

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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January – February 2016

Bob Warren, Editor (bmbobwarren@comcast.net)

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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](mailto: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 (978) 454-360 as of 11:AM.**

***See important message on page 9!***

## B&MRRHS CALENDAR

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

**Jan. 9 and Feb. 13** will be Len Batchelder bringing us "Canada & Alaska Adventure, Part 1 and Part 2"

**Part 1** in January will take us to the Light Rail networks and heritage railways in Calgary and Edmonton, the Alaska Marine Highway, the White Pass and Yukon Railroad, and the incredible time machine that is the City of Dawson. This part includes travel in Western Canada, north into Alaska's Whitehorse and Skagway areas.

**Part 2** in February continues to the NRHS Convention in Anchorage, featuring a trip to the North Pole on a branch that had never been traversed by a public passenger train. Trips to Denali, Seward, Palmer and the Anchorage Airport over a branch constructed to carry passengers between airplanes and hotels or cruise ships. Sure to see some spectacular scenery on the Alaska Railroad.

**March 12th** – Henry Marrec will take us on a journey on the B&M, MEC, BAR, D&H and the Erie Lackawanna from 1969 through 1973. The narrated video will start in 1969 at the B&M Engine Terminal in Cambridge, Somerville Hump Yard. Then Henry will take us all over the B&M from Lincoln NH to Fitchburg, Hoosac Tunnel, WRJ VT, to name a few locations. Also Waterville, ME, D&H Colonie shops, Bingham, NY, Hoboken, NJ plus much more. Henry has narrated his super "8" movie film and put it on video. A show, which will take us on quite a railroad journey.

November Meeting- Gary Gursky entertained us with lively railroad stories along with video of the B&M and D&H on the West end, visiting areas that have been completely changed today. As always with Gary he kept his program very interactive with the group.

December Meeting- Our annual members program and Christmas buffet. Thanks go out to Fred and Quesen Brown for picking up and setting up all the food, assisted by Karen Nigzus. Buddy & Kathy Winiarz brought spaghetti and salad, Wayne Gagnon brought meatballs. So many members brought slides, video, etc. that we couldn't get to everyone. THANKS GO TO Mal Sokol, Richard Chase, Russ Monroe, and Richard Nichols for their presentations. Len Batchelder and Robert W. Jones, we will get to see your pictures on another occasion. Richard Nichols and Jim Nigzus, Jr. handled the brisk sales of society merchandise. Thanks to everyone involved.

## 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**

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Vice President	Rick Nowell
Treasurer	Paul Kosciolk
Clerk	Michael Basile
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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 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

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Derry, NH 03038-0469

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

**BOSTON & MAINE RAILROAD HISTORICAL  
SOCIETY  
REPORT OF HARDWARE COMMITTEE  
FOR THE MONTH OF November / December  
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 December 12, 2015.

The committee staff of Daniel Hyde, Fred Brown and  
Richard Nichols have logged in two hours a day, once a  
week on November 5th, 12th, 2015

We have now photographed, tagged and cataloged 1702  
items from the Hardware Collection, since July 17, 2013.

**The following donations to the Hardware Collection  
have been received:**

Mahogany (4 Stackable) Book Case 5'High x 34"Wide x  
12" Deep

Framed print: Concord N.H. Station by Arch McDonald

Framed Color Advertisement Post: B&MRR E7A /w  
passenger train

Metal Desktop Organizer /w 3 shelves - From Preston  
Johnson estate

(3) Rubber Hand Station Stamps - From Roland Garland

(2) Brass Pad Lock Keys B&MRR & MCRR - Brass  
Baggage Check N.Y. to Ayer No. 19

Framed Photo: MECRR 4-6-2 Pacific 376 9 1/2" x 11 W'

**From Arnold Wilder Collection.**

**Bmrrhs.org website:**

Seven 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

B&MRR Photographs, Posters, Notices

Models: B&MRR Steam Locomotives in HO (1-87)

