

Boston & Maine Railroad Historical Society
19 Incorporated 71

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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November – December 2015

Bob Warren, Editor (bmbobwarren@comcast.net)

Visit the B&MRRHS on the web at: www.bmrrhs.org

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The B&MRRHS is looking for a new Membership Secretary. He or she should have computer skills, attend Directors' meetings and live in a close proximity to Lowell.

Please contact the Society by e-mail CPC835-DD@JUNO.com, US Mail or at a meeting.

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

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

B&MRRHS CALENDAR

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

January 2016: Len Bachelder brings us "Canada & Alaska Adventure, Part 1".

Part 1 of Len's program begins with visits to the light rail networks and heritage railways in Calgary and Edmonton. Next is a ride on VIA train 5, formerly the Skeena, to Prince Rupert. A trip to Juneau via the Alaska Marine Highway and ferry system operated by the State of Alaska was next. That trip was followed by riding the White Pass and Yukon Railway all the way to Carcross. Sure some great scenery.

Then a visit to Dawson, the location of the 1898 Klondike gold rush.

Plymouth, NH Railroad Station B&MRRHS Meeting

Saturday, October 17 was a beautiful fall day for a gathering at the depot. Our day started off by having the Winnepesaukee Scenic Railroad Foliage Train stop to do a run around, here we were able to take photos of the train. After they completed their work, they stopped the train and allowed us to walk through and tour the cars. From the Budd cars to the Pullman piano parlor car 103, to Gary Gursky's New York Central luxury railcar "Cold Harbor". What a nice addition to our meeting. The crew of the WSSRR out did themselves. Thank you Leo, George, Neal, Steve, Terry, and of course Gary (November meeting presenter).

After a short introduction and welcome, we started our afternoon show. Mr. Dwight Smith, founder of Conway Scenic Railroad, took us on a wonderful trip on the Boston & Maine, Maine Central, Canadien Pacific, Grand Trunk, St J and LC, Berlin Mills, B&C, M&WR railroads in New Hampshire and Vermont. Dwight's PowerPoint presentation covered familiar and not so familiar locations. We saw steam in Lincoln switching the mills, passenger trains in Plymouth, Woodsville NH action, etc. St Johnsbury, VT and surrounding lines of the Maine Central, St. J&LC with steam action along with 1st generation diesel action. The Groveton and Berlin mills branch lines were also well represented. This show truly was a well-documented history of the North Country, which, unless you

Meeting continued on pg. 3

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

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Rick Hurst	Dan Hyde	Gerry Kelly
Paul Kosciolk	Russ Monroe	Richard Nichols
Jim Nigzus	Mal Sockel	Buddy Winiarz

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Brian Bollinger & Bob Farrenkopf

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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

Meeting continued

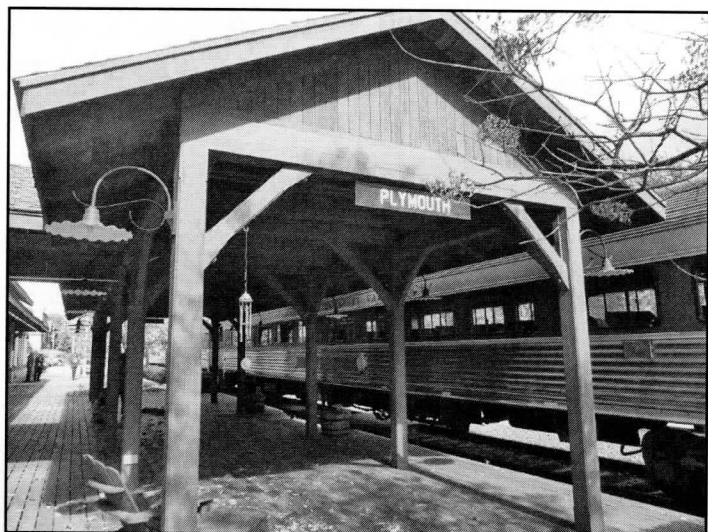
saw it, I cannot do justice to describing the program.

All in attendance were treated to a terrific afternoon of railroading. The show finished with a brief “before and after” presentation of the Conway Scenic Railroad. Thank you Dwight for a wonderful afternoon. We will definitely be back in Plymouth again next year thanks to the generosity of the Plymouth Regional Senior Center.

