

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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May - June 2014

Bob Warren, Editor (bmbobwarren@comcast.net)

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B&MRRHS CALENDAR

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

May 10th Richard Nichols will do a presentation on B&M hardware.

Please note that there are no meetings scheduled for June, July and August.

The Society will be at the Lowell Folk Festival manning the B&M combine on July 26th and 27th.

Sept. 20th — Society members will again be traveling to the former B&M station in Plymouth, NH for a presentation by Robert Sheridan.

October and November TBA

Dec. 13th — “Members Nite.” Bring some of your favorite slides or video, no more than 15 minutes in length

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 mile on your right. Directly across the street is Rogers Fort Hill Park, parking is available.

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

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. If 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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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 in 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 ensure 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, NH 03038-0469

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

Flying Yankee Food Service

Did the Flying Yankee set have a galley/kitchen in it for food service, or did they offer at seat cart service like on the airlines?

Yes, the Flying Yankee streamline train was equipped with a buffet/kitchen located in the first car just behind the baggage area. The buffet meal service was operated by The Armstrong Co. Meals were served at one's seat as there was no separate dining area.

Submitted by **Tom E Thompson**

Armstrong Company

The company maintains in North Station several retail stands from which sales are made to the public of sandwiches, coffee, milk and other food products, together with periodicals, books, candy and smoking supplies.

It also maintains a train service department. The employees of that department are furnished daily with sandwiches, tonics and other related item as the station items which they sell on commission on trains leaving the North Station and bound for destinations in Massachusetts, Maine, New Hampshire, and Vermont. Sales on trains may be made at any point along the route.

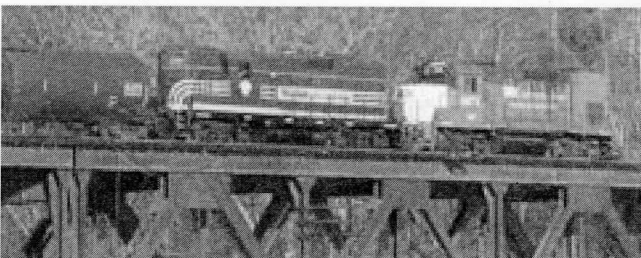
Stands and lunch counters similiar to those in the concourse of the North Station are also operated by the company in railroad stations at several points in Massachusetts, Maine, New Hampshire, and Vermont.

Submitted by **John Horvath**



The heritage B&M paint scheme on GP9 #77 working the East Deerfield hump yard on November 21, 2013. The No 77 is lashed with a GATX GP38 as both are needed to push long cuts over the hump.

Submitted by **Mal Sockol**



Buggies With Six Foot WheelBase Trucks

Buggies having four window monitors with six foot wheel base trucks were #104013 (ret. 1962), #104111 (ret. 1957), #104251 (ret. 1957), #104274 (ret. 1957), #104294 (ret. 1959), #104330 (ret. 1962), #104358 (ret. 1958), and #104406.

Train Lighting Units

By Scott Whitney

Some of the B&M RS2s and RS3s had train lighting boxes on the walkways on the longhood end. They were right by the radiator shutters. When removed, they left a distinctive notch in the Radiator.

1505-1519 were factory installed and delivered as such.

1535-1545 all had them retrofitted except 1541 and 1508, which never received them.

From all the images I have been able to dig up, it appears that all were removed from units after the end of conventional passenger service (i.e. no Budds).

Future MBTA South Deerfield Headquarters

The State of Massachusetts is leasing a property on Route 5 (Greenfield St.) in South Deerfield, MA, adjacent to the ex-B&M Conn River Main. MBTA will eventually acquire the property and it will be the headquarters for a maintenance crew for the Conn River once it is sold to the MBTA. A siding will be constructed on to the property with one track going inside a building for track equipment storage, with another track outside for material storage. Already, a mobile trailer has been set up on the property along with new track materials.

Jack Armstrong Railpace

RS3 #1547 Scrapped

The ALCO Historical & Technical Society has scrapped #1547; exD&H 4075; exB&M 1508 #2. Sold to the Pioneer Valley in Westfield, Ma who then resold it. The scrapping is a result of the ALCO group losing it's storage space and having no other location to display the engine.

Jack Armstrong Railpace

Conway Scenic To Rebuild CN 0-6-0

Conway Scenic Railroad has announced that former Canadian National 0-6-0 No. 7470 will receive a Federal Railroad Administration-mandated 15-year overhaul. No. 7470 is the very first locomotive that Conway Scenic owned and operated.

The engine is due for its inspection in July and the railroad estimates it will be out of service for two years.

The Grand Trunk Railway's Point St. Charles Shops in Montreal built No. 7470 in 1921 as No. 1795. Dwight Smith and pulled the railroad's first excursion in 1974.

Trains News Wire via The Green Block Cent NY chap NRHS

B&M's ex-DL&W Steel Coaches

By Col Ret. Tom E. Thompson

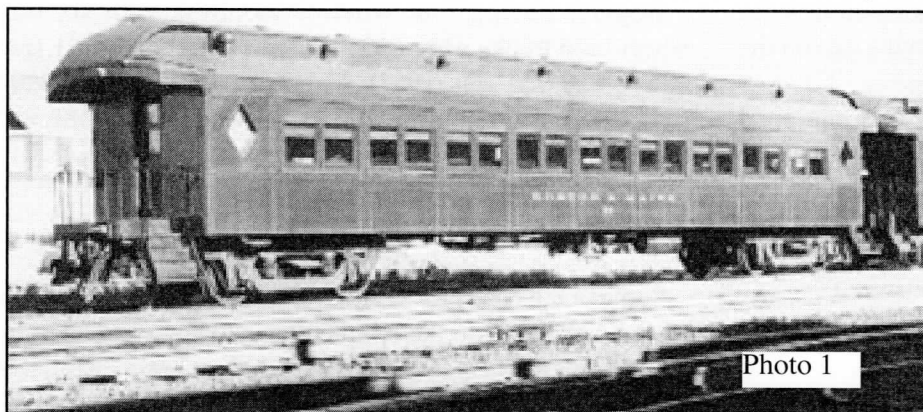


Photo 1

During the 1940s, the B&M was looking for more all-steel passenger coaches to replace some of its well-worn, wooden fleet used in suburban service. In late 1942, B&M purchased 18 used steel coaches from the DL&W, and 8 more in late 1944. The coaches were unusual in that they had open platforms instead of vestibules, looking more as a traditional wooden coach. Each coach seated 78 passengers and was outfitted with electric lighting (body-mounted generator and batteries), a single dry hopper toilet, and no washing facilities. All were painted maroon with black roof and underbody and decorated with "Boston & Maine" and the road number in imitation gold paint placed below the windows. Initially, all were numbered in the B&M 900-925 series. Four of the coaches were renumbered B&M 60-63 (See Photo 1) in March 1943, and outfitted with head end lighting. All saw service in Boston suburban service. On the DL&W these cars were nicknamed "Boonton Cars" after the branch line over which they were usually operated. In later years they took on a new nickname, affectionately called "Wyatt Earp Cars" by rail photographer/Railfan, J. J. Young.

