

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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January - February 2014

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.

- 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.

The October Membership meeting was a presentation on the Central Mass by past Society Archives Chairman Rick Conard. Rick gave a brief history of the “Branch” along with slides of early accounts. We saw PUC, passenger and freight action in many places along the line in various climates. A special scene was at Ordway, which was an area that the US Government used for munitions storage during WW II. Rick gave us an update on what the Wayland Historical Commission is doing around the station site such as Excavating the turntable pit and restoring the freight house. Thanks Rick for a great presentation.

The November meeting had Justin Winiarz returning with more Northeast railroading and a bit more from late 2012 to September 2013.

Justin’s started with action on PanAm, including the first passenger train on the old Boston & Maine in years as well NS and other New England railroading. Next Justin took us to New York for CP & D&H trains including the Christmas Train as well as CSX. Pennsylvania had stops at Steamtown and a steam excursion to Horseshoe Curve. Some tourist railroading in North Carolina along with CSX and NS. And a stop at the Adirondack Scenic Railfan weekend.

Afterwards, those in addentance enjoyed a plate of spaghetti covered with Buddy Winiarz’s delicious sauce followed with brownies also by Buddy passed around by Jim Nigzus as well as pastires contributed by others.

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.

The annual election of officers was held on 12-14-2013 with a total of 87 ballots cast.

Those elected is as follows: President Carl Byron 84 votes, Vice-President-Rick Nowell 86 votes, Recording Secretary-Paul Koscirolek 85 votes, Clerk-Michael Basile 85 votes, Treasurer-Paul Koscirolek 85 votes. Director-Richard Nichols 84 votes, Director James Nigzus 86 votes, Director Rick Hurst 85 votes, Alternate Director-Brian Bollinger 85 votes, Alternate Director-Bob Fareenkopf 83 votes.

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	Carl Byron
Vice President	Rick Nowell
Treasurer	Paul Kosciolk
Clerk	Michael Basile
Secretary	Paul Kosciolk

Board of Directors

Gerry Kelly,	Paul Kosciolk,	Dave Hampton
Rick Hurst,	Dan Hyde,	Richard Nichols
James Nigzus,	Mal Sockol,	Buddy Winiarz

Alternate Directors

Brian Bollinger & Bob Fareenkopf

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.

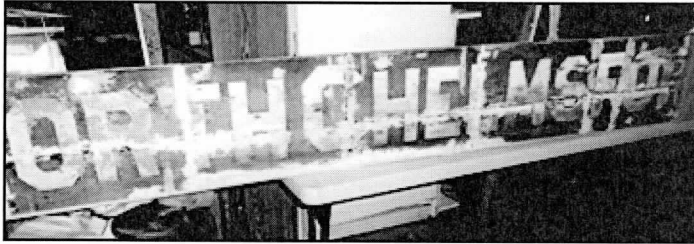
Please send membership requests to:

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



Member Sandy Shepard reconstructed the North Chelmsford depot sign... Thanks Sandy.



Geep 7's Live On

According to Scott Whitney, old B&M geeps-7's still soldier on –

#1560 now at UTLX in Marion, Ohio; #1568 to LTE 32; #1575 to LTE 34, it and the 32 to NS/Altoona for Railpower Genset project. #1577 to LTE 35...Agri-Grain, Bloomington, Illinois

Wachusett Station Commuter Rail Station

Officials broke ground on the Station in West Fitchburg, which they are hoping will open up the entire region and Western Massachusetts to rail service into Boston. Once complete, it will take an hour for the commute from Fitchburg to Boston, they said,

The Wachusett project extends the Fitchburg commuter rail line 4.5 miles west to the new station, which is close to Route 2 at Route 31. It will have about 365 parking spaces. The project also includes construction of a new train layover facility in Westminster. Completion is slated for late 2014.

The project is part of more than \$200 million in rail improvement projects along the line that have created hundreds of jobs and will improve the speed, service and reliability of the Fitchburg-Boston line, state officials said.

Submitted by Jack Armstrong Railpace

Ronald P. LeBlond

1933-2013

Ronald P. LeBlond, age 80, a retired mechanical engineer and dedicated volunteer for the B&MRRHS Archives Committee, died on November 2, 2013, in Burlington, Mass.