Submitted by **Jim Nizus**



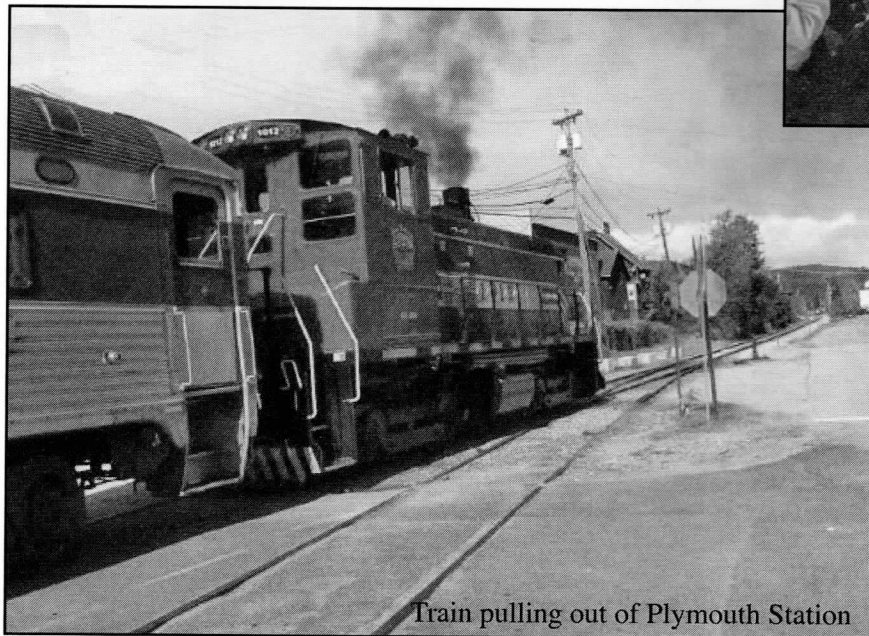
Jim Nizus, Rich Hurst., Dwight Smith, Brian Dame and Carl Byron



Station and train



The crowd



Train pulling out of Plymouth Station

Conway Scenic To Be Sold.

Conway Scenic Railroad is tentatively in the process of being sold.

Russ Seybold, the owner of CSRR is in negotiations with Jon Mark Delli Priscoli, owner of the Edaville Railroad at Carver, MA. Priscoli also owns the Grafton & Upton Railroad, a freight hauler, CEO of First Colony Group His partner is Al Harper, owner of the famous Durango & Silverton NG Railroad in Durango, Co.

Conway Daily

Submitted by **Roger Robar** and others.

The New Salem MA. Station Under Water

By Kathy McCabe Globe Staff

Recent rainstorms have pointed out problems at the station such as the ceiling dripping water, leaking windows, ticket kiosks standing in pools of water.

The station was opened to the public last October and was built on the site of a former parking lot.

Submitted by **Buddy Winiarz**

Amtrak Train Derails Near Roxbury, Vermont Rock Slide Seen As Culprit

Northfield, Vt. - Amtrak train, "The Vermonter, Train #55, carrying 98 passengers and four crewmembers derailed in central Vermont near the town of Roxbury, leading to multiple injuries.

At least seven people in total were injured, one seriously, in the crash, officials said. Amtrak said a crewmember was hospitalized with non-life-threatening injuries but four other people were released by Monday evening.

At a news conference Monday afternoon, officials said rocks from a ledge fell onto the tracks.

"There is no reason to believe there was any negligence on anyone's part," official said. "This was a freak of nature."

Amtrak Route Cleared As Crews Work To Retrieve Locomotive

By C B Hall

The tracks at the site of the derailment of Amtrak's Vermonter in Northfield have been cleared and are once again open to rail traffic, however a workforce of specialists continues their efforts to retrieve the train's 135-ton locomotive, still sitting in a ravine below the tracks.

Vermonter service will operate in both directions effective Oct. 9th, making all scheduled stops.

A New England Central Railroad (NECR) freight train passed through the area Thursday morning as recovery workers gathered along Bull Run Road, which parallels the brook, and at least three hefty cranes made their way down into the ravine to grapple with the locomotive.

Don Murphy, vice president of mechanical at Genesee & Wyoming, which owns the NECR and was on the scene to oversee the recovery operation for his company, told *VTDigger* that "very little" diesel fuel had spilled out in the derailment. "Nothing in the creek, thank God," he said.

Murphy said Plan A, at this juncture, is to haul the 68-foot locomotive eastward across the brook with the cranes and then pull it up to Bull Run Road, at a point about a quarter-mile from its junction with Route 12A. If that operation overcomes the challenges posed by the steep, densely wooded terrain, the locomotive could be parked along the dirt road until more help arrives in the form of an oversized lowboy trailer coming from Buffalo, N.Y. to Northfield

The trailer will take the disabled locomotive to location where it will be "rerailed". Murphy said he didn't know where that might happen, but a bridge clearance would prevent delivery of the 18-foot-high load to the area of the Amtrak Montpelier station, to which all the passenger cars have already been taken via the NECR rails.

If the locomotive cannot be carried out with the cranes, it will be dismantled on site as scrap and taken out bit by bit. "It'll come out, either way - in pieces or whole," Murphy said. "Whatever it takes to clean [the area] up and get it back

to normal without harm to the environment - that's how long it'll be."