Scale

Models: Freight Cars & Equipment In HO (1-87) Scale

B&MRRHS Hardware Collection Overview 2013 - 2015

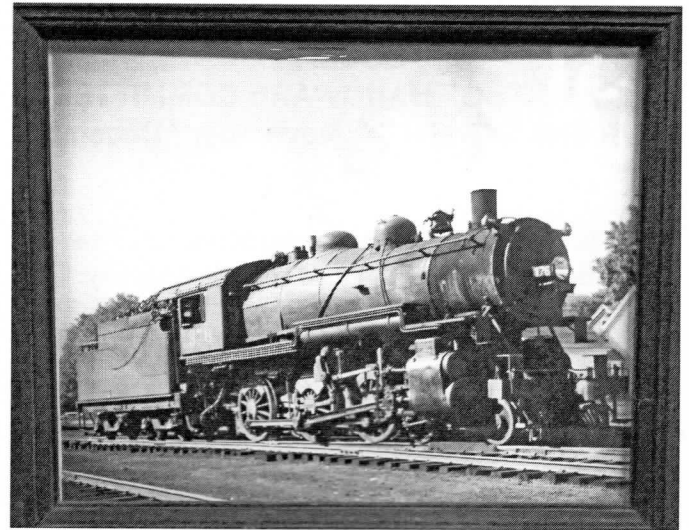
Respectfully Submitted,

(signed) Richard Nichols

Hardware Chairman

Boston & Maine Railroad Historical Society





### Boston and Maine Railroad

#### Steam Locomotives Acquired Prior to the Start of Numbering in 1865 (in Order of Acquisition)

By Rick Nowell, Archives Chairman

#### 1836

##### ANDOVER (1<sup>ST</sup>)

2-2-0. Built 1836 by Proprietors of Locks and Canals, Lowell, Mass., for Andover and Wilmington Rail Road Corporation. To Andover and Haverhill Railroad Corporation 1837. To Boston and Portland Rail-road Corporation 1839. To Boston and Maine Railroad Company 1841. To Boston and Maine Railroad 1844. Scrap 1856

##### HVERHILL (1<sup>ST</sup>)

2-2-0. Built 1836 by Proprietors of Locks and Canals, Lowell, Mass., for Andover and Wilmington Rail

Road Corporation. To Andover and Haverhill Railroad Corporation 1837. To Boston and Portland Rail-road Corporation 1839. To Boston and Maine Railroad Company 1841. To Boston and Maine Railroad 1844. Scrap 1858.

#### 1837

##### ROCKINGHAM (1<sup>ST</sup>)

2-2-0. Built 1837 by Proprietors of Locks and Canals, Lowell, Mass., for Andover and Haverhill Railroad Corporation. To Boston and Portland Rail-road Corporation 1839. To Boston and Maine Railroad Company 1841. To Boston and Maine Railroad 1844.

Sold to Newburyport RR 1850

### 1839

#### BERWICK

4-2-0. Built 1839 by Proprietors of Locks and Canals, Lowell, Mass., for Boston and Portland Rail-road Corporation. To Boston and Maine Railroad Company 1841. To Boston and Maine Railroad 1844. Rebuilt 1845 by Hinkley & Drury as COCHECO

#### METEOR

4-2-0. Built 1839 by Proprietors of Locks and Canals, Lowell, Mass., for Boston and Portland Rail-road Corporation. To Boston and Maine Railroad Company 1841. To Boston and Maine Railroad 1844. Sold 1848

### 1843

#### PORTLAND (1<sup>ST</sup>)

No. 2 (1<sup>ST</sup>)

4-2-0. Built 1843 by Hinkley & Drury for Boston and Maine Railroad Company. To Boston and Maine Railroad 1844. Scrap 1884/5

### 1844

#### MEDFORD (1<sup>ST</sup>)

4-2-0. Built 1844 by Proprietors of Locks and Canals, Lowell, Mass. Said to have been built for Medford Branch which opened from Medford Jct. to Medford March 1, 1847. Sold to Newburyport RR 1850

#### WHISTLER (1<sup>ST</sup>)

4-2-0. Built 1844 by Proprietors of Locks and Canals, Lowell, Mass. Rebuilt prior to 1849 by Hinkley & Drury as AUGUSTA (1<sup>ST</sup>)

#### READING (1<sup>ST</sup>)

No. 3 (1<sup>ST</sup>)

4-2-2. Built 1844 by Hinkley & Drury. Rebuilt as 4-4-0 in 1861. Demolished in wreck at Ballardvale Nov.17, 1876 and scrapped.