He was born in Sanford, Maine, July 17, 1933 and was raised in Somersworth, NH. He graduated from Somersworth High School, and graduated from the University of New Hampshire, Class of 1958, with a degree in mechanical engineering. Ron retired from Raytheon's Missile Systems Division in Andover as a radar engineer. He had lived in Tewksbury, Mass. since 1966.

In the 1990s Ron worked diligently to organize and inventory the Society's collection of mechanical drawings, particularly right of way and track maps and drawings of structures. The 3-ring binder inventories he prepared are used to locate and gain information about those drawings.

He leaves his wife of 60 years, Barbara A. (Tapsott) LeBlond, a son and daughter-in-law, Kevin R. and Georgia (Mazzone) LeBlond of Westford; two grandchildren, and two great grandchildren, Natalie and Nicholas Charlton.

Committal Services were held Thursday, Nov. 7, in Tewksbury Cemetery. Memorials to the American Cancer Society, 30 Speen St., Framingham, MA 01701 visit www.cancer.org or American Red Cross, P.O. Box 4002017, Des Moines, IA 50340-2017 or visit www.redcross.org will be appreciated.

From the Gardner News

100 YEARS AGO

November 18, 1913

Headquarters have been established in Gardner for the Boston & Maine railroad work train employees, who have made preparations to move their families to town.

The train runs on the Fitchburg division between Gardner and Greenfield and will do some work on the Worcester branch as well. The men formerly maintained their homes in Greenfield and some have been switched around various towns on the division so that they can feel at home in anyone of them.

The scarcity of the tenements in the vicinity of Union station has worried a few, but they expect to be comfortably settled before cold weather sets in.

Submitted by Dennis Lyons

FROM THE ARCHIVES

We recently acquired a loose leaf book of standard plans issued by the B&M's Engineering Department about 1926. (Archives Catalogue No. 2004.36.194). As with similar books in our collection, this one contains blueprint plans for structures, turnouts, signs, crossing gates, bridges, rail fittings, and trestles. Unlike the others, it contains a page that documents the B&M's painting standards in the 1920s. This is the first document that your chairman has uncovered that consolidates painting standards in one place. As additional donations come in we hope to find mixing formulas for the enumerated paint colors, paint specifications from other departments, and painting standards from the maroon and cream/yellow era and the blue era.

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. Contact Rick Nowell, Chairman, Archives Committee, fnowell3@yahoo.com.

BOSTON AND MAINE RAILROAD
STANDARD PAINTS FOR STRUCTURES
1921

Numbers refer to B. & M.R.R. Standard Paint Specifications

F—Freight Car Brown

Buildings	Outside body #1A, Gray. Outside Trimming #2A, Dark Green, except in yards where subject to smoke, when F, Freight Car Brown would be used for both body and trimming. Inside Walls #3A, Buff. Inside Trimming #4A, Brown. Ceiling #5A, White. Roof projections and Underside Awnings #1A, Gray.
Bridges	Steel Track Bridges: first coat #6A, Light Brown. Second coat #7A, Dark Brown. Third coat #9A, Black Graphite. Steel O.H. Bridges, steel fences and railings thereon: first coat #6A, Light Brown. Second #7A, Dark Brown. Third #9A, Black Graphite. Wooden O.H. Bridges: #2A, Dark Green.
Bridge Guards	#10A, Black.
Bridge Markers—Posts	#5A, White, with #10A, Black Figures and Borders.
Bridge Markers—Boards	#5A, White, with #10A, Black Figures and Borders.
Baggage & Mail Trucks & Sleds	#2A, Dark Green. Ironwork #10A, Black.
Blue Flag Posts	#5A, White.
Bumpers—Freight & Passenger	#1A, Gray. Boards: #5A, White with #10A, Black Letters and Borders.
Crossing Signs	Posts: Top, #5A White. Base #10A, Black.
Culvert Markers	#5A, White with #10A Black Figures.
Clearance Posts	#5A, White with #10A Black Figures.
Coal Boxes	#2A, Dark Green. Tight Board: #2A, Dark Green.
Fences	Intertrack: #2A, Dark Green.
Gates	Arms: #5A, White and #10A, Black. Ironwork #10A, Black.
Lantern Posts	#2A, Dark Green.
Load Limit Signs	Track Bridges: #11A, Yellow with #10A, Black Letters.
Mile Posts	Highway Bridges: #5A, White with #10A, Black Letters and Borders.
Mail Catcher	Cut Surface #5A, White with #10A Black Letters and Figures.
Poles carrying wires	#1A, Gray.
Rail Stands	#10A, Black.
Ring Posts	#10A, Black.
Roofs—Metal	#5A, White with #10A Black Letters
Signal Poles	See Steel Track Bridges.
Snow Plow Signs	#10A, Black.
Station Targets	#11A, Yellow with #10A Black Disc Post: Top #2A Dark Green. Base #10 A, Black.
Station Platform Railings	Board: One End #5A White. Other End #2A Dark Green.
Slow Boards	#2A Dark Green
Section Posts	Ironwork #10A, Black. Board #11A, Yellow with #10A, Black Letters.
Standpipes	#5A, White with #10A Black Letters and Figures
Turntables	#10A, Black.
Whistle Posts	See Steel Track Bridges. #5A, White with #10A, Black Letters and Borders.