Murphy said as many as 60 workers have been on the job at the site, including personnel from Amtrak's police department, the Vermont Department of Environmental Conservation (DEC), two firms specializing in derailment recovery, and Williston's Environmental Products and Services, which specializes in emergency spill response.

Affected landowners in the area "have been like saints," he said, in their willingness to allow heavy equipment to be transported through the wooded area.

Investigators for the National Transportation Safety Board meanwhile continue their inquiry into what caused the derailment, which injured seven. The NTSB report will likely take months to finalize, but all information to date has pointed to a rockslide as the cause of the derailment.

Ted Unkles of the Department of Environmental Conservation said about 300 gallons of lubricating oil, antifreeze and other fluids were removed Thursday, but that a final examination of the fuel tank was not yet possible. He said that as much as 900 gallons of diesel fuel may have spilled.

Booms, or oil spill barriers, have been set up in Bull Run to absorb any fuel that escapes into the watercourse. No diesel oil has yet been detected in the booms, according to Unkles.

While the forces of nature, in the form of a rockslide, caused the derailment, Unkles said, nature in the form of a large tree stopped the locomotive as it slid down the embankment, bringing it to a stop before reaching the brook and perhaps preventing a much more troublesome spill directly into the water.



**BOSTON & MAINE RAILROAD HISTORICAL SOCIETY
REPORT OF HARDWARE COMMITTEE
FOR THE MONTH OF September 2015**

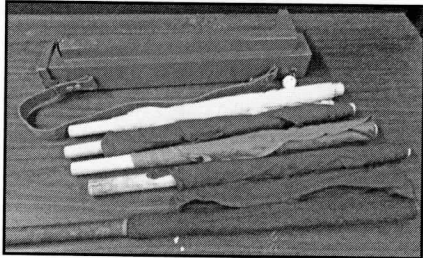
To the Board of Directors and Members of the Boston & Maine Railroad Historical Society:

The Hardware Committee Staff is pleased to submit the following report September 30, 2015.

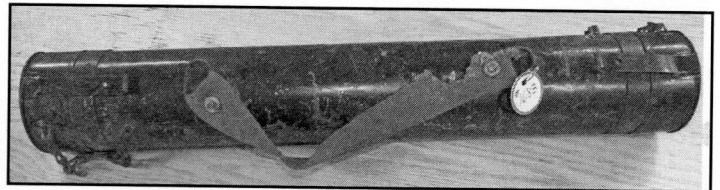
The committee staff of Daniel Hyde, Fred Brown and Richard Nichols has logged in two hours a day, once a week on September 10, 17, 24, 2015

We have now photographed, tagged and cataloged 1684 items from the Hardware Collection, since July 17, 2013.

The following donations to the Hardware Collection from Richard K. Hurst:



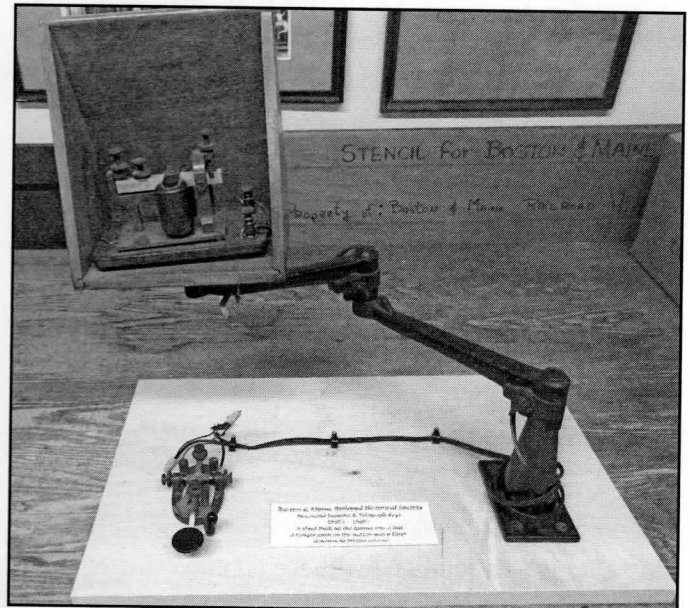
Flagging Kit in a Red Container /w assorted flags.



P.R.R. Black Fusee / Torpedo container.



Framed Photograph of a B&M "Bluebird" GP-9 No. 1730 Diesel Locomotive.



Resonator with Sounder attached to a swivel Arm and Telegraph Key which is connected to a 9 volt battery to allow one to press the telegraph key and have the sounder make the dot or dash sound.