### 1845

#### DRAGON (1<sup>ST</sup>)

No. 1 (1<sup>ST</sup>)

0-4-0. Built 1845 by B&MRR. Said to be a freight engine.<sup>1</sup> Scrap 1883

#### COCHECO (1<sup>ST</sup>)

4-2-0. Rebuilt 1845 from BERWICK by Hinkley & Drury. Sold to Newburyport Railroad by 1860 [and/or] gone by 1863 [and/or] sold to United States Military Railroad

#### MALDEN (1<sup>ST</sup>)

4-2-0. Built 1845 by Hinkley & Drury. Rebuilt 1861 as MEDFORD (2<sup>ND</sup>) by B&MRR.

#### SWAMSCOT (1<sup>ST</sup>)

No. 6 (1<sup>ST</sup>)

0-4-0. Built 1845 by Hinkley & Drury. Named for river that flows through Exeter, N.H. Scrap 1882

#### ANTELOPE

No. 7 (1<sup>ST</sup>)

4-2-2. Built 1845 by Hinkley & Drury. First mile-a-minute run in U.S., 1848. Rebuilt 1861 as 4-4-0. Rebuilt 1877 by Hinkley or B&MRR. Sold 1896 to Poulterer

#### BANGOR (1<sup>ST</sup>)

4-4-0. Built 1845 by Hinkley & Drury. Ran thru open draw at Boston Nov. 21, 1862. Rebuilt by Hinkley, Child, Ayer & Williams 1863 as MEMECHO (1<sup>ST</sup>), No. 8 (1<sup>ST</sup>)

### 1846

#### MASSACHUSETTS

No. 9 (1<sup>ST</sup>)

4-4-0. Built 1846 by Hinkley & Drury. Rebuilt after 1877. Scrap 1891

### 1847

#### NEW HAMPSHIRE (1<sup>ST</sup>)

No. 10 (1<sup>ST</sup>)

4-6-0. Built 1847 by Hinkley & Drury. NEW HAMPSHIRE was the woodburner used in fuel trials with the coal-fired GOLIATH in late January and early February 1850. Rebuilt 1861 as 4-4-0. Scrap 1874

#### MAINE (1<sup>ST</sup>)

No. 11 (1<sup>ST</sup>)

4-6-0. Built 1847 by Hinkley & Drury. Rebuilt 1858 as 4-4-0. Scrap 1882

#### LAWRENCE (1<sup>ST</sup>) • WYOMING (1<sup>ST</sup>)

No. 12 (1<sup>ST</sup>)

4-4-0. Built 1847 by Hinkley & Drury. Renamed WYOMING after 1877. Scrap 1885

#### DOVER (1<sup>ST</sup>)

No. 21 (1<sup>ST</sup>)

4-4-0. Built 1847 by Hinkley & Drury. Chaffin states this machine was built as No. 21 with no name but was named DOVER and renumbered No. 44 (1<sup>ST</sup>) MALDEN prior to 1856. Sold to USMR 1862. Retained name DOVER and sold to W.L. Scott 1865



**1848**

OGIOCHOOK No. 22 (1<sup>st</sup>)  
4-4-0. Built 1848 by Boston Locomotive Works. The name is a variant of Agiocochook, the Indian name for Mount Washington, which means "home of the Great Spirit." Chaffin states this machine was built as No. 22 (1<sup>st</sup>) with no name but was named OGIOCHOOK prior to 1856. Rebuilt 1863 by B&MRR as WANNALANCET (1<sup>st</sup>), No. 13 (1<sup>st</sup>)