Warning Signs
Water Spout Marker.
Water Tanks

Water Barrels

Wheel Barrows
Yard Limit Sign

ISSUE

G 7-19-21
H 4-7-22
I 4-29-22
J 8-19-25
K 4-5-26

Drawn by: JLO Approved:

Traced by: JLO

Checked by: FST

Correct: PLD

F. Aldwich [?]

Engr. Mant. of Way

Approved: A. B. Corthell

Chief Engineer

Approved: B. R. Pollack

Vice Pres. & Gen. Manager

Board #5A, White with #10A, Black Letters and Borders.
#10A, Black.
#1A, Gray.

Medium Blue (specif. A-14-26). Cover: hoops, bands to be Yellow
(specif. A-13-26). FIRE (8" letters) 3 times equidistant around upper
half in Yellow.

"F," Freight Car Brown.
#11A, Yellow with #10A, Black Letters.

Hijacked Budds

Submitted by Steve Valle

"I was going through an newspaper old scrap book that I made back in 1971 / 72. Here's a story you may remember. This was found in the "RECORD AMERICAN", Boston, Thursday, March 16, 1972."

Hijacked B&M Buddliner Highballs Into Turntable Pit

By

Jim McParland and Jon Klarfeld

"An eight-car Boston & Maine Buddliner train was stolen in Somerville Wednesday morning and was wrecked a short time later when it piled into a turntable at North Station, causing what a B&M spokesman said was damage "in the millions of dollars."

"Police said a man identified as William C. Lynch, Jr., 26, of 40 Walnut St., Winfield, boarded the train at 3:45 a.m. at the Boston Engine Terminal in Somerville.

"The train was waiting to be taken to North Station and then, at 6:15 a.m., to Reading, where it was to have been broken into two four-car commuter trains for the morning rush hour.

"As the self-propelled Budd cars pulled out of the Somerville yard, a B&M switchman assumed the train was on its regular one-mile morning trip to Boston and set the switches on the track for North Station.

"Police said that as the train approached North Station, about 200 yards from the bumper at the terminus of the track in the station, Lynch allegedly threw the train into reverse.

"A B&M work crew, shoveling snow near the station, saw the train screech into reverse. Witnesses said there was a massive shower of sparks from the wheels and that the hijacker then leaped from the train and began running.

"The train was running, too, and reached an estimated 50 miles per hour before smashing into a turntable in the station yard.

"The work crew notified Railroad Police, who arrested Lynch a short distance from the station.

"Authorities said the turntable was wrecked, about 300 feet of track was torn up, the first Budd

car was a total loss, the second was heavily damaged and lesser damage was sustained by two other cars.

"A spokesman said the replacement cost of a Budd car is \$400,000.

"Lynch was arraigned in Boston Municipal Court later in the morning, charged with willful and malicious destruction of property, willful and malicious destruction of property, willful and malicious injury of railroad property, trespass and being a disorderly person.

"He pleaded innocent to the charges and was ordered held in \$25,000 bail. His case was continued to March 24.

"Lynch's lawyer, Atty. Theodore Bakas, said Lynch was a Vietnam veteran who has been under treatment at the Bedford VA Hospital.

"Police said that as the train piled into the turntable two workers – David McGilvray, 21, of Bartlett St., Haverhill, and Joseph Yentile, 49, of Cross St., Wilmington – were slightly injured as they jumped for their lives."

Support For 'Hotel Train' Grows In Western Maine

By Peter L. McGuire

A proposed overnight passenger train between Boston and Montreal is picking up support from communities along the proposed line.

