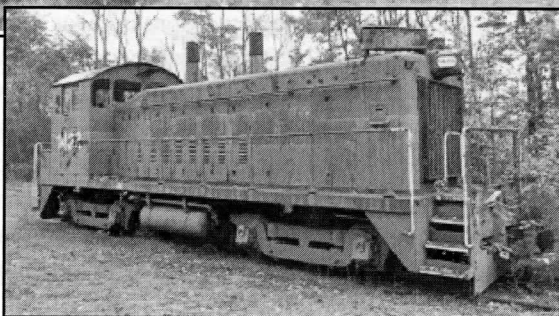
This was a “protect” engine bought by Milford and Bennington for their gravel switcher.

They bought this as a spare back in the 1990’s, never used it. At one time the New Hampshire Northcoast looked at it. The stacks have been capped forever. I have visited once a year for a several years now, last year one of the caps was tilted as seen in the picture but it should be “covered” now as I fixed it....

I attached many pictures and a photo Rudy took of the 1223 at East Deerfield way back. (Remember she is an eye sore now but his picture is there for a good restored visual!)

Information on Locomotive:

Ex Boston and Maine 1228 SW9 Built 5-1953 Serial Number 18282. 567B 12 Cycl. Engine, D15C Main Generator. Has 3 traction motors, compressor, etc. No Batteries.



George Drury

George Drury was one of the living links to the so-called Morgan Era, the golden age of railroad writing, in the eyes of many, so when he agreed to contribute a regular column to the *B&M Bulletin*, it was truly an honor. His column, “From West of Rotterdam Junction,” drew upon George’s deep regard for all things Boston & Maine, which, to be followed by a lifetime of rail travel, formed his earliest experiences of railroads. To have been given over a decade of columns, from 1999 to 2010, we were extremely fortunate to have had a friend in George.

Anthropology Class Discovers Fragments Of Old Train Station

By Ken Johnson Staff Writer

Early in the morning on Jan. 20, 1905 the St. John’s Express thundered through Durham. The train was running over an hour late and flying through campus at 50 mph. The train hit a broken rail causing four cars to derail and injuring at least 20 people.

This event, coupled with B&M Railroad’s plan to double track – or have one track for each direction – the railroad in the fall of the same year, lead to a change in the location of the railroad in Durham. The original train tracks cut through campus, where the great lawn now is. The original train station, built in 1841, was also located on the great lawn now.

In 1912, the tracks were moved to the western edge of campus, where they now stand, and a train station was moved from Lynn, Mass. to service the new tracks. That station is the current home of The Dairy Bar. The original station was moved by the intersection of Main Street and Mill Road and became Rundett’s Store and eventually The Pizza Den and stood in the area now occupied by Libby’s Bar & Grill and Scorpions Bar and Grill. It is this portion of history at UNH that the students enrolled in “The Lost Campus: The Archeology of UNH” are trying to uncover.

The 2013 semester students came up with three potential sites and did research into all of them.

The 1841 train station site was chosen and the class did shovel tests. In shovel tests, as done in New England, a grid is laid out and 1 1/2 meter square holes dug in the ground.

The dirt removed is run through a screen to see what artifacts are present. The number of artifacts can help determine whether a site is intact.

“They were all productive so we decided to investigate it with a full scale excavation,” Brown said.

There are two sites that the class is excavating: the hypothetical location of the train station and the hypothetical location of a shed. The station was level construction,

meaning that the street, platform and tracks were all at the same level.

Josh Beaucher, teaching assistant for the class and senior anthropology major, is in charge of the shed site and Kelsie Stevens, another teaching assistant for the class and senior anthropology major, is in charge of the station site. The students work the ground with trowels, paintbrushes and dustpans and run the dirt collected through screens. Possible artifacts are placed in paper bags, with markings showing where they were found. The shed site has unearthed full bricks and a piece of a clay pipe, which can be used to date the site, along with coal, railroad spikes and mortar.

Sam Grainger and Annmarie Pinard are removing dirt from the holes at the shed site. Grainger, a sophomore, has been working on the shed site and took the class because he loved digging as a child and thought archeology would be a fun class.

"Definitely lived up to the expectation, I would actually say it's exceeded the expectation," Grainger said.

Pinard, a freshman, was looking for a historical perspectives course and this one stood out. Pinard said that as a child she saw archeologists on television and that it would be interesting to learn about what they do.