BOSTON (1<sup>st</sup>) No. 23 (1<sup>st</sup>)  
No. 14 (1<sup>st</sup>)  
4-4-0. Built 1848 by Ballardvale Locomotive Works. Chaffin states this machine was built as No. 23 with no name but was named BOSTON prior to 1856. McCall makes no reference to the early No. 23 giving only the name, build date, and manufacturer. Scrap 1866

BAY STATE (1<sup>st</sup>) No. 25 (1<sup>st</sup>)  
No. 17 (1<sup>st</sup>)  
4-4-0. Built 1848 by B&MRR. Chaffin states this machine was built as No. 25 with no name but was named BAY STATE prior to 1856. Renumbered 17 at unknown date. Scrap 1884

GRANITE STATE No. 26 (1<sup>st</sup>)  
No. 18 (1<sup>st</sup>)  
No. B (1<sup>st</sup>)  
No. 9 (2<sup>nd</sup>)  
4-4-0. Built 1848 by B&MRR. Chaffin states this machine was built as No. 26 with no name but was named GRANITE STATE prior to 1856. Renumbered 18 (1<sup>st</sup>) in 1865. Renumbered B (1<sup>st</sup>) in 1888. Renumbered 9 (2<sup>nd</sup>) in 1891. Scrap 1892

AUGUSTA (1<sup>st</sup>)  
4-2-0. Rebuilt prior to 1849 from WHISTLER by Boston Locomotive Works. Scrap 1858

**1849**

NORRIS (1<sup>st</sup>) No. 5 (1<sup>st</sup>)  
4-4-0. Built in 1849 by R. Norris. Rebuilt 1860. Said to be a freight engine.<sup>2</sup> Sold 1884

GOLIATH (1<sup>st</sup>)  
0-8-0. Built 1849 by Ross Winans. Chaffin states that

she was a coal burner, received 1849 on trial, and was not purchased. GOLIATH was involved in a comparison of coal and wood fuels on the B&M in late January and early February 1850. Disposed of 1850

BALLARDVALE (1<sup>st</sup>) No. 24 (1<sup>st</sup>)  
No. 15 (1<sup>st</sup>)  
4-4-0. Built 1849 by Ballardvale Locomotive Works. Ballardvale is a village in the Town of Andover, Mass. Chaffin states this machine was built as No. 24 with no name but was named BALLARDVALE prior to 1856. Scrap 1875

**1850**

EXETER (1<sup>st</sup>) No. 27 (1<sup>st</sup>)  
4-4-0. Built 1850 by Boston Locomotive Works. Chaffin states this machine was built as No. 27 with no name but was named EXETER prior to 1856. Sold USMR Mar. 11, 1862. Abandoned White House, Va. June 1862, recovered in N.C. Named Gen. J B Pettigrew on paper only

VERMONT (1<sup>st</sup>) No. 28 (1<sup>st</sup>)  
4-4-0. Built 1850 by Boston Locomotive Works. Chaffin states this machine was built as No. 28 with no name but was named VERMONT prior to 1856. Sold York and Cumberland Railroad Company 1861

**1851**

ESSEX (1<sup>st</sup>) No. 16 (1<sup>st</sup>)  
4-4-0. Built 1851 by the Essex Company, Lawrence, Mass. Scrap 1880.

**1852**

HINKLEY (1<sup>st</sup>) • OAK GROVE (1<sup>st</sup>)  
No. 19 (1<sup>st</sup>)  
4-4-0. Built 1852 by Boston Locomotive Works. Renamed OAK GROVE unknown date. Scrap 1885

**1853**

O.W. BAYLEY (1<sup>st</sup>) No. 20 (1<sup>st</sup>)  
4-4-0. Built 1853 by Amoskeag Manufacturing Co., Manchester, N.H. Oliver W. Bayley was the head of Amoskeag's machine shop, "and while there acquired and sustained a reputation for building locomotives second to no other manufacturer in the country."<sup>3</sup> Scrap 1880

ROCKINGHAM (2<sup>nd</sup>) No. 21 (2<sup>nd</sup>)

4-4-0. Built 1853 by Amoskeag Manufacturing Co., Manchester, N.H. Rebuilt 1863 by Manchester. Sold 1897 Poulterer