In trying to determine the manufacturer of these cars, I found the B&M Records somewhat confusing. Some documents indicate cars were built by American Car & Foundry (ACF) and others indicate Barney & Smith. Right or wrong, based upon entries in the B&M Passenger Equipment Class Book dated 1954, I believe that the four coaches renumbered 60-63 were probably built by ACF and all the others built by Barney & Smith. B&M cars 900-914 were all built in 1911. Cars 901, 903, 907, and 910 were renumbered B&M 60-63, which is a low number series normally reserved for special service cars such as parlors, diners, and sleepers. But, these cars

were in fact coaches; however, according to Roger Hinman, they had a different style of seats, probably a little more comfortable than what was in the other cars, although still seating 78 passengers. B&M cars 915-925 (See Photo 2) were all built in 1914 and are different in appearance from the cars built in 1911.

Cars built in 1911 had a side window pattern of paired style windows that included a single diamond-shaped window at both ends; these coaches used clerestory

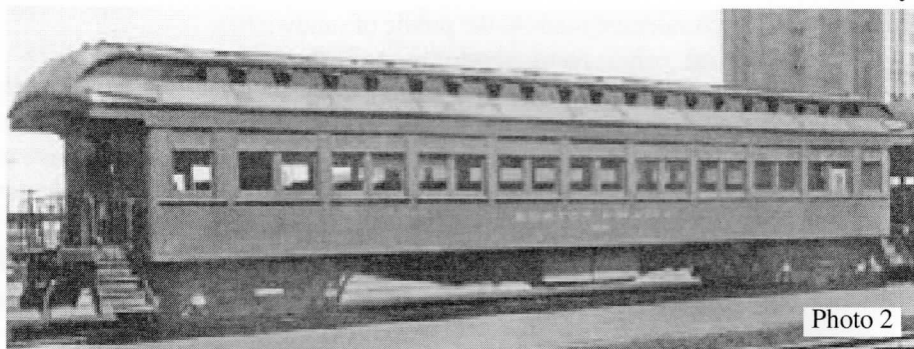


Photo 2

roof vents typical of those found on early wooden cars. On the other hand, coaches built in 1914 had a side window pattern of paired windows that included a regular rectangular, single window at both ends; they also had a more modern looking clerestory featuring Ward vents. The number of Ward vents used on the clerestory appear to have varied on these cars. B&M 916 had the distinction of being fitted with inspection car end platform windows in September 1953, and was the only coach equipped with both body-mounted generator and head-end lighting.

The B&M converted 17 of these 900 series coaches into combines between 1951 and 1953. By 1953 only the B&M 60-63 series cars and B&M 902, 906, 909, 916, and 918 remained as coaches. These remaining B&M 900 series coaches were retired in November 1955 and scrapped at Billerica Shops in the summer of 1956. The B&M 60-63

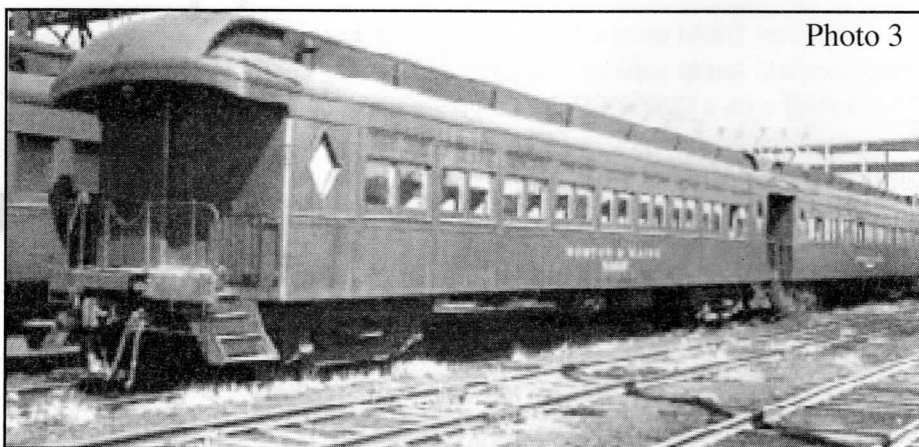


Photo 3

coaches lasted longer. B&M 60 was sold to Edaville Railroad in June 1956. At this point the disposition of B&M 61 is unknown. B&M 62 was placed in company service and re-numbered M0506, and B&M 63 was renumbered as M0507, but show up on the scrap line at Mystic Wharf in April 1958 (See Photo 3).

Special thanks to Roger Hinman, Rick Nowell (B&MRRHS Archives), and Wayne Hills for assistance with details and photos. Photos 1 and 2 are from the B&MRRHS Archives and Photo 3 from my collection.

Branchline Trains And The RPOs

In the 1950s many branchline trains in New England, not just on the B&M, made two daily round trips with a working 15' RPO on both trips. I assume the two daily round trips were to meet the needs of the Railway Post Office service, simply because a single round trip on these branches and shortlines would have been more than enough to handle the passenger count, and certainly is the case in mixed trains where one round trip a day would be sufficient to handle the freight business.

RPOs making two daily round trips could be found on the B&M between Concord and Woodsville, Woodsville and Berlin, Concord and Claremont Junction, and Concord-Manchester-Portsmouth. These runs were not always with normal locomotive hauled trains, sometimes the B&M's gas electric doodlebugs did the honors, as did the "Sacred Cow" combo diesel/baggage/RPO unit.