"It's so cool what is underneath our feet," Pinard said

Sarah Van Beaver and Alan Jones are running dirt through a screen to look for artifacts at the shed site. So far, Jones has liked the shards of glass bottles and piece of clay pipe that were found.

"As opposed to pieces of building materials and bricks and things like that, they were direct evidence of pieces of people's things," Jones said. The train station site has unearthed glass, brick, coal, nails and a different texture from the soil where the building once stood.

"We have already found what we were hoping to find, the train station," Brown said.

The evidence of the building was found about 10 centimeters down. Brown said he expected a lot of topsoil.

"I didn't expect the station to be here at all," Brown said.

The great lawn has been heavily manicured over the years, has seen heavy construction and had cables run through it.

"I would have thought it would have been severely impacted, but in fact its not," Brown said. "It's what you'd expect to find if a site had been simply abandoned."

The artifacts that are found are bagged and go to the lab in Huddleston Hall. At the end of the excavation they will be cleaned, the metals will be dry brushed and ceramics washed with a toothbrush.

Artifacts will be cleaned and on display. Community Archeology Day is free to the public. The rain date for the event is May 4, from 9 a.m. to 3 p.m.

The New Hampshire UNH

Submitted by Jonellie, Rembert Patrick and others.

Pan Am Leases 10 Former Burlington Northern BNSF SD40-2 Locomotives

Helm locomotive leased with option to buy.
 HELM 7014 exBNSF7014 green
 HELM 7180 exBN7180 blue
 HELM 7192 exBN7192 blue
 HELM 7842 exBN7142 green
 HELM 7843 exBNSF7843 BNSF Heritage I
 HELM 7860 exBNSF7860 BNSF Heritage I
 HELM 8070 exBNSF8070 green
 HELM 8072 exBNSF8072 green
 HELM 8145 exBN8145 Heritage I
 HELM 8147 exBN8147 blue
Jack Armstrong Railpace

A Brief Overview Of Local Railroad History

Railroading in the Lincoln area and the Pemigewasset Valley

Began as a necessary out growth of the Lumber Industry in the early 1800's. Prior to 1840 and till 1850, the only methods of getting logs out of the forest and to the mills were the use of horses, oxen, and river drives. Much of the dragging or skidding had to occur during the winter months when the ground was frozen and snow covered. Eventually the larger operators realized that reaching into the forests, back away from the larger streams that supported the log drives was going to require better transportation to keep up with the growing nationwide demand for the native white pine, and spruce, Bill Gove, in his book "Logging Railroads

Along The Pemigewasset River", reports that between 10 and 12 million board feet of lumber were driven down the Pemigewasset in 1852. The natural answer was to adapt the "Iron Horse" to this task.

The Civil War had established the legitimacy and value of railroads in moving large quantities of goods (and troops), and the "Iron Horses" were working their way north. In the late 1800's, several logging railroads were built in the area. From The Beebe River

Railroad, south of Lincoln, to the Upper Ammonoosuc Railroad to the north, nearly 20 logging railroads were built and operated. The vast majority were standard gauge due to the ease of meeting and connecting with the main line railroads. Also, standard gauge equipment was far easier to acquire. Engines available to the early logging railroads were mostly of local (New England) manufacture (Portlands, Bloods, Masons; and possibly Brooks, Rogers, Manchesters, and Tauntons), they were light and rod driven, either 4-4-0 or 0-4-0. Later Baldwins, Shays and even Climax Engines appeared. As with all industries, as the railroads became more entrenched, they "grew up", becoming year round operations

with better roadbeds, better ties, and heavier rails, although sophisticated braking systems and safer couplers were yet to come.

The industrial age to the south had created not only an increased demand for New Hampshire's forest products, but the need for vacation spots for the successful mill owners, industrialists and their families. Tourist and vacation hotels started to appear in the "Pemi" Valley, Waterville Valley, and up in the Notches as well.