**1854**

UNITED STATES (1<sup>st</sup>) No. 22 (2<sup>nd</sup>)  
4-4-0. Built 1854 by Boston Locomotive Works. Scrap or rebuilt as another machine 1856

THOMAS WEST No. 23 (2<sup>nd</sup>)  
4-4-0. Built 1854 by Boston Locomotive Works. Rebuilt 1880. Thomas West was president of the B&MRR from 1842 to 1850. Sold Poulterer 1895

MERRIMAC No. 24 (2<sup>nd</sup>)  
4-4-0. Was last inside connected engine on B&M. Built 1854 by Boston Locomotive Works. Rebuilt 1881. Scrap 1897

**1855**

ATLANTIC (1<sup>st</sup>) No. 25 (2<sup>nd</sup>)  
4-4-0. Built 1855 by Boston Locomotive Works. Scrap 1890

PACIFIC (1<sup>st</sup>) No. 26 (2<sup>nd</sup>)  
4-4-0. Built 1855 by the Essex Company, Lawrence, Mass. Scrap 1883

**1860**

MYSTIC (1<sup>st</sup>) No. 28 (2<sup>nd</sup>)  
4-4-0. Built 1852 by Boston Locomotive Works as MERRIMAC for Newburyport Rail-road Company. To Newburyport Railroad Company 1855 which was leased to B&MRR effective 1860. Re-named MYSTIC by B&M at time of the lease and numbered 28 by 1865. Scrap 1882

NEWBURYPORT No. 29 (1<sup>st</sup>)  
4-4-0. Built 1854 by Boston Locomotive Works for Newburyport Rail-road Company. To Newburyport Railroad Company 1855 which was leased to B&MRR effective 1860. Renumbered 510 in 1892. Scrap 1893

CAMILLA (1<sup>st</sup>) No. 30 (1<sup>st</sup>)  
4-2-2 Built 1848 by Boston Locomotive Works. Was tried out on Boston and Lowell RR before sale to Newburyport Rail-road Company. To Newburyport Railroad Company 1855 which was leased to B&MRR effective 1860. Rebuilt as 4-4-0 by Boston Locomotive Works c1860. Scrap 1884.

YANKEE  
4-4-0. Built 1854 by Boston Locomotive Works for Newburyport Rail-road Company. To Newburyport Railroad Company 1855 which was leased to B&MRR effective 1860. Rebuilt 1862 by B&MRR and re-named HAVERHILL (2<sup>ND</sup>)

HERCULES No. 33 (1<sup>st</sup>)  
4-4-0. Built 1860 by Boston Locomotive Works. Scrap 1894

**1861**

ANDOVER (2<sup>ND</sup>) No. 31 (1<sup>st</sup>)  
4-4-0. Built 1861 by B&MRR. Scrap 1884

AJAX (1<sup>st</sup>) No. 32 (1<sup>st</sup>)  
4-4-0. Built 1861 by Boston Locomotive Works. Scrap 1882

MEDFORD (2<sup>ND</sup>) No. 4 (1<sup>st</sup>)  
4-4-0. Rebuilt 1861 from MALDEN (1<sup>st</sup>) by B&MRR. Scrap 1891

**1862**

HAVERHILL (2<sup>ND</sup>) No. 27 (2<sup>nd</sup>)  
4-4-0. Rebuilt 1862 from YANKEE by B&MRR. Scrap 1885

**1863**

MEMECHO (1<sup>st</sup>) No. 8 (1<sup>st</sup>)  
4-4-0. Rebuilt 1863 from BANGOR (1<sup>st</sup>) by Hinkley, Child, Ayer, & Williams. Scrap 1875

WANNALANCET (1<sup>st</sup>) No. 13 (1<sup>st</sup>)  
STONEHAM (1<sup>st</sup>) No. 13 (1<sup>st</sup>)  
4-4-0. Rebuilt 1863 from OGIOHOOK by B&MRR. Renamed STONEHAM after 1877. Scrap 1884

ALTON BAY (1<sup>st</sup>) No. 36 (1<sup>st</sup>)  
4-4-0. Built 1849 by Taunton Locomotive Manufacturing Company for Cocheco Railroad Company. To Dover & Winnipiseogee Railroad 1863 which was leased to B&MRR 1863. Scrap 1880

ROCHESTER (1<sup>st</sup>)  
4-4-0. Built 1851 by Taunton Locomotive Manufacturing Company for Cocheco Railroad Company. To Dover & Winnipiseogee Railroad 1863 which was leased to B&MRR 1863. Sold 1867 according to Chaffin, but why no number?