Shortlines that made two daily round trips with a 15' RPO include the StJ&LC between St. Johnsbury and Cambridge Junction, the B&C between Montpelier and Woodsville, The Suncook Valley between Pittsfield, NH and Concord, and the Belfast & Moosehead Lake between Belfast and Burnham Jct, Me. This list may not be complete, but these runs are ones that I recall.

At the same time frame I recall that there was a one round trip daily RPO on the B&M's Peterboro branch. And the Maine Central had a one round trip daily RPO car on the Portland - St. Johnsbury run and the Grand Trunk had a once daily RPO between Portland, ME and Island Pond, VT.

These recollections come from my viewing these trains, but there may be many more examples out there. Perhaps a person more qualified than me can tell us more about the Railway Post Office runs in Northern New England.

Covered Hoppers Leased

In November, Railcar Leasing Specialists transferred 45 Boston & Maine covered hoppers in the 5201-5298 number series to ATEL Leasing. They will be renumbered AMIX 3000-3044.

Jack Armstrong Railpace

Pan Am Railways, Inc., Has Joined The Association of American Railroads (AAR) As A Full Member.

"We are delighted to welcome Pan Am Railways into our association," said AAR President and CEO Ed Hamberger, "Their decision to join the AAR broadens our membership and strengthens our ability to effectively represent our industry."

Pan Am Railways, a regional freight railroad system based in North Billerica, Mass., operates more than 2,000 miles of track and connects with four Class 1 carriers and 20 shortline railroads. Pan Am's routes extend from Saint John and Saint-Léonard, New Brunswick to Rotterdam Junction, NY, and Derby, CT.

"Pan Am's priority is to operate a safe, cost effective, service oriented railroad, therefore it only makes sense to become a member of an association with that same commitment," said David Fink, president of Pan Am Railways.

Divisional Changes

Gardner News November 24, 1913

On December first, changes in the territorial lines of the Southern, Fitchburg, and Worcester, Nashua & Portland divisions of the Boston & Maine railroad will be put in force. At that time the Worcester and Peterborough branch of the Fitchburg division and the Hillsboro branch of the Southern division will be transferred to the Worcester, Nashua, and Portland division and called the Worcester - Hillsboro branch.

The North Weare, Manchester & Milford branches of the Southern division will also be transferred to the Worcester, Nashua & Portland division. The changes will affect the territory in the jurisdiction of W. R. Mooney of Nashua, superintendent of the Worcester, Nashua & Portland; H. C. Robinson, superintendent of the Southern, and F. H. Flynn, superintendent of the Fitchburg.

Submitted by Dennis Lyons

Brunswick Railroad Detection System

The town of Brunswick, Northern New England Passenger Authority and Maine DOT will participate in a field research program to develop and test a new trespass detection and deterrent technology, according to the Federal Railroad Administration (FRA).

The project will evaluate the system, using remote presence detection sensors and wireless cameras to monitor trespassing at several high-risk areas of the Pan Am Railway and Amtrak's Downeaster rail line in the Brunswick area.

The project is funded by a \$200,000 interagency agreement between the FRA and the U.S. DOT.

Bangor Daily News/Tracy K. Hastings via The 470 Railroad Club

Knowledge Corridor Update

The ARRA-funded project to restore Pan Am Railway's former B&M Conn River Line to passenger train standards is progressing well.

More than 85% of the new ties (69,555 of 81,595 have been installed and rail installation has resumed southward from Bernardston, with completion to South Deerfield anticipated by mid-November.

There will be a total of 49.9 miles of track, 527,040 linear feet of rail and 82,000 tons of new stone ballast. Signal upgrades are scheduled to begin next spring, and the project should be completed by the end of next year. The upgrade will bring this trackage from the current 10 MPH up to FRA Class IV standards (80 MPH] for passenger/60 MPH freight).

Andy Kirk Railpace

How To Be Hired As A Dispatcher

Some 39 years ago, I had only been working as a spare telegrapher on the B&M for about 4 months when I asked crusty old Freddy Dufraine, the Fitchburg Division CTD, if I could go train dispatching.

"No, you'd have to know how to spell Schaghticoke."

I then spelled it out correctly, the Chief said naught, but I knew I was in the game. Some 13 months later, I had my seniority date as a DS.

P.S. If Fred had asked me to spell Rensselaer instead I would have flunked. Fortunately that was not B&M country.

Submitted by Alden Dreyer

PAS Leasing NS Locos

Noted being shipped to the Pan Am Southern Railway in April in fresh NS 'horsehead' black and white were SD40-2s 3468, 3470, 3471, 3474, 3476, 3482, 3489, and 3491. These are all part of 24 former BN/BNSF units NS acquired via National Railway Equipment in September last year being leased to the PAS.

Midwest Rail Scene Report

Push For Pullman Historic Park

A group of Chicago residents and preservationists are working to win federal approval to turn the entire Pullman neighborhood on Chicago's Far South Side into a national park. If approved, Congress or proclaimed a national monument by the president, Pullman would become the State's second national park, after Abraham Lincoln's home in Springfield. Built by railroad titan George Pullman, founder of the Pullman Palace Car Company, it was among America's "first company towns" and birthed the country's first African-American labor union, the Brotherhood of Sleeping Car Porters. Its massive rail car production lines also were the backdrop for a two month strike in 1894

that ultimately pushed public sentiment toward unions and government regulation of industry. Pullman would be one of the more unusual sites for a national park, and among the easiest to reach. The Metra Electric Line has two stops in the community of about 8,900 residents.

The neighborhood has been a national historic landmark since 1970. During the past two years the state has pumped \$3.5 million into a partial renovation of the vacant Hotel Florence, which Pullman built in 1881 and named after his oldest daughter. The Illinois Historic Preservation Agency is now seeking a tenant. The state has owned the hotel, the factory and administration building across 111th Street since 1991. Park designation would bring with it even more federal money, a staff park rangers, tours and, of course, national publicity and prestige.

SPIKES and TIES via The 470 470 Railroad Club

Track Upgrade Wins, Another Loses, Fed Grant

By Bob Sanders

New Hampshire Business Review

New Hampshire is getting a \$1.4 million federal grant to upgrade a section of a freight line rail from Rochester to Ossipee, but will not be getting a pricier upgrade of another freight line going through Berlin.