Proponents hope upcoming negotiations for track use from Portland to Quebec between Francois Rebello, the Montreal entrepreneur driving the project, and the St. Lawrence and Atlantic Railroad, a subsidiary of Genesee & Wyoming Inc., will clear the way for service to start as soon as June 2014.

Nearly all the communities along the railroad line have signed letters of support for the project, which Rebello intends to use to encourage political support and investment for the enterprise.

Rebello plans to offer passengers meals, entertainment and sleeping cabins on the overnight trip. The train is expected to make a number of stops along the way, including Bethel,

Gorham, N.H., and Island Pond, Vt. More may be added.

Last week, Rebello announced he had received communication from St. Lawrence and Atlantic, outlining the conditions, including liability and timing, necessary for passenger rail service.

“They didn’t say ‘no way,’” said Tony Donovan, president of the Maine Rail Transit Coalition. “That is really good news, because that means these companies that don’t usually open their doors to passenger rail are opening their door to the hotel train.

Earlier this year, communities in Western Maine and New Hampshire established the Androscoggin, Oxford and Coos County Corridor Committee to help promote passenger rail service through the region.

In the past months, 10 communities along the corridor have signed letters of support for the hotel train.

In September, Rebello said his plan was to start passenger rail service as early as next summer and there is no indication that goal has changed. According to the Maine Rail Transit Coalition, 45 round-trips are planned in the first season, between June and mid-September, with round-trip ticket prices estimated at \$400.

Rebello intends to fund his hotel train with private investment, which may allow him to establish service more quickly than a project dependent on public funding.

Sun Journal via *FOUR-NINETY-FOUR NEWS White River Jct. Chap*

Rod Stewart Takes In City’s ‘Downtown Train’

Alan Burke The Salem News

And when model train buff and singer Rod Stewart visited George Sellios’ model train layout on Main Street in Peabody, the star was so entranced by what he saw his entourage had to pull him out of the room. “He had a concert in Boston,” Sellios laughs. “He was supposed to be there in 45 minutes. It got to be a half hour. ... He said he’s been trying to get here for years.”



Rod (left) views the layout with George Sellios

Sellios’ Franklin and South Manchester Railroad, located on Main Street in downtown Peabody, has always drawn serious model train enthusiasts from all over the world. But Stewart might be the biggest name ever. “He’s such a down-to-earth guy,” said Sellios of his visit.

The rock star explained that he has his own massive model railroad in California — “It’s 125 feet long,” said Sellios — but the British native half-joked that this project left him so awed, “I’m going to rip mine all down after this.”

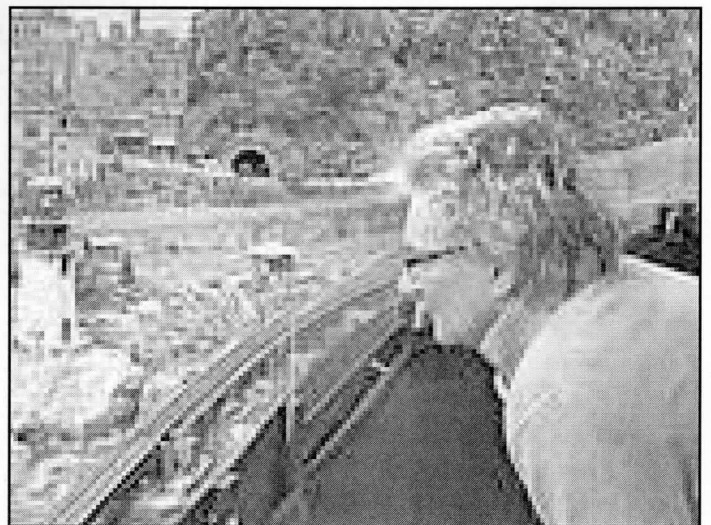
The Sellios display covers up to 1,600 square feet and is crammed with incredible detail, from grimy buildings to potholed streets. In delicate HO scale it’s an uncanny depiction of a Depression-era city that tends to resemble Peabody.

“It was kind of surreal,” commented Sellios’ friend Ben Streeter who was invited to meet Stewart. “He clearly had researched George’s layout.” Stewart had certain angles and sections of the work that he wanted to view closely. “He said it would inspire him to go home and work on his own layout,” Streeter said. “... He was amazed. Like anyone who sees George’s layout for the first time.” The visit lasted an hour.