**1864**

EXETER (2<sup>ND</sup>) No. 34 (1<sup>st</sup>)  
4-4-0. Built 1864 by B&MRR. Scrap 1885

**1865**

STRAFFORD (1<sup>ST</sup>) No. 35 (1<sup>st</sup>)  
4-4-0. Built 1865 by B&MRR. Scrap 1882

**(Endnotes)**

- 1 "The Old Railroad," Andover Townsman, undated clipping in B&MRRHS Archives.
- 2 "The Old Railroad," Andover Townsman, undated clipping in B&MRRHS Archives.
- 3 Freedley, Edwin T. *Leading Pursuits and Leading Men*. Phila.: Edward Young, 1856, pp. 313- 14

## **MODELERS NOTES**

### **The Poor Man's T-1B**

#### **Epilogue**

By Pete Magoun

I took the T-1b to the NMRA's North Central Region convention in October, 2015 for an Achievement Program Evaluation under the NMRA rules. Two NMRA Master Model Railroaders, one of whom is the Region AP Chair, the other knows Big Steam, evaluated the locomotive.

The model emerged with 111 points of a possible 125, and a Merit Award. They were highly complimentary in later discussions and made a point of finding me on a couple of occasions to praise the locomotive. I am pleased, and I think Bruce Bowden would have been pleased as well.

### **Maine Central RR Steam Locomotive #470 Update**

No less than three moving plans have been proposed. We had originally considered moving the locomotive as a complete unit but after reviewing load limitations and clearances with the 'carrier', our engineers have decided to make the move in two pieces. The boiler will move on one truck and the frame, wheels and mechanisms on another. In preparation, 470 was weighed at the park, using special equipment, which measures back-pressure and provides a figure. The tender weighs 40Tons and the locomotive 120 tons! Discussion of separating the boiler and frame was undertaken with several consulting parties, including Steam Operations Corp., the agency that recently restored Norfolk & Western #61 1. 470's boiler will sit on a loaned trailer bed alongside the frame, which will be on Track 7, at Washington ct. Both pieces will be under cover in the Arch-Tarp structure, which is being developed right now. Both pieces will also be mobile and can be moved if required. The tender frame will likewise, be

on the rails, indoors. Three grants have been submitted for the Arch-Tarp structure. One grant has been answered in the amount of \$10,000, an individual has donated another \$1,000 and two grant applications remain unanswered.

Assembly of the structure by a large volunteer service group has been under development, making the shop structure a matter of purchase and assembly. We would like to further the matching of the \$10,000 grant, so companies and individuals can make donations specifically for the shop by specifying them as such. Crushed rock for the base can be used immediately.

Since 470's tender is an absolute necessity, it will be the first part to receive attention at the new shop. A grant to purchase new 1/4" steel plate has been submitted. Of course, no grant is guaranteed to be funded, but these plans

are our current line of thinking. We believe the frame, brake rigging, and trucks are all in good condition. Each will be disassembled, cleaned and repaired where required, then primed, painted and reassembled. What remains of the tender cistern and coal bunker is only usable as a pattern for replacement. A few items, such as the coal bunker doors, ladder, stoker motor, and restored headlight will be attached. A skilled volunteer to do Computer Aided Design (CAD) work in developing a precise mechanical drawing of the tender cistern and bunker would be welcomed with open arms!