By 1850, the Boston, Concord, and Montreal Railroad had reached from Concord (NH) as far as Plymouth. From there, tourists would travel by coaches to their final destination. Soon after, the railroad was extended to Lancaster, cutting the coach travel even further, and in 1870 the line reached Bretton Woods and the Crawford Notch Area. The BC&M was now able to deliver passengers and provisions (with refrigerated cars) to the Grand Hotels. It was now possible to have breakfast in Boston, board the train and have a sumptuous evening meal at the Profile House in Franconia Notch! At the same time, the Portland and Ogdensburg (later to become the Maine Central) was working west from Portland towards Crawford Notch. The P and O's cut through Crawford Notch is still considered to be an engineering marvel. By the mid 1870's several other main lines from the "outside" world were heading to capture their share of the lucrative Northern New Hampshire freight and passenger traffic. Among them were The Concord & Maine (later the Boston & Maine); The Montreal and Portland, and the Atlantic St. Lawrence (later to become the Grand Trunk). In 1874 the Pemigewasset Railroad was chartered with trackage rights from Plymouth to Franconia Notch, with branches up the Mad River, and the East Branch of the Pemigewasset. Construction never started until 1882, with rails reaching into North Woodstock in 1883. At that point, the "Pemi" was leased to the Boston Concord & Montreal; the lease provided the "Pemi" with 2 new locomotives, 2 passenger cars, and several flatcars and boxcars. In 1889, the BC&M combined with the Concord Railroad and became the Concord and Montreal. Although the Pemi Branch was able to build large and profitable passenger business providing 3 or 4 round trips daily between Plymouth and North Woodstock, freight, particularly lumber was its primary business. In "Logging Railroads Along The Pemigewasset River" Bill Gove states that in 1884 the "Pemi" transported 400,000 board feet of pulpwood. Due to reported financial problems associated with its rapid expansion, the C&M was leased to the Boston & Maine in 1895 (by 1919, the C&M was fully owned by the B&M.

About 1892, the outward appearance of the lumber industry in the Pemi Valley area began to change. The many smaller mills gave way to fewer larger mills. Lumber barons with huge acreage holdings, operating companies with smaller branches, and real estate speculators appeared. There were

eventually five separate logging railroads in the Lincoln area. Perhaps the most infamous of the group was J.E. Henry who moved his crew and operation down to Lincoln from the Zealand Valley after conducting some extensive and much criticized logging operations there. Indeed, the decimation of the White Mountains was finally addressed by Congress and from that attention came the Weeks act. A milestone in US conservation history. Mr. Henry erected one of the areas largest sawmills, built up the Town of Lincoln, and established a paper mill that lasted about 90 years. Some of the paper mill can still be seen today. James E. Henry was also responsible for building and operating the "East Branch and Lincoln Railroad". The "East Branch" was probably one of the best constructed of all the logging railroads in New Hampshire, some of the railroad was still working the paper mill in the early 1950's The "East Branch even had its own shops where log cars were repaired and built. Some of this equipment has been preserved and is on display at Clark's Trading Post.

The fore going is but a brief snapshot of the logging and railroad history of the area where you will be spending the weekend.

For far more interesting reading and details, the following books are highly recommended:

"Logging Railroads of the White Mountains" By C. Francis Belcher. Published in 1980 by the Appalachian Mountain Club. ISBN 0-910146-32-2

Logging Railroads Along The Pemigewasset River By Bill Gove. Published by Bondcliff Books, Littleton, NH ISBN 1-931271-19-4

Any of the "Tour Guides" published by the Mass Bay Railroad Enthusiasts to accompany their Fan Trips are interesting and fact filled.

Any of Bruce Heald's books on The Boston & Maine are well worth reading.

"Life by the Tracks" by Virginia C. Downs; Phoenix Publishing, West Kennebunk, Maine. ISBN 0-9146669-60-X. is an excellent insight into a railroad section gang and Railroad families in the Notch when steam was king.

Prepared for the "White Mountain Railroad Festival" booklet, June, 2010. By Stephen Taylor Acting Chairman of the Flying Yankee Restoration Group

\$60M Project For Span Over Merrimack Starts This Year

By Mike LaBella

While the train bridge crossing the Merrimack River receives repairs over the next three years, the project will cause few interruptions to train service.

So said state officials who have unveiled the project to

strengthen the century-old bridge at the western end of downtown.

The bridge carries trains to the downtown commuter station, which is popular with residents of hundreds of apartments and condos in old shoe factories. Those housing complexes have helped resurrect the city center.

Designers of the bridge project said repairs will happen in ways that will allow trains to use the bridge at their normal times.

Some city councilors have said they fear the old bridge that carries commuter and freight trains over the river each day would eventually collapse. The two-track span is similar in design to one that collapsed in Minneapolis in 2007. Haverhill's train bridge has been repaired several times in recent years while the MBTA began preparations for a bigger overhaul.