Notwithstanding his self-deprecating style, Stewart has had his own work featured in model train magazines. Streeter noted, “He has a huge model of Grand Central Station. ... He does his modeling while he’s on the road.”

For his part, Stewart owns several of the painstakingly fashioned buildings that Sellios sells through his Fine Scale Miniatures.

Both Sellios and his daughter Tara, who was also there for the Stewart’s visit, were given tickets and attended the singer’s Boston concert. “It was real entertainment,” said Sellios.



Rod taking a closer look at Sellios’ model empire

Joint Facilities

by Dwight Smith

The term "joint facilities" brings back a lot of memories for me. Just taking in the Boston & Maine's Connecticut River Line from Springfield, MA to Wells River, VT the following joint facilities come to mind:

(Bear in mind that I am referring to the 1950s and 1960s only)

1. Brattleboro, VT. The trackage south of the station was entirely CV and the CV did all the switching to and from CV customers as well as to and from B&M customers.
2. Bellows Falls, VT. The Bellows Falls yard limits included North Walpole, NH. The Rutland had their own yard and roundhouse in Bellows Falls itself, and the B&M had their own yard and roundhouse in North Walpole. The two roads shared the passenger station, freight house and team tracks in downtown Bellows Falls. ALL facilities including private sidings on either the Rutland or the B&M were served twenty four hours a day with local switch crews, two shifts with a B&M locomotive and crew and the third shift with a Rutland locomotive and crew.
3. Windsor, VT. As I recall the Windsor freight agent was a CV employee, but all switching service to and from B&M and CV freight customers was performed by the B&M X-1 local freight out of Bellows Falls.
4. Between Windsor, VT and White River Jct., VT the tracks were owned by the CV, but all passenger train service was performed by B&M through passenger trains running between White River Jct. and Springfield, MA., with the CV earning a portion of the ticket revenue between the two points based on its trackage ownership between WRJct. and Windsor. In order to make peace between the CV and the B&M the CV furnished motive power and train crew for a round trip of one B&M White River Jct./Springfield passenger train for part of each year. And the CV continued to receive a portion of the revenue from every ticket sold on B&M passenger trains that traversed the trackage to Windsor. This explains the photos in my album of CV 4-6-2 steam locomotives on B&M train 712 to Springfield, MA in the 1950s.
5. At White River Jct. the CV had a yard, roundhouse and switcher locomotives in WRJct. The B&M had a yard and switcher locomotives in White River Jct., and the B&M's roundhouse was across the Connecticut River in West Lebanon, NH. The passenger station and freight house in White River Jct. were joint CV/B&M facilities.
6. Joint B&M/CPR freight trains ran between White River Jct. and Newport, VT. There were four or so daily interline freight trains that ran through between the B&M yard at White River Jct. and the CPR yard at Newport, VT. The trains were on B&M rails from WR Jct to Wells River, VT and n Canadian Pacific rails between Wells River and

Newport. The trains ran all the way between end points with either B&M crews and power or CPR crews and power. B&M power was turned and serviced at Newport, and CPR power was turned and serviced at Westboro (West Lebanon) NH.

There is a very interesting essay written by B&M's manager of joint facilities (Ted Lindberg) on pages 166-171 in the book "Boston and Maine City and Shore" by Robert Willoughby Jones. The essay goes on to more detail of working jointly with other roads, including the complicated terms of who pays for what on the Portland Terminal Co. in Portland, Maine. The PTCO was owned outright by the Maine Central and was supposed to treat the B&M as an equal in all respects. I worked for the B&M in Portland 1960-1972 and I know from personal experience there were many different opinions of what the word "equal" meant.

Two Railroads Caused The Split Between West Of Williamstown And Johnsonville

Joel Holmes: why the line was split between West of Williamstown and Johnsonville?

Scott Whitney: The Troy & Boston and the Boston, Hoosac Tunnel & Western were obviously two separate railroad entities in the 1800's before merger into the Fitchburg RR. At that point they were combined and then divided again to be operated as eastward and westward mains. Now, contrary to popular misconception, the T&B and BHT&W were not used exclusively for this. That is to say that neither railroad was entirely eastward or westward. Many people believe that this is how they were divided but it is just not so. Simply explained, the BHT&W was almost entirely north of the T&B. The only exception was from where it ducked under the T&B at Hoosick Falls and then crossed the T&B at grade at Hoosick to get back on the north side. How many of you didn't know this, raise your hand.