The competitive TIGER (Transportation Investment Generating Economy Recovery) grant - part of a \$2 million project would enhance a 42-mile section of deteriorating rail section owned by the New Hampshire Northcoast Corp., a subsidiary of Boston Sand and Gravel; (Companies currently ship gravel and propane up a line parallel to Route 10.) The railway will also put in \$450,000 to improve the line and the state will kick in \$150,000.

The upgrade brings the entire section up to industry standards, enabling the tracks to carry cars with more freight. It also would repair a washout, extending seven-tenths of a mile north, opening hundreds of acres in Ossipee for new economic growth," in the words of the grant application. The Upgrades will help in attracting tenants to the Granite State Business Park, a 200-acre site in Rochester, according Marc Ambrosi, a transportation planner with the Stratford County Regional Planning Commission.

Ambrosi added that the upgrade would also help lower the amount of truck traffic up Route 15, easing congestion and wear and tear on a highway that is crucial for bringing tourists into the North Country.

But unlike Route 16, the rail line will still end in Ossipee 22 miles before reaching Conway. The state owns most of the right of way of that gap, but that line has long been abandoned.

A rail study conducted about a decade ago estimated that

it would take \$18 million to upgrade that stretch, a project for another day.

“This is a great first step,” said Ambrosi. “That would be the next phase.”

Without that phase tackled, the Northeoast line also won't reach the St. Lawrence-Atlantic line, which connects Maine to Quebec. The state Department of Transportation submitted an application for a \$8.275 million TIGER grant to upgrade 20 miles of that line in Coos County that are not up to industry standard.

But the grant had been on the North Country wish list for several years which was again not awarded.

Submitted by Wayne Gagnon

Modern Day Phoenix

Like the Phoenix*, B&M's Blue Bird scheme has been reborn in Mass Central's #1750 and 1751.

**A phoenix is a long-lived bird that is cyclically regenerated or reborn. A phoenix obtains new life by arising from the ashes of its predecessor.*

Submitted By Jack Armstrong / Railpace

PAS Opens NY Auto Unloading Facility

On July 5, Pan Am Southern opened its Mechanicville, NY auto unloading facility. At the same time, the first Mechanicville local was established with a 2:00 p.m. on-duty time at Mohawk Yard in Scotia, NY.

Submitted by Jack Armstrong, Railpace

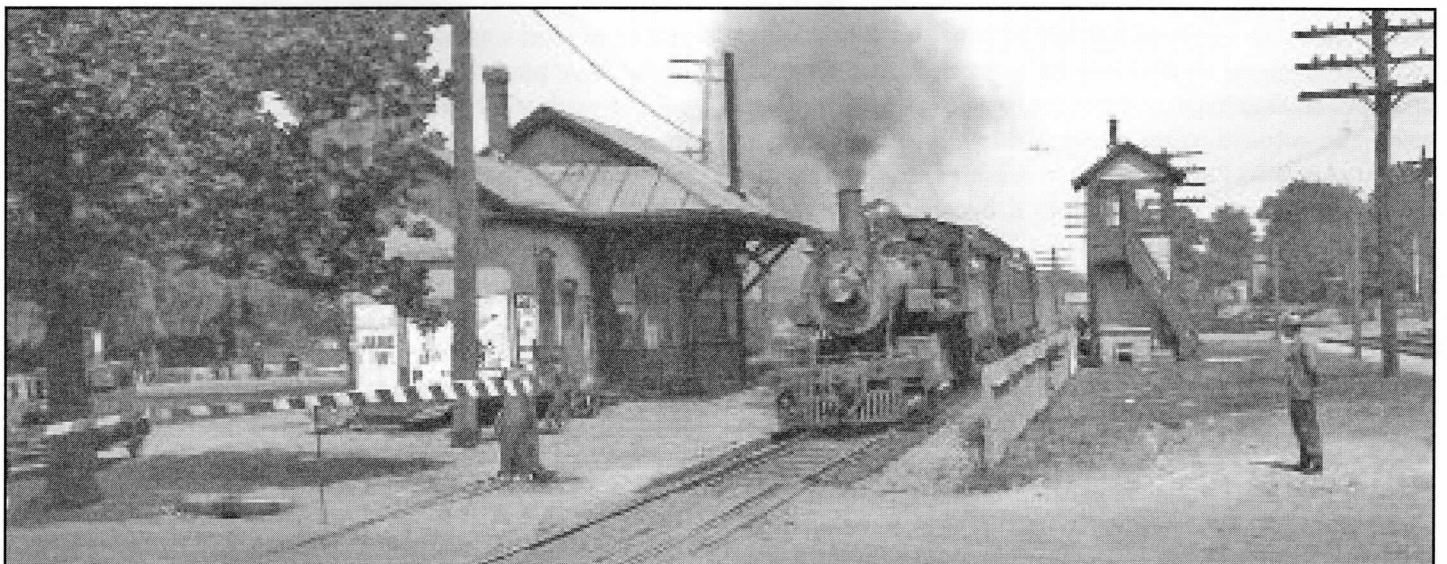
Amtrak And Google Team Up

Amtrak is collaborating with Google Maps to provide a new and innovative way to see where its trains are. Clicking on the new Train Location Tracking System www.amtrak.com will show a map of the country and where each passenger train is. Clicking on the **train** will reveal more information about it.

The Green Board via The 470 470 Railroad Club



Photo by Zachary Carlson



Loco #1407 on Central Mass passing Waverly on June 8, 1929

Photo by Carlton Parker, Bob's Photos, Bruce Bowden collection.

Track Changes At Lawrence And Track 17

From the construction of the 1931 passenger station on Parker St., if not before, there were sidings on either side of the main extending from FA Tower at Andover St. to the Shawsheen River Bridge at the North Andover line. The eastbound side had a longer clear length, though its west end was used as a switch lead for the yard. For a while it had a spring switch at the east end so freights could exit without stopping. All I know about the B&M's scheme of numbering tracks around Lawrence is that the east siding was known as Track 17.