Our colleagues at WW&F Railway have offered us use of their power riveters to rebuild the tender in the manner of the original work, helping us to maintain the historic character of 470. The tender will be moved in a matter of weeks. The locomotive will be disassembled and loosened as much as possible, while the weather allows us to work safely. We have until December 28th, 2016 to move the locomotive, but plan to have it in Washington I ct. before the summer of 2016. A brief note of thanks to Ms. Kerri Marion who, as a Waterville area historian maintains a wonderful face book page regarding #470. As we move forward, Kerri has patiently followed us and kept an accurate record of our work. NESCO will have tables at the Brewer Train Show in November, and at "The Big E" in Springfield, Mass. In January. Come see our displays.

*NESCO News by Richard Glueck via The 470 470*

### **Federal Funds To Speed Maine Freight**

The Transportation Investment Generating Economic Recovery Program (TIGER) has awarded Maine \$20 million to fund an ambitious \$37.3 million project that will Mow the state's railroads to offer faster and more reliable freight service. Four private railroads will supplement the grant with \$14.5 million, and the Maine DOT will provide \$400,000 and, will oversee the program. "The scale and, level of cooperation among the state's railroads is unprecedented," said Nate Moulton, direc-



tor of rail p"ogran.1s for the Maine DOT. Railroads involved include Pan Am, Central Maine & Quebec, Maine Northern and Eastern Maine. Work will vary from railroad to railroad but basically, will include new ties, rail and ballast.

Work will start in the spring of 20 16, and is expected to continue for 2 years. The improvements will allow speeds from the current 10 mph to 25 mph.

*Portland Press Herald via The 470 470 Railroad Club*

### **Inebriated Man Uninjured After Being Run-Over**

New York State Police said a man escaped injury or death after being run-over by a freight train as he slept in the middle of the tracks in upstate NY. The accident occurred in the Rensselaer County town of Schaghticoke, 20 miles north of Albany. Police say Pan Am freight, more than a mile long, approached around 10:30 p.m. The conductor spotted the man and stopped the train, but not before the first two engines passed 'over him. Troopers said the engines were separated and moved forward to free the man, who was still not injured, but still drunk.

*AP NEWS via Ron Palmquist via The 470 470 Railroad Club*

### **Tie Replacement Underway**

By Steve Butterworth

Two gondola carloads of new ties were delivered to Bridge Street in Salem in early October.

On October 30, 2015 a Fairmont MK IV tamper was spotted at Peabody Square. Several Pan Am "Yellow machines", tie crane, tie inserter parked on Bridge Street siding.

Lots of new ties in the track between Peabody and Bridge Street.

At present the only customer is Rousselot, in Peabody, the new owner of the Eastman Gelatin plant.

This company receives bone chips in covered hoppers, usually 5 or 6 at a time, once or twice a week.

The cars are usually leasing company cars with reporting marks FURX or CGCX.

There is one customer left in Salem, adjacent to Castle Hill yard, which receives tank cars.

### **New Hampshire Central To Abandon Trackage**

New Hampshire DOT proposes to abandon 6.86 miles of rail line located between Industrial Drive in Littleton, NH, and a point 3.35 miles east of the Littleton, NH/Bethlehem, NH town line. Upon receipt of abandonment authority NHDOT intends to remove the rail, track material, and cross ties. The culverts and ballast will remain in place along the line.

New Hampshire Central has not operated over this part of the line in over two years.

*Submitted by Jack Armstrong*

### **Retired Interlocking**

West Cambridge and Hill Crossing Interlocking are retired. Tower A to Beaver Brook/Waltham is now all Rule 261 signaled. The territory West of Swift to West Cambridge is transferred from the Terminal Train Dispatcher to the Fitchburg TD (Boston West TD weekends and overnight).

*Submitted by Jack Armstrong*

### **Rail Track Shift To Make Walking Safer**

To reach field, Rockport pedestrians will no longer have to cross MBTA tracks

In the near future, residents and visitors will have a safer walk to Evans Field on Railroad Avenue. They will no longer have to walk along the commuter rail tracks.

The Massachusetts Bay Transportation Authority has agreed to shift the tracks at the Rockport station, making access to the field less hazardous.

As the layover facility for the MBTA commuter rail system's North Shore Evans Field is heavily used sports field; Rockport High School's junior varsity and varsity baseball teams both call the diamond there home.