The reduction of the amount of each railroad operated certainly did not happen over night. It has only recently been re-discovered that the first loss of right of way actually occurred on the Southern Vermont Railroad, which was the extension of the T&B through the State of Vermont to the Massachusetts border.

A few miles of SVRR were abandoned as the Fitchburg (?) double tracked the BHT&W segment in VT. Possibly this was due to flooding in the 1800's but even until late in the B&M era, a wide section of right of way still existed in VT.

The next great loss was that of the BHT&W between Hoosick Jct. and Eagle Bridge. This was caused by the flooding in the first half of the 1900's and led to double tracking the T&B through there. Significant track changes occurred at Eagle Bridge at that time to reconnect the T&B to the BHT&W.

Somewhere, also during the early Fitchburg RR years, significant changes also occurred at Johnsonville when the traditional BHT&W main through there was abandoned and relocated further south to near where the more recognized tower is now. Certainly it should be realized also that the track configuration was WAY different back when it was an old manual controlled interlocking.

Except for the transition to the new Johnsonville tower and more track changes at Johnsonville, everything remained constant until 1961 when the BHT&W (eastbound track) was removed from Johnsonville to Eagle Bridge. This had followed the end of passenger service out of Troy and also the end of the Rutland RR overhead traffic to Chatham.

Next to go was the BHT&W from Hoosick Jct. to Hoosick (eastbound track) in 1966 thus ending the over-under movements through Hoosick falls. The T&B from Johnsonville to Troy went in 1971 when there was just nothing left to do in Troy that couldn't be handled by the D&H or NYC. The price of real estate was going rapidly there anyway.

Last but not the least was the BHT&W (westbound track) from Hoosick to Williamstown in 1980. This included the road underpass just east of Petersburg Jct.

So, you can see from all this that all of the T&B from Johnsonville to the Mass border is still in use today whereas the BHT&W has been ripped up. SJW

Was the line between Troy and Johnsonville ever double tracked?

Yes, the whole thing was double track until CTC was installed.

B&MRRHS Photo Site

The Society has established a site for the display of photos from its collection. The site can be viewed at www.flickr.com/photos/bmrrhs. When the site loads it displays photos in the order that they were uploaded to the site, most recent first. By selecting the tab "Sets" you can view photos by category.



Bruce Bowden photo

A mile west of Waltham Station with the Waltham Watch Factory across the Charles River out of sight to the right. Site is Mt. Feake Cemetery where they had a small shack for a station or shelter.

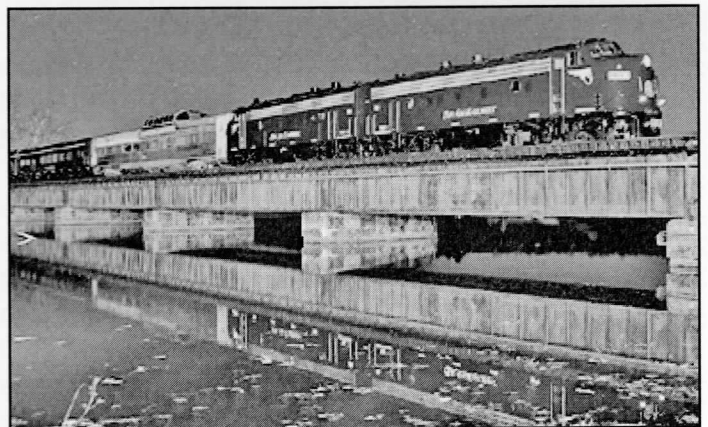
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Submitted by Jack Armstrong / Railpace

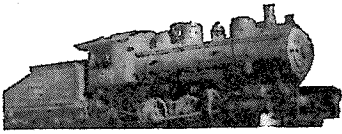


Pan Am ran a rare evening trip with their Office Car Special train and newly acquired ex-Wabash dome car on October 12, as the train rolled from Portland, Maine to Rotterdam Junction, New York. Seen at Schaghticoke, New York, PAR 1 and 2 FP9As lead the Dome Lounge 102 (ex-Wabash 201), and Business Cars 101 and 100. A double exposure was used here to provide the starry skies and a trio of AlienBees B1600 illuminated the 25 mph train as it passed over the bridge.