After the Andover St. Lowell Jct. was reduced to single track circa 1976, the layout of the remaining turnouts at CP AS (formerly FA tower) made the westward siding a lot less useful for trains having work at Lawrence. It was out of service by 1990 and mostly removed when CP Frost and the current Lawrence station were built. The west end remains as an active lead to a warehouse between the 1931 station and Union St. The eastward siding was still used as a lead as far as the Parker St. underpass, but the remainder was in bad condition and out of service by 2000. The part east of Union St. was paved over for the temporary EB platform at the new Lawrence station.

With the advent of the Downeaster in 2002, the MBTA and Guilford found themselves short of track capacity between Haverhill and Lowell Jct. (now CPLJ) This got worse when the 5th round trip was added a few years later.

I noticed Guilford personnel looking at Track 17 in 2007, but only a few of the bad ties were replaced. When the new Frost interlocking east of the new Lawrence station, was finally completed, long after the station itself, it had a turnout clearly intended to re-connect to Track 17 someday.

When the MBTA got the stimulus grant in 2009, their first action was to build about 100 feet of panel track beside the cemetery crossing in Andover for a groundbreaking photo op. Then nothing happened for almost a year. The first actual work was reconstruction of Track 17; it was connected at the Frost end in Fall 2010 but it wasn't till 2011 that AS interlocking was reconfigured so it became the new east entrance to Lawrence Yard.

Meanwhile the rest of the double-track project went slowly: A couple of miles of the new easterly track was assembled in segments between Frye (the end of the Lawrence running track west of Shawsheen) and the Gillette plant beyond LJ, but only a little of it was ballasted. Several obstacles kept it out of service: The stone arch bridges over the Shawsheen River near LJ and Central St. in Andover had been found to be very fragile in the great bridge panic of 2006, but no money could be found to repair them. And the easterly RoW under Rt. 28 in Andover had been used for a storm drain, which needed work before track could be laid.

Things started to move in November 2012. Within two weeks after the election, contractors began work on the Shawsheen bridges.

While they sank footings for new piers, and patched and shored up the old arches, signal crews spent much of the winter digging in cable at AS and new interlocking at approximately MP 21.5 (to be named Macaulay) and the I-495 overpass west of the old South Lawrence engine house (JK) site.

By early summer, new girder spans had been installed on the easterly side of the two bridges, with the old arches preserved under them. Trains still faced speed restrictions due to the sharp shoofly curves shifting them from the west track. The two westerly girders were to be installed on the weekend of September 14/15.

Meanwhile, another crew has been working on the easterly RoW near Andover. It seems likely they will finish dealing with the storm drain before the ground freezes this year. Signal and track gangs come and go, clearly dividing their time between this project and the ongoing restoration of double track from South Acton to Willows on the Fitchburg Route. I wouldn't be surprised if my January retirement comes before I get to ride any of the new track between AS and Macaulay.

When this phase is finished, the easterly track won't have a platform at Andover, so it will be used only by freights, the Downeaster and deadhead moves. When Andover moves its DPW to a new site some day, space will become available.

The second phase will extend the double track to Wilmington Jct. (CPWJ). But despite being a "shovel-ready stimulus project", it is clearly waiting for the first. About a mile of track was assembled but not ballasted west of LJ, and a little dirt was pushed around where the new west-side Ballardvale platform will someday go. But there's been no sign of work at LJ (which won't have access to the easterly track) or WJ (which will, including a siding where Reading-line trains can meet).

Track 17 got welded rail as the first stage of the shovel ready double track restoration project that was funded in 2009 as "stimulus". The only other part of the double-track restoration that's complete enough to use is the repair of the Shawsheen River bridges in Andover & Ballardvale - the easterly girder spans were installed this past spring, the westerly spans are going in this weekend.

The Ward Hill road overbridge is still being worked on.

Submitted by James VanBokkele



Boston & Maine Railroad Historical Society
19 *Incorporated* '71

B&M Newsletter

"White Flags"

March 2013 membership meeting:

Dick Towle from the Federal Railroad Administration put on a fabulous PowerPoint presentation on railroad safety practices. These presentations are generally given to first responders as training exercises. This was quite a treat for us. Dick also showed us a program on the wreck between the Downeaster and the garbage hauler from a few years ago. Thank you Dick for a wonderful and informative afternoon.

April membership meeting:

Richard Kowal was the presenter for our annual joint meeting with the Mass Bay Railroad Enthusiasts. He took us on a journey around New England in the 1980's – 1990's, focusing many of the slides on the Worcester area. We were treated to a great collection of Boston & Maine, Guilford, Amtrak, and Providence and Worcester Railroads. We had over 50 members from both groups enjoy the show. Thank you Richard for a terrific evening. What a great opportunity for the two groups to get together and mingle. To top it all off, Fred and Quesen Brown supplied delicious homemade fudge and brownies.

Coming up:

May 10, 2014 membership meeting will be a Powerpoint presentation by our own Richard Nichols on Boston and Maine Hardware. Richard has quite a variety of items to show us, come and help identify some of these items.

June – PLEASE NOTE – there will be no meeting held this month.

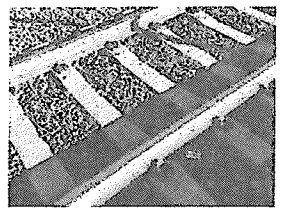
July 26 and 27, 2014 The society will again be manning the B&M 410 and B&M combine with society artifacts at the annual Lowell Folk Festival. Please contact us if you would like to volunteer. All are welcome!

August 2014 – NO MEETING

September 2014 – Due to an overwhelming response, we will return to the Plymouth, NH Railroad station for our second year in a row to enjoy a show by Bob Sheridan. Tentative date is September 20th. Look for a flyer in the July-August Newsletter for more details!

******We are always looking for folks to present their pictures at our meetings, be it slides, dvds, and/or digital format. Contact us to share with us!******

Interesting News



Railroad Ties- The wooden tie is still without equal in North America due to widespread availability of timber. It is less expensive, both initially and over its lifespan, than substitute materials, such as concrete or plastic components. For over 150 years the wooden tie, also known as a sleeper, has been the base for holding iron or steel rails to form railroad tracks. They are normally spaced 19.5 inches on center and takes approximately 3,249 per mile. The cross-section is commonly 7 x 9 inches and is eight feet six inches long, and must be nearly perfectly straight. Suitable wood species include ash, oak, walnut, beech, cherry, maple, birch, elm, fir, spruce, pine hemlock and redwood. A premium would be paid for oak. After the wood is cut to specified size it is air dried, to evaporate water from the outer 2 inches or so, for pressure application of a penetrating chemical preservative. Creosote had been the standard treatment for over 75 years, and extends the life of the tie 30 to 40 years in wet locations, amounting to 8 times that of an untreated tie. The untreated tie is subject to decay, fungi and insects (termites in particular) . THE GREEN BLOCK (via 470 newsletter).