The \$60 million project is expected to begin in the fall and be completed by the end of 2016, officials said.

The job includes repairs to the small bridge that crosses downtown Washington Street at the edge of the train station. Officials said there will be minimal interruptions to car traffic during repairs to that bridge over the roadway.

The bridges are owned by the MBTA and used by the MBTA's commuter rail, Amtrak's Downeaster that runs between Boston and Maine, and by Pan American freight trains. Daily rail service includes about 36 passenger trains and 10 freight trains, according to MBTA/MassDOT spokeswoman Kelly Smith.

Officials said renovations to the bridges are needed to upgrade train safety and operations. The main sections of bridge were built in 1919, but some of the existing foundations date back to 1839. Design for the rehabilitation is being done by HDR, an engineering firm hired by the MBTA. The work will include repairing or strengthening deteriorated bridge members, reinforcing piers, and cleaning and painting the bridges.

According to a June 2009 summary of HDR Engineering's inspection, the bridge over the river is safe for freight trains as long as only one crosses at a time and it travels no faster than 5 mph. The report said it is safe for two commuter trains to cross the bridge at the same time and as long as they do not exceed 15 mph. Those restrictions are still in place, officials said. The speed restrictions closely followed the Minneapolis bridge collapse that left 13 people dead and dozens injured.

In 2008, the MBTA inspected the double-track span and rebuilt its deck. The job included replacing about 1,600 bridge timbers, installing walkways and railings across the full length, and laying about 8,000 feet of rail.

City Councilor William Macek, who in the past expressed concerns for the structural integrity of the bridge and a possible failure that would halt train travel over the river, said he is pleased the MBTA plans to begin repairs this year.

"The fact that the state is making this project a priority this year underscores the need to assure safety and long-term viability of the rail bridge," Macek said. "If the integrity of the bridge is secure, it will mean people and businesses on both sides of the Merrimack will be able to count on using rail transportation without question or concern. I know people who will not use the Haverhill (train) station and instead will drive to Bradford to catch the train to Boston They are unwilling to be on a train that crosses the river.

"Once the bridge is repaired, I believe there will be more people using the downtown station, which will ultimately bring more business to the downtown area," Macek said.

eagletribune

What Signaling Was In Place Along The Eastern Route In The Fall Of 1956?

James Van Bokkelen: Per ETT #63, October 28 1956: It was all ABS except for the Salem - Northey Point CTC single track and the associated CTC from Northey Point to Beverly Draw. The latter allowed bi-directional operation on the Eastward track only, for moves to and from the Gulf Oil terminal spur.

By that time, I think the main line was all searchlight signals. There were spring switches at the ends of double track at Salem and Northey Point on the main and on the Danvers Branch, as well as Newburyport and Emery. All grade crossings from Boston to but not including Railroad Ave. in Rowley had automatic protection for movements on either track in either direction. There were inward station signals at Chelsea and Everett.

Bob Warren: Reading JVB's comment regarding signals along the eastern route reminded me of when we went to service the Industrial Siding (as I recall it being called) in Everett. Since access to the siding was from the inbound main and we being on the outbound main we had to use a nearby crossover to gain access to the siding, we'd drop off a crew member at the Boston end of the crossover who would operate that turnout which turned all signals to the east of the cross over to red. Then roll up to the grade crossing so the gates could be raised while we waited the five minutes from the time the crossover switch was operated till we could cross over to the inbound main and then into the siding. Operating the switch to the siding also set all signals to the east red.

The five minute wait was to allow any inbound movements to clear the crossover and of course, to prevent any 'incidents'. Once the crossover movement had been made, the turnout on the outbound track was returned to normal with signal indication controlling any such movements.

Course in the middle of the night, there were virtually no inbound movements but still had to obey the rules.

South Reading Branch Railroad

The South Reading Branch Railroad or just South Reading Railroad, was a short line railroad that ran from Wakefield, Mass. to Peabody, Mass. and was named for town of South Reading, which changed its name to Wakefield in 1868.

In 1848, a group of investors from Salem and Danvers were granted a charter to build a railroad line from South Reading to South Danvers. The line took two years to build and opened for business in 1850 and opened up another Boston to Salem route as it was given trackage rights to Salem on the Essex Railroad.