**Heritage Of The New Sd40-2's
Coming To Pan Am**

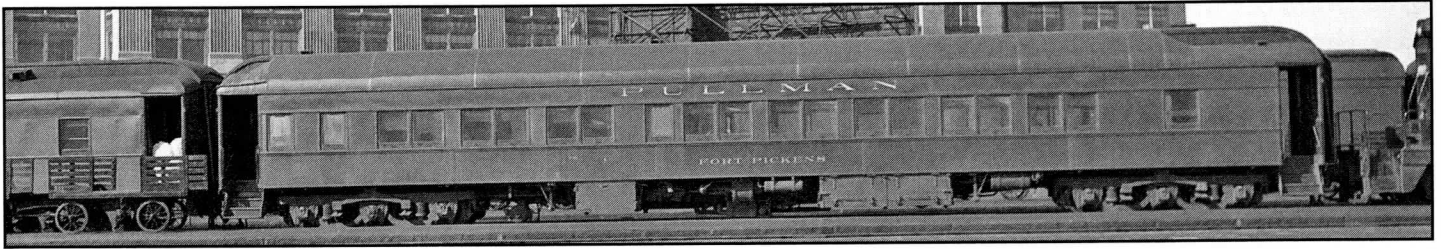
- GMTX 3400 ex-PRLX/NREX/QNSL 224
- GMTX 3401 ex-PRLX/NREX/QNSL 247
- GMTX 3402 ex-PRLX/NREX/QNSL 254
- GMTX 3403 ex-PRLX/NREX/QNSL 258
- GMTX 3404 ex-PRLX/NREX/QNSL 263

Submitted by **Jack Armstrong**

Three files have been added to the Bmrrhs.org website:
B&MRR & MECRR Diesel Locomotive Builder & Number plates
B&MRR Hand Tools & Equipment - B&MRR Switching & other Equipment
Respectfully Submitted,
signed Richard Nichols, Hardware Chairman
Boston & Maine Railroad Historical Society

Pullmanology 101

By Col. Tom E. Thompson, US Army Retired and John S. Horvath, Ph.D., P.E.



One of the interesting and fun exercises for fans of passenger trains and equipment is using the myriad of resources that have become more widely known and available in recent decades to sleuth out information from photographs. Dave Hutchinson recently shared the photo above with us. The only information provided was that it was taken on 25 April 1948 at Boston's North Station. John and I would like to take you along with us as we worked together to see what we else we could infer.

For starters, from information easily found on the Web, we learned that this photo was taken on a Sunday and shadows tell us it was morning. Temperatures were in the seasonably low 40s.

Thanks to information made available by Tom Madden on his "The Pullman Project" website (www.pullmanproject.com), we readily found out that the car that is the centerpiece of this photo, FORT PICKENS, was a common 10 section/1 drawing room/2 compartment type of the older Plan 2585/Sub-plan D style. It was built in 1920 with initial assignment to the "Overland Limited" but had been in continuous assignment to the B&M since the beginning of 1939, two years after it was equipped with ice air conditioning. So it's no surprise that a few months after this photo was taken it was purchased by the B&M in the great 31 December 1948 divestiture of conventional ('heavyweight') Pullman-owned sleeping cars. However, Pullman continued to operate this car until 1954, and its painting and lettering looked the same although it did get repainted while in B&M ownership. By the way, we are looking at the so-called 'room' side of the car that contained the drawing room and compartments (the single window near the center of the car is the drawing room 'annex' or toilet).

We had to work harder to figure out the train on which this car had just arrived. Frequently one can make out the 'loading number' (white numbers on a black background) that was placed in a side window on each side so that passengers could tell which car was theirs. The B&M was one of those roads that listed loading numbers in their public timetables (not all roads did) so when a loading number is visible it usually makes quick work of train ID. But for some reason the loading number is not visible in this photo so we had to dig deeper.