Possible Passenger Service to Canada?

Golden Eagle Railway Corporation

(Letter written: Jan. 31, 2014) Golden Eagle Railway Corporation was formed with the sole intention of providing safe, reliable passenger train service to New England. Its founders consist of business men committed to bringing back affordable rail transportation through Maine and New Hampshire. This exciting venture will provide regular, cost effective, transport from Quebec to Portland. Providing customers with plush accommodations, a 4 star restaurant. Sports bar and specially fitted baggage cars to house bikes, skies and shopping.

Ongoing talks with local towns, mayors, state senators and businesses is producing an amazing response. Because of the outpouring of support in NH, we are now looking to New Hampshire as our hub and likely Corporate headquarters, training site and for initial rail operations. We are currently in negotiations with the NHDOT and several other private rail companies in the region. We are optimistic that a new passenger rail corridor will start taking shape in the next few months.

Golden Eagles new website is still very much under construction but a new area is set up to allow interested people to join as charter members, enabling them to gain valuable discounts on travel and to be kept up to date on Eagles progress. There is also a Golden Eagle Club set up to enable enthusiasts to keep abreast of our renovation projects and to follow our progress.

Golden Eagle Railway board consists of: David Schwanke, President and CEO, Robert Steel, VP of Operations, Phil Warren, VP of Restoration and Engineering, The Michael Taylor, VP of Marketing and Tourism. Contact information can be found at the website.

www.goldeneaglerailwaycorporation.com.



BOSTON & MAINE RAILROAD HISTORICAL SOCIETY
REPORT OF ARCHIVES COMMITTEE
FOR THE YEAR ENDED DECEMBER 31, 2013

To the Board of Directors and Members of the Boston & Maine Railroad Historical Society:

The Archives Committee is pleased to submit the following report for the calendar year ended December 31, 2013.

Our archives collection is housed in a secure, climate-controlled environment within the Center for Lowell History, 40 French Street, Lowell. We occupy an area of about 1,000 square feet where we have shelving, cabinet storage, and work space for researchers. Our cooperative agreement with the University of Massachusetts Lowell gives our collection an accessibility that is unmatched by most other railroad historical societies.

At Lowell the visitor will find photographs, slides, negatives, right of way and track maps, valuation surveys, timetables, books, periodicals, mechanical drawings of structures and equipment, and a wealth of data organized alphabetically by subject—Abandonments, Accidents, Baggage, etc. The collection is open to the public on weekdays and Saturdays. Researchers may browse the collection or arrange to meet with the Archives Chairman for assistance. Some materials are kept in locked cabinets.

The staff at the Center for Lowell History gives valuable assistance to researchers and the Committee. We are very appreciative of what they do for us.

We also maintain an annex in North Chelmsford that is used for document storage and cataloging. There we house a variety of B&M records and drawings, including material from the Executive, Accounting, Engineering, Law, Operating, Traffic, and Mechanical Departments.

We collect material related to the Boston and Maine Railroad, its predecessors and successors, and other New England railroads. The collection is owned by the Society and managed by the Archives Committee, made up of volunteers who are interested in railroad history and the preservation of historical materials. Active committee members are Len Bachelder, Vin Bernard, Brad Blodget, Steve Butterworth, Carl Byron, Al Campbell, Rick Conard, Ron dePierre, Bob Farrenkopf, Bob Fuller, Rick Hurst, Alan LePain, Rick Nowell, Charles Ricci, Mal Sockol, Henry Taves, and Ellis Walker.

The committee held 10 meetings in 2013 as compared to 11 in 2012, and 10 in 2011. The average attendance at our meetings, inclusive of guests, was 8 as compared to 6 in 2012 and 6 in 2011. The work at our meetings consists of researching requests for information, organizing our collection, and processing and filing new acquisitions. Our meetings always include a lively exchange of railroad information.

In addition to work accomplished at our monthly meetings, Committee and Society members gave assistance at other times. Carl Byron and Rick Conard answered a variety of historical inquiries. Bob Fuller and Rick Hurst donated their time to organize bridge drawings and engineering department records at North Chelmsford. Paul Kosciolk, Rick Hurst, Alden Dreyer, Jim Nizgus, Russ Munroe, and Buddy Winiarz picked up donations for processing. Jim Nizgus helped improve the physical set-up of our Chelmsford facility.

We logged in a total of 68 donations in 2013, as compared to 106 in 2012, and 59 in 2011 including material or cash donations from Center for Lowell History, Scott Ackley, Thomas C. Pearson, Scott Whitney, Buddy Winiarz, Carl Riff, Bob Warren, David Allen, Donald Cullum, Wayne Slayton, Rick Hurst, Peter Osgood, Roger Hinman, Donald Valentine, Robert Wilner, Dann Chamberlin, Linda McClure, R.C. Thomas, Thomas Oxnard, Richard Gibbons, William Fitzgerald, Bob Bartley, Erich Whitney, Mary Jane Holler, Charlie Ricci, Henry Taves, Kathy-Cryan-Hicks, Estate of Paul Morrissey courtesy of Frank Morrissey, Roland Garland, and Peter Magoun.

Without the generous support of our donors, our collection would not extend, as it now does, into every facet of the history and operation of the B&M.

We responded to 259 requests for information in 2013 as compared to 211 in 2012 and 164 in 2011. Among the users of our collection are railfans, historians, surveyors, engineers, genealogical researchers, modelers, lawyers, preservationists, and rail trail planners.