The Boston to Salem route had long been monopolized by the Eastern Railroad and when the South Reading line was opened, it took quite a bit of the business away with lower fares and the fact that passengers had a direct link to downtown Boston via the Boston and Maine Railroad, the Eastern's most heated rival. Whereas the Eastern had to ferry their passengers from East Boston across the harbor to get to and from Boston, many passengers preferred to take the B&M to Wakefield and go to Salem via the South Reading.

In 1851, the Eastern Railroad, fearing that the B&M would take over the South Reading, in self defense took over the line at steep cost and the Massachusetts State Legislature for years, forced the Eastern to keep the Boston to Salem route open via the South Reading despite the fact that the Eastern had built an extension of its main line to reach downtown Boston from Revere through Chelsea, Everett and Charlestown.

In 1868, when South Reading became Wakefield and South Danvers changed to Peabody, and the line was renamed the Wakefield Branch, but its old name stuck with passengers and rail fans today.

When the B&M took over the Eastern RR in December 1884, the South Reading line became obsolete as the B&M had other lines that went to Salem via the Newburyport Branch and the former Boston and Lowell Railroad branch line, the Salem and Lowell Railroad.

In 1925, the B&M received permission to abandon the line and the tracks were removed from Wakefield Center (where the line split from the Newburyport Branch) to Peabody. In the 1950s, the abandoned ROW became part of MA state highway 128 in the Montrose section of Wakefield. In 1965, the first two miles of the line was rebuilt between Peabody and South Peabody to service a new industrial park and remains in service today. Portions of the ROW in Lynnfield & Wakefield are still traceable.

Wikipedia

A Sleep At The Switch

Or

The Printer's Machinery Gone Astray.

There were several omissions in the July-August Newsletter and Issue 144 of the Modelers Notes.

In both documents, the words *Boston & Maine Railroad Historical Society* are missing in the herald at the top of the first page.

Omissions in the Newsletter

On page 3, second column, the words *How The Camel's Hump Got Its Name* should have appeared under the rule.

On page 6, under the words *Last Three Bays Standing*, the following should have appeared *Portsmouth Engine House*.

Omissions in the Modelers Notes.

In addition to the missing words in the herald, there is no date under Issue #144, the missing dates are *July – August 2013*.

Mass Bay RRE Is Pleased To Announce Two Special Excursions On The Providence & Worcester Railroad In October, 2013:

Saturday, Oct. 12: The 'Seaview Limited

Our train will travel from Worcester, MA on the P&W's main line through Providence to Davisville, RI, where we'll cover all available trackage of the Seaview Railroad to Quonset Point in Davisville.

Sunday, Oct. 13: The 'Willimantic Special'

This will be a repeat of last year's sold-out runs from Worcester to Plainfield, CT and then over the P&W's restored Willimantic Branch to the 'Thread City.

There's even more information on our web site at:
www.massbayrre.org/Trips/Fall2013P&Wtrips.html

html

The Commuter Rail Direct Connection from Boston & western suburbs

Make a direct connection to our 'Seaview Limited' and 'Willimantic Special' trains at Worcester Union Station! Take MBTA train P553 from Boston & western suburbs to Worcester (departs South Station 7:25 AM, arrives Worcester 8:54 AM). Our hosts will guide you to the adjacent platform where you'll board our special train. Return to Boston on train P560 (departs Worcester 6:20 PM) or train P562 (departs Worcester 8:00 PM). *Note: Purchase MBTA train tickets individually.*



Bedford, MA

For a small town, the Boston & Maine Railroad's facilities at Bedford were considerable. A three-stall engine house was situated near the coach yard in a "wye." When George Dimond visited on February 13, 1955, locomotive #3969 exposed its nose through an open door. Sister engines #2403 and #3640 were keeping warm inside.

The BB Local pauses at Bedford Depot as it prepares to continue northward to Billerica and Lowell. The station is at the junction of two Boston & Maine lines: the Lexington Branch between West Cambridge and North Billerica and the Reformatory Branch from Bedford to Concord. John M. Boardman recorded this classic scene on April 5, 1949.

Train arrivals caused a frenzy of activity around Arlington Station. While passengers alighted from the maroon coaches, railroad workers busily unloaded newspapers and parcels from Boston. Albert G. Hale was there with his camera on August 10, 1953, when Train 3211 arrived behind locomotive 1388. Brattle Station is next on the way to Bedford.

George M. Dimond was there to capture this scene on February 23, 1953.