Looking at the B&M document titled "NORTH STA-

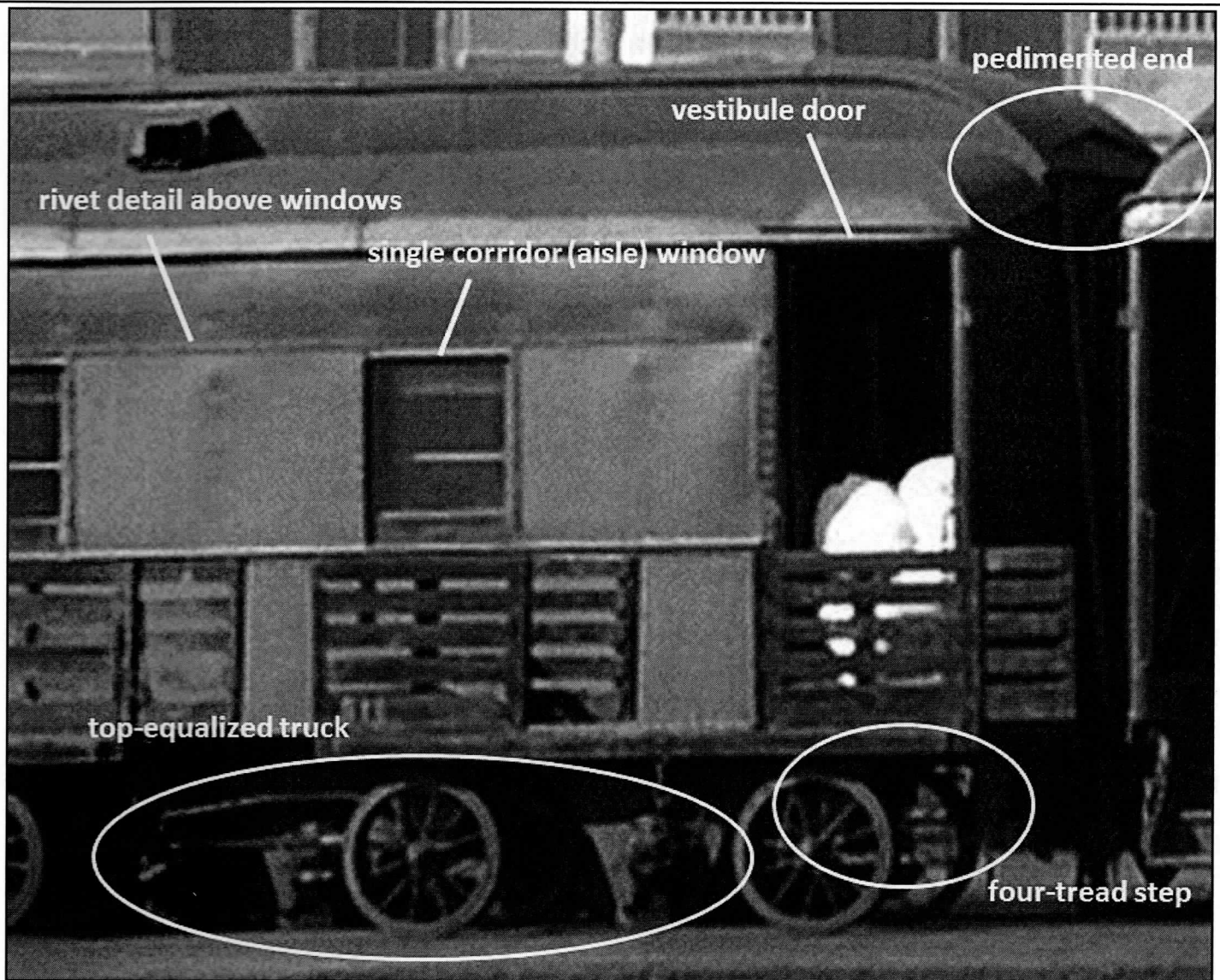
TION; Track and Yard Book" plus B&M public timetables and combining this with knowledge of North Station in that timeframe, we deduced that this was the equipment from train #22, the "Penobscot", scheduled to arrive on Track 20 at 6:20 a.m. (train #8, the "Gull", would arrive on the same track later that morning). The sleeping cars on this train were set over to Track 21 after arrival as Pullman passengers could occupy their space until 8:00 a.m. So from this we deduced that FORT PICKENS was the sleeper from Van Buren, ME via the BAR (or B&A as they liked to call it). The photo appears to show the sleepers coupled to a North Station switcher ready for movement to Yard 4.

Anyone interested in modeling FORT PICKENS in HO-scale could do a credible job using Bethlehem Car Works Kit 1303, Pullman Plan 2585D, 10-1-2 Sleeper, complete with proper decals.

But in the immortal words of the late infomercial king, Billy Mays, "But wait, there's more!"...We just couldn't resist seeing what we could make of the car coupled to FORT PICKENS. We knew that the "Penobscot" also handled a 12 section/1 drawing room sleeper from Calais, ME and despite the fact that very little of the car was visible we decided to see if we could at least make an informed guess as to its ID.

Over the last decade or so, Tom Madden and other gurus of all things Pullman have educated us about certain details one can look for to identify a Pullman-built heavyweight sleeper or parlor. The photo below is an enlargement of the unknown car in question in the above photo with certain details highlighted that we will discuss. These are clues that anyone can use for Pullman car ID.

- The car has a single corridor (aisle) window that means it was built sometime after July 1915 (corridor windows were paired prior to then). Experience indicates that even when a car was rebuilt to a different plan it retained the original style of corridor windows whenever possible.
- The rivet and sheathing detail above the windows suggest a car built with 'gothics' that were covered over when the car was resheathed at a later date. This means the car was built sometime prior to mid-1916. This also means that it is a "12-and-1" of the earlier style, Pullman Plan 2410x.