Other activities during the year have included

- continuing the organization of B&M records by issuing department at North Chelmsford.
- cataloging and moving materials from North Chelmsford to Lowell and moving less frequently used materials from Lowell to North Chelmsford. Our aim is to make the most commonly requested materials, such as photographs, available at Lowell, with materials of lesser interest being kept in NC.
- updating our catalog which now has 11,923 entries. We also updated our Valuation Plan Index and our Negatives Data Base to reflect the cataloging of new material.
- updating our Employee Data Base with 600 additional entries. There are now 16,987 entries in the data base, listing employees by name, occupation, and approximate dates of service.
- revising the Brief History of the Boston and Maine Railroad for the web site.
- processing 31 boxes of Engineering Department records from the Fitchburg Division office at Greenfield, Mass. These records consist, in the main, of side-track contracts and track drawings. We have weeded out extraneous material and are now ready to organize the records in a form that is usable to researchers.
- maintaining our on-line presence in the Archives section of the Society's web site, bmrrhs.org, by updating our catalog and other reference materials. We developed an outline for reorganization of the Archives section when the web site is next overhauled.

During the year we launched an online photo archive, flickr.com/photos/bmrrhs, designed to bring our photo collection into the homes of our members. At year end there were 306 images on the site organized into "sets" -- Cars, Diesel Locomotives, Engine Houses, Shops, Stations, etc. In the coming years we plan to add many more photos to the site, including images made from negatives in our collection. We have subsequently received orders for prints of some of these images.

Archives Committee volunteer Ronald P. LeBlond passed away on Nov. 2, 1013. During the 1990s Ron undertook an inventory of our collection of right of way and track maps and structure drawings. The catalogs that he prepared are still used to locate and obtain information about those drawings.

Our Committee welcomes new members. We need researchers, catalogers, and organizers. No experience required—just an interest in railroad history. Get started by attending one of our monthly meetings. Contact the chairman for details and times. We are, as always, impressed and inspired by how much can be done by volunteers.

Respectfully submitted,

Rick Nowell

Frederick N. Nowell, III
Chairman, Archives Committee
Boston & Maine Railroad Historical Society
fnowell3@yahoo.com

BOSTON AND MAINE RAILROAD
BRANCH LINES - PASSENGER SERVICE
WEEKDAYS

| Train No. | Operated Between | Miles Each Week- Day | Average Passengers per Mile | Equipment | U. S. Mail Authorizations | Registered Express Space | Remarks | Bus Service in Same Territory |
|-----------------------------|------------------------|-------------------------|-----------------------------------|--|------------------------------|--------------------------------|---------|--|
| <u>Ashuelot Branch</u> | | | | | | | | |
| 7300 | Keene-Northfield | 24 | 10 | }Rail Motor Car-Gas Electric Type }Assigned only to this branch }Seating capacity 50 persons }Baggage Space 16 ft. 6 in. | 3 ft. | 3 ft. | } | Served in large part by a bus line. |
| 7301 | E. Northfield-Keene | 24 | 8 | | | | | |
| 7302 | Keene-E. Northfield | 24 | 9 | | | | | |
| 7305 | E. Northfield-Keene | 24 | 13 | | | | | |
| <u>Berlin Branch</u> | | | | | | | | |
| 4301 | Woodsville-Berlin | 60 | 13 | }4-6-2 loco.-1 bag. & mail car- }2 baggage cars (express)- 1 coach }same as train #4301 }4-6-2 loco.-1 bag & mail car- }2 coaches }same as Train #72 | 30ft.R.P.O.&6ft. | 90 ft. | } | }Equipment in general used runs beyond }Only in part by the run of a long-distance bus. |
| 4308 | Berlin-Woodsville | 60 | 8 | | | | | |
| 72 | Berlin-Woodsville | 60 | 23 | | | | | |
| 77 | Woodsville-Berlin | 60 | 18 | | 15ft.R.P.O.&3ft. | 30 ft. | | |
| <u>Central Mass. Branch</u> | | | | | | | | |
| 3100 | Clinton-Boston | 38 | 34 | }4-4-2 loco.-1 Comb.Coach & bag. car- }2 coaches }same as train #3100 }2-8-0 loco.-1 Comb. Coach & baggage car- }3 coaches }same as train #3104 }4-4-2 loco. - 1 Comb. coach & bag. car- }2 coaches }same as train #3106 }Rail motor car-Gas. Electric type }with trailer (assigned only to trains }#3107 and 3112) Seating capacity of unit }61 persons-trailer 93 persons.Baggage }space in unit 16 ft. | none | none | } | }Largely a com-muter service. }Various sections served by different lines. Most of it covered but no through service. |
| 3117 | Boston-Clinton | 38 | 56 | | | | | |
| 3104 | Clinton-Boston | 38 | 122 | | | | | |
| 3111 | Boston-Clinton | 38 | 73 | | | | | |
| 3106 | Lancaster-Boston | 41 | 50 | | | | | |
| 3109 | Boston-Lancaster | 41 | 83 | | | | | |
| 3112 | Clinton-Boston | 38 | 24 | | | | | |
| 3107 | Boston-Lancaster | 41 | 26 | | 3 ft. | 2 ft. | | |
| <u>Claremont Branch</u> | | | | | | | | |
| 3802 | Claremont Jct-Concord | 57 | 11 | }Rail Motor car-Gas. Electric type }with trailer (assigned only to this }branch) seating capacity of unit 20 per- }sons-trailer 74 persons. }Baggage space in unit 15 ft.-mail }space 17 ft. | 15ft.R.P.O. | 15 ft. | } | }Yes, at different times of day. |
| 3803 | Concord-Claremont Jct. | 57 | 8 | | | | | |
| 3808 | Claremont Jct-Concord | 57 | 10 | | | | | |
| 3807 | Concord-Claremont Jct | 57 | 7 | | | | | |
| <u>Conway Branch</u> | | | | | | | | |
| 2914 | Intervale-Dover | 73 | 20 | }4-6-2 loco.-1 Bag. & Mail Car-1 comb. coach }& bag, car- 1 coach }same as train #2914 }same as train #2914 }same as train #2914 | 15ft.R.P.O. | 45 ft. | } | }Equipment in general to and from Boston }Two small operators between them cover the line but at different time of day from trains. |
| 2907 | Dover-Intervale | 73 | 28 | | | | | |
| 2918 | Intervale-Dover | 73 | 30 | | | | | |
| 2917 | Dover-Intervale | 73 | 31 | | | | | |