B&M 2-8-4 At The New Haven Engine Terminal In Springfield.



Photographed May '40 by Donald Hayward.



Boston & Maine Railroad Historical Society

Incorporated

P.O. BOX 9116 • LOWELL, MASSACHUSETTS 01853-9116

Dear Boston & Maine Railroad Historical Society Members;

The President and Board of Directors are taking the unusual step of including this membership letter with your current B&MRRHS Newsletter.

Our B&MRRHS has accomplished far more than any of its founders—including myself—thought possible—or could have even imagined—in that now distant year of 1971. Our archives are continuously expanding—currently filling a 1,000-square foot section of the Mogan Cultural Center in Lowell; our Hardware Collection now occupies a 1,600-square foot area in the North Chelmsford storage facility, our membership has remained relatively constant in the 1,000+ range over the past decade, our bank accounts are in the black; even our product sales via shows, internet, and membership flyer remain robust in this “iffy” economy. And the bi-monthly newsletter and annual calendar are well received by all.

However, to most members, our pride and joy is the B&M BULLETIN; and justifiably so. For over four decades it has stood shoulder-to-shoulder and side-by-side with the best nationwide railroad historical society publications; and the Officers, Board of Directors, and Editor/Staff continue to do all they can to ensure the BULLETIN’s first rate status.

And we are painfully aware that the first BULLETIN to be sent to our members in nearly 18 months should by now have arrived at your home.

However, in an attempt to mitigate this unfortunate situation, in Spring 2013 the Board of Directors agreed that the Robert MacDonald book: *The Boston & Maine in Mid-Century*, in “back burner” production for over 4 years concurrent with BULLETIN issues under Editor Andy Wilson; be immediately completed, published and shipped to all members to stand in for BULLETINS absent throughout 2013. This “short-term substitution” was discussed at a minimum of two (2) membership meetings; but from the feedback it’s obvious we fell far short of adequately explaining this situation and remedy to you, our general membership.

And we are exploring various options to get production back to the nominal 3-issues per year.

However, all agree that BULLETIN quality must remain #1 priority—and that exacts a substantial price in terms of time and effort.

Of course the BULLETIN design, layout, and production responsibility—totaling several hundred hours per issue—falls squarely on the shoulders of Editor Andy Wilson; as it has for the past decade. However, Andy is quick to insist that the BULLETIN’s greatest assets is photographic editor Jim Lethbridge; retired from the printing industry and a

true master of his craft. In the MacDonald work each image supplied Jim was a 60—to—75—year old “drug store” paper print with all the aging and marginal initial quality that fact implies. To maximize the quality of each photo, Jim invested between one and two hours apiece *photoshopping* or ‘tweaking’ each of the 170 photographs used. A similar amount of his labor and expertise goes into every photo in every BULLETIN.

The BULLETIN, and indeed the entire B&MRRHS organization is a labor-of-love operation, and we wouldn’t—and couldn’t—have it any other way. Alas, despite our best efforts and intentions, we all eventually tire, burn out, and/or get swamped with ‘real world’ family and business obligations.

A quick review of the officers and staff listing in the front of each BULLETIN over the past decade or more shows very little change in the management of our organization. Many of us have given years of effort to the B&MRRHS and loved every—well at least almost every—minute of it!

However, 2014 is time to begin to consider the inevitable transition to the next or so-called “younger generation” to first assist, and ultimately become B&MRRHS offices and staff as the years pass.

You were—and remain—interested enough in the history and legacy of the Boston & Maine Railroad to join B&MRRHS. Now, imagine what impact your interest, skills, time, and efforts could accomplish in the task of keeping the legacy of Northern New England’s greatest railroad alive for the next generation. Be it assisting in BULLETIN article writing; BULLETIN or Newsletter production/ distribution; Archives and/or Hardware cataloging/filing; or membership/roster recordkeeping [hint: mailing labels on envelopes containing Newsletters/BULLETINS don’t just miraculously appear]. Assistance is always appreciated by stalwart Jim Nizgus behind our sales table at any Train Show. And there are many other avenues of service I’ve overlooked.

Thank you for taking the time to read this open letter. Your comments, feedback, and generous offers of service are welcome via phone, email, or face-to-face at the next meeting or Train Show.

Respectfully submitted;



Carl R. Byron
President,
B&MRRHS



Paul T. Kosciolk
Chairman, Board of Directors
B&MRRHS