- When the car was resheathed it received the so-called 'pedimented' end replacing the original round-top end. This suggests a resheathing date no earlier than mid-1923 to 1924.
- It's difficult to see but the car has top-equalized trucks (Pullman Type 242/242A) that were relatively rare on older cars of this type. Clearly they were replacement trucks. This actually turned out to be one of the more-useful details in this case.
- The car has four-tread steps that were latter-day replacements of the original three-tread style.
- Although very difficult to see it appears the car has the later two-part ('Dutch'-style) vestibule door. Again, this was a latter-day replacement of the original one-part door.

Now, given the fact that 12-1 Pullman sleepers built to Plan 2410x were the most common type by far (numbering in the thousands), it might seem a hopeless long shot to be able to even narrow down the possibilities. But after sorting out Tom Madden's spreadsheet using filters for the above

details it turns out that only seven cars in Pullman's vast fleet had this combination of details. Of those seven, only one was assigned to the B&M in 1948 (the other six were assigned to the New York Central System) and that was PICACHO, a car that the B&M would also acquire at the end of 1948. This car was placed in service in October 1915, built to Pullman Plan 2410A but rebuilt to Plan 2410I by the time this photo was taken. It had been resheathed in 1931 and received ice-style air conditioning in 1937. The Type 242 trucks were applied in 1941. It had also received various brake, battery, vestibule door, and vestibule step upgrades over the years. So while we will never be 100% certain, it seems likely that this car is indeed PICACHO.

Modeling PICACHO in HO-scale would be a bit of a challenge. The best starting point would be either a Branchline/Atlas or Walthers 12-1 with modifications of the lounge and saloon (bathroom) windows as necessary.

The B&M withdrew PICACHO from Pullman operational lease in November 1954 and converted it to baggage-express car #3339. As noted previously, FORT PICKENS was also

withdrawn from Pullman operational lease in 1954 (April), and it too was rebuilt into a baggage-express car, #3327.

Our sincere thanks to Dave Hutchinson for allowing us to use and share his photo with B&MRRHS members. Thanks also to Tom Madden and the countless others who have made various reference materials available in recent years. We could not have done what we did here without them.

Amtrak and Hoosac Tunnel

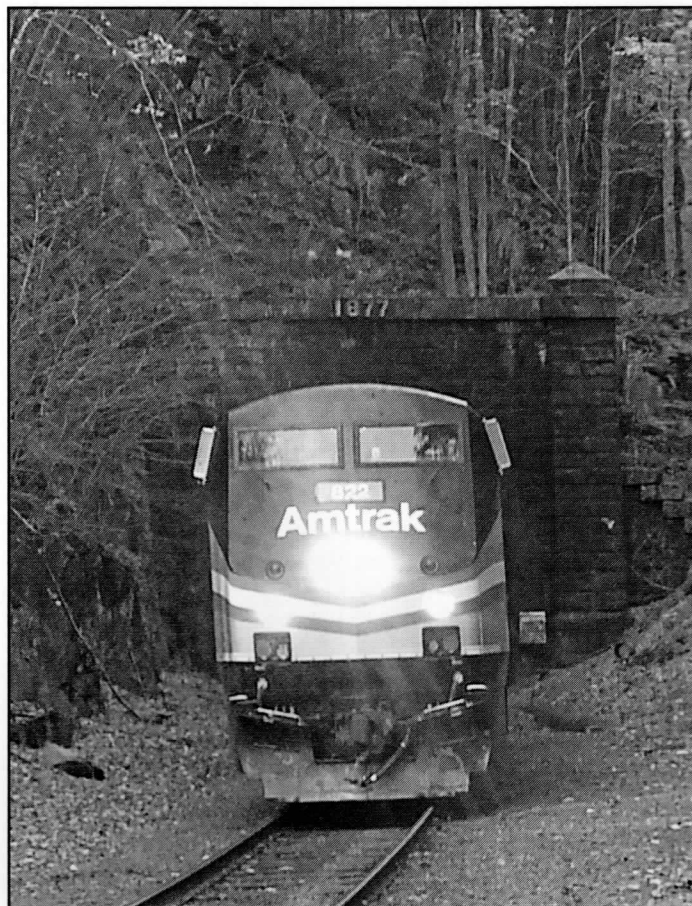
12 cars led by 2 Amtrak "Pooches," operated on Oct. 24th and 25th from Albany to East Deerfield & return. This is the first time a passenger train except for OCS trains have shinned the tunnel rails.

Submitted by Carl Byron

"Near as I can understand Amtrak decided to do so as a Fall Foliage extra. Apparently 3 years ago somebody at Amtrak decided to run a one-day "Leaf Peakers Special" west of the Philadelphia area using equipment stored for the weekend [presumably at 30th Street]. Something like 650 tickets sold out in an hour or two. Did a repeat last year that I'm told was a sellout too."

"Somebody at Amtrak has gotta be a B&M fan. The trip logo--and on a drumhead, not less--is attached.....'nough said!!"