| Train No. | Operated Between | Miles | | Equipment | U. S. Mail Authorizations | Registered Express Space | Remarks | Bus Service in Same Territory | | |
|---|-----------------------|----------|-----------------------------|--|---------------------------|--------------------------|--|--|----------------------|---|
| | | Each Day | Average Passengers per Mile | | | | | | | |
| <u>Lexington Branch</u> | | | | | | | | | | |
| 3202 | Bedford-Boston | 15 | 48 | 2-6-0 loco.-1 comb.coach & bag.car-1 coach | none | none | } a commuter service | Served in part by Boston Elevated Ry. and balance by a bus line. | | |
| 3211 | Boston-Bedford | 15 | 77 | 2-6-0 loco.-1 comb.coach & bag.car-2 coaches | none | none | | | | |
| 3206 | Bedford-Boston | 15 | 51 | same as train #3211 | none | none | | | | |
| 3215 | Boston-Bedford | 15 | 275 | 2-6-0 loco.-1 comb.coach & bag.car-6 coaches | none | none | | | | |
| 3210 | Bedford-Boston | 15 | 174 | 2-6-0 loco.-1 comb.coach & bag.car-5 coaches | none | none | | | | |
| 3217 | Boston-Bedford | 15 | 136 | 2-6-0 loco.-1 comb.coach & bag.car-4 coaches | none | none | | | | |
| 3203 | Boston-Bedford | 15 | 20 | 2-6-0 loco.-1 comb.coach & bag.car-2 coaches | none | 10ft. | | | | |
| 3212 | Bedford-Boston | 15 | 227 | 2-6-0 loco.-1 comb.coach & bag.car-6 coaches | none | 15ft. | | | | |
| 3223 | Boston-Bedford | 15 | 62 | 4-4-2 loco.-1 comb.coach & bag.car-1 coach | none | 15ft. | | | | |
| 3218 | Bedford-Boston | 15 | 7 | same as train #3223 | none | none | | | | |
| <u>Manchester & Lawrence Branch</u> | | | | | | | | | | |
| 1502 | Manchester-Lawrence | 27 | 13 |)Rail Motor car-Gas.Electric type)Assigned only to this branch Seating capacity 51 persons. Baggage space 16 ft. | 6ft. | 10ft. | } | Served by bus and adjacent bus trip being taken off. | | |
| 1511 | Lawrence-Manchester | 27 | 12 | | 3ft. | 2ft. | | | | |
| <u>Medford Branch</u> | | | | | | | | | | |
| 1105 | Boston-Medford | 5 | 0 | 4-4-2 loco.1 Bag.car (Express) 1 comb. coach & bag.car-1 coach | none | 60ft. | } Also 2 D.H. trips inbound | Served by Boston Elevated Ry. | | |
| 1104 | Medford-Boston | 5 | 46 | 4-4-2 loco.-1 comb coach & bag.car-1 coach | none | none | | | | |
| 1107 | Boston-Medford | 5 | 0 | 2-8-0 loco.-1 comb coach & bag.car-1 coach | none | 1ft. | | | | |
| 1106 | Medford-Boston | 5 | 87 | same as train #1107 | none | none | | | | |
| 1115 | Boston-Medford | 5 | 119 | 4-4-2 loco.-1 comb.coach & bag.car-2 coaches | none | 1ft. | | | | |
| 1117 | Boston-Medford | 5 | 50 | 2-6-0 loco.-1 comb.coach & bag.car-1 coach | none | none | | | | |
| <u>Portsmouth Branch</u> | | | | | | | | | | |
| 3600 | Manchester-Portsmouth | 40 | 10 |)Rail Motor Car-Gas Electric type)with trailer (assigned only to trains #3600 and 3605) seating capacity of unit 61 persons-trailer 49 persons. Baggage space in unit 16ft. mail space in trailer 15ft. | 15ft.RPO | 10ft. | } | Served in large part by bus but not on train schedule | | |
| 3605 | Portsmouth-Manchester | 40 | 14 | | 15ft.RPO | 10ft. | | | | |
| 3601 | Portsmouth-Concord | 58 | 10 |)Rail Motor Car-Gas.Electric type with trailer (assigned only to trains #3601 and 3604) seating capacity of unit 61 persons-trailer 40 persons. Baggage space in unit 16 ft. Mail space in trailer 15 ft. | 15ft.RPO | 10ft. | | | | |
| 3604 | Concord-Portsmouth | 58 | 13 | | 15ft.RPO | none | | | | |
| <u>Saugus Branch</u> | | | | | | | | | | |
| 2106 | Lynn-Boston | 13 | 49 | 2-6-0 loco.-1 comb.coach & bag.car-2 coaches | none | none | | | } A commuter service | Served in part by Boston Elevated Ry and balance by two bus lines in different sections |
| 2109 | Boston-Lynn | 13 | 89 | same as train #2106 | none | none | | | | |
| 2110 | Lynn-Boston | 13 | 67 | 2-6-0 loco.-1 comb.coach & bag.car-3 coaches | none | none | | | | |
| 2113 | Boston-Lynn | 13 | 83 | same as train #2110 | none | none | | | | |
| 2112 | Lynn-Boston | 13 | 63 | 4-4-0 loco.-1 comb.coach & bag.car-2 coaches | none | none | | | | |
| 2117 | Boston-Lynn | 13 | 28 | 2-6-0 loco.-1 comb.coach & bag.car-1 coach | none | none | | | | |
| <u>Stony Brook Branch</u> | | | | | | | | | | |
| 805 | Worcester-Lowell | 44 | 17 | 4-6-2 loco.-1 bag.&mail car-1 express car 2 coaches | 15ft.RPO/78ft. | 45ft. | } Operated largely for mail and express. | Yes. | | |
| 836 | Lowell-Worcester | 44 | 8 | 4-6-2 loco-1 express car-1 Bag.car-1 bag. & Mail car-2 coaches | 15ft.RPO/78ft. | 45ft. | | | | |
| <u>Worcester & Peterboro Branch</u> | | | | | | | | | | |
| 8111 | Worcester-Peterboro | 5 | 9 |)Rail Motor car-Gas.Elec.Type)with bag.&mail trailer. Assigned only to this branch. Seating capacity of unit 30 persons. Mail space in unit 18 ft. | 15ft.RPO/3ft. | 15ft. | } | Served in various parts but not by through service | | |
| 8118 | Peterboro-Worcester | 5 | 10 | | 15ft.RPO/3ft. | 15ft. | | | | |