Carl Byron



**Cotton Valley Rail Trail Club / Boston & Maine Railroad Historical Society
Rail Car Event on Saturday
September 26, 2015**



Rules, regulations and safety talk



"Buddy burgers are up..."



One of the speeders

Group Photo



On a picture perfect day approximately 50 society and cotton valley members took to the rails on the former B&M Wolfeboro Branch, meeting at the former engine house at Fernald.

We started our day with a safety meeting and went for a short ride before lunch. Buddy Winiarz grilled his famous "Buddy Burgers" along with hot dogs served up with various salads, cookies, chips, popcorn, pretzels, apples, etc. All had a great meal.

After lunch we took a longer railcar run east all the way to Wakefield Route 16. What a special event this was, a treat to be able to ride the Wolfeboro branch.

Our thanks go out to all the CVRTC members who brought cars to operate, Bruce Stuart, Bill, Jeff/Linda, Gene, Cliff, Don, Norm, and Leroy along with all the club members who helped out.

Special thanks to:

NARCOA Excursion Coordinator Gordon Wallace, Bruce Stuart co-organizer of the event, Sean McInerney for liability release forms, Dan Hyde, B&MMRHS safety coordination, Kathy Winiarz and Karen Nigus for food service, Paul Kosciolk for merchandise sales, Jonathan Miner for photography, and let's not forget "Gator".

This was a great day, lots of fun and a terrific partnering of two groups.

Jim Nigus – Trip Organizer

FALLEN FLAGS

High Green "Pres"

Preston S. Johnson, a longtime resident of Melrose, passed away peacefully at Melrose-Wakefield Hospital on Sunday, September 13, 2015, at age 92.

Preston was born in Lawrence on January 11, 1923, son of the late Leonard P. Johnson and Margaret (Stillman) Johnson. Preston was raised in Andover and before graduating high school had started working on the Boston & Maine Railroad. At age 16, he was earning 65 cents an hour and beginning a lifelong fascination and love for trains. Preston dedicated his entire career to B&M Railroad, rising to the position of Chief Dispatcher before retiring in 1984. He settled in Melrose with his late wife Carol where he regularly volunteered his time and energy to give back to the community in which he lived.

Preston was a member of the Boston & Maine Railroad Historical Society, and served as President of the Old Railroad Wheels Club for 20 years. His passion was trains and he loved sharing his years of experience and knowledge with fellow train enthusiasts.

With a career on the railroad that spanned nearly 5 decades, Preston had a depth of knowledge that made him an unofficial historian for B&M. He travelled extensively across North America via only trains, documenting and photographing his travels for print in railroad publications. He recorded in detail on train cars and specifics on track routes for his own enjoyment as well as to share with others. Through his years working, he made several lasting relationships built through a common love for trains including his fellow B&M workers he called his "surrogate sons."

Preston was a man of action who thought it was better to be doing than talking about doing. He was never idle, filled his retired years with community service, and always remained selfless and humble. Preston served as President of the Melrose Chapter of AARP, served on the Board of the Milano Senior Center, and was a longtime member of the Wakefield Retired Men's Club. He was also regular volunteer in the City of Melrose through the recycling program, the American Red Cross Blood Drives, the Trinity Church Thrift Shop, and enjoyed driving fellow Melrose residents and friends to appointments through the FISH program. He frequently attended Melrose Symphony concerts, enjoyed lunch every day at the Milano Senior Center, and supported the Pine Street Inn, Homeless Veterans, and the Perkins School for the Blind, Mystic Valley Elder Services, and the Salvation Army.

In his personal time, he enjoyed seeing the world by train or cruising the ocean by boat. He was an ocean lover, and collected and cataloged photographs of both trains and boats. Later in life, he found comfort in the friendship of fellow Melrose resident Dorothy Pearl. Together, they travelled by train across North America into Alaska, down the California coast and back home across the US. They explored New England by train and car, all while sharing a love for adventure and laughter.

"Pres" was the beloved husband of the late Carol E. (Reading) Johnson. Dear and longtime loving companion of Dorothy A. Pearl of Melrose. Uncle of John W. Reading of Brookline. "Surrogate Father" of Rick Hurst and his wife Carol of Westford, Alan MacMillan and his wife Susan of Rockport, Wayne Hills of Wilmington, and Tom Coughlan and his wife Peggy of Lawrence.

Preston was a former tower man and dispatcher for the B&M. He wrote a book of his time on the railroad, spoke to many groups and contributed artifacts of the Boston & Maine Railroad to the Society.

Don Provencher, 70, of Gorham, NH unexpectedly.

A longtime rail enthusiasts and B&MRRHS member, Don helped the Society over the years by setting up functions at Conway Scenic, train shows and getting presenters for our meetings at the Plymouth, N.H. former B&M station.

Louise Paquin, 59 of Lowell, Ma. after a long battle with cancer.

Louise touched each and every member of the B&MRRHS for twenty plus years. A behind the scenes worker, she collated the Newsletter, Modeler's Notes and items that were included in the mailing along with stuffing the envelopes and labeling them.

A long blast on the whistle, a high green, thank you and a God bless to them....

2016 CALENDAR

Hopefully everyone has their 2016 calendar. There are a few typos, corrections and comments.

*July has Ms. Earhart disappearing in 1947, should be 1937.

*October has B&M GEEP #1729 being built in 1857 instead of 1957 as noted by member Sol Musicof.

*Somehow the completion off the Hoosac Tunnel has been moved to March 13, 1878, which is wrong. "Pinprick of Light author has noted that it was completed on November 27, 1873

Gentlemen, One of the nice perks of membership in the B&MRRHS is the annual wall calendar, which I always look forward to. I thank you for including this in the basic membership rather than selling it separately, as is the practice of several other RR societies to which I belong. Being a lifetime resident of "west end" territory, I appreciated the photos featured for May and September in the 2016 calendar. Your caption for the May photo surprisingly makes no mention that the train is in the charge of Rutland K-1 Pacific number 82, which was taking part in the mileage equalization arrangement that the B&M and Rutland engaged in between Troy, New York and Rutland, Vermont. This eliminated an engine change at North Bennington, Vermont, and made for efficient utilization instead of two very short assignments in the two railroads' individual territories. The train is heading northbound (compass direction) on 6th Avenue just out of Troy Union Station. While it is almost true that nothing in the photo is left today, in fact one building on the extreme right in the photo is still there. The "unidentified Pacific" in the September photo is in fact one of the Rutland L-1 Mountains, number 92 I believe. This engine is serving under the same arrangement as described above. Two great photos, which I appreciate having been included in the 2016 calendar. Jeff English Troy, New York

Mass DOT To Acquire Certain Pan Am Assets

The Mass DOT has filed the necessary paperwork to acquire from Pan Am Southern LLC certain railroad assets and associated right-of-way, known generally as the Adams Branch, extending from Engineering Station 739+20 in Adams, Mass., to Engineering Station 981+45 in North Adams, Mass. a distance of approximately 4.6 miles. According to Mass DOT, the acquisition of the Railroad Assets will promote continued use (and potential growth) of freight traffic due in part to physical plant improvements that Mass DOT is already undertaking, and will facilitate use of the property for railroad passenger excursion operations.

Mass DOT also states that it will not acquire the right, nor will it have the ability, to provide rail freight common carrier service over the Railroad Assets, and that PAS will retain a permanent, exclusive freight operating easement over the Railroad Assets.

Via the Midwest Rail Scene Report by Roy Scrivner

Norfolk Southern Press Release

Norfolk, Va. - Sept 18, 2015

Norfolk Southern Corporation today completed the acquisition of 282 miles of the Delaware & Hudson Railway Co.'s (D&H) line between Sunbury, Pa., and Schenectady, N.Y., a \$214.5 million transaction that increases options for rail carriers and supports jobs in Pennsylvania, New York, and New England. D&H is a subsidiary of Canadian Pacific (CP).

"The D&H South Line integrates perfectly into our 22-state rail system, and it allows NS to connect businesses along this important economic corridor with a rail transportation system that's a top performer in safety and efficiency," said NS President and CEO James A. Squires. "Our acquisition will make NS a more competitive transportation option between Pennsylvania, New York, and New England."

CP will cease operations on the corridor this evening, and NS is scheduled to start operations at 12:01 a.m. Saturday. The transaction, first proposed in November 2014, received U.S. Surface Transportation Board approval in May 2015.

The acquired lines connect with NS' network at Sunbury, Pa., and Binghamton, N.Y., and they provide NS single-line routes from Chicago and the southeastern United States to Albany, N.Y., and NS' intermodal terminals in Scranton, Pa., and Mechanicville, N.Y. NS also gains an enhanced connection to its joint venture subsidiary Pan Am Southern which serves New England markets. Additionally, NS has acquired D&H's car shop in Binghamton along with other facilities along the corridor.

As part of the transaction, NS will retain and modify overhead trackage rights on the line between Schenectady, Crescent, and Mechanicville, N.Y., as well as Saratoga Springs, N.Y.

NS has hired about 150 former D&H employees who have experience working in this corridor.

Track crews from NS are scheduled to perform routine maintenance in the corridor, and NS plans in 2016 to add new ties and resurface 40 miles of track and install 14 miles of new curved rail.

"This acquisition is a sign of NS' confidence in the economic potential of northeastern Pennsylvania, New York's Southern Tier, and New England," said John Friedmann, NS vice president of strategic planning.

"Our commitment to enhancing the D&H South Line will preserve good-paying railroad jobs and generates excitement at NS about future economic growth in the region."