"As the terminus of the MBTA line, Rockport provides an invaluable service for public transportation and Rockport's residents deserve to have their concerns heard and addressed."

"The easements voted on will allow the Rockport commuter rail facility to install a state-of-the-art power distribution system to allow engine to plug in and lessen the noise and fumes in the area.

*Salem News*

## **IMPORTANT MESSAGE**

### **MEMBERSHIP NOTICE**

Please wait until you get your renewal notice in the mail...**DO NOT SEND JUST A CHECK...**the renewal has all your information on it, otherwise more paperwork is needed to be done. Anyone who sends just a check will have it returned to them.

It is important that if you move you let us know. Just on the Newsletter, it can cost six dollars...two to mail it, two to get it back and two to resend it.

Thank you,

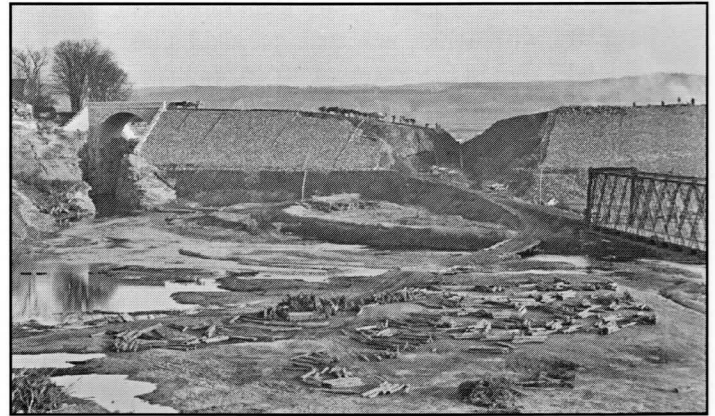
The Membership Team

## The Entombed Bridge Beneath Wachusett Reservoir

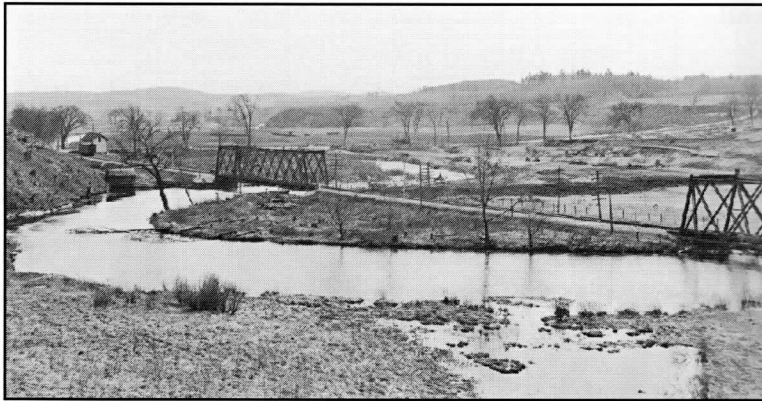
By Charlie Vasiliades

,One of the fascinating stories that came to light in the Society's 2<sup>nd</sup> edition of the Central Mass Railroad was how one of the Central Mass's old truss bridges still survives to this day- yet well-hidden from the human eye. For those of you not familiar with the story, the Central Mass originally ran along the valley floor of what now is the Wachusett Reservoir, passing through the villages of South Clinton, Boylston, and West Boylston. This section of the line was abandoned in 1903, when new trackage rerouted the branch around the flooded valley.

Just west of West Boylston Station were two old truss bridges, spanning a bend in the South branch of the Nashua River. The western most of the two bridges was removed in 1904 or 1905, like almost every other structure in the path of the reservoir. However, the eastern span had a unique fate- it was literally entombed in the new dirt and stone causeway that was built across the reservoir, which today carries Routes 12 and 140.



*11/23/1904: A year and a half later, a very different scene- the new causeway & arch bridge dominate the landscape. But the two rail bridges are still there- the western is free and clear but in its last days; and if you look closely at the gap in the causeway, you can see the eastern bridge almost completely buried.*



*4/10/1903: Taken shortly before this original Central Mass track was abandoned, this view is looking southeast from the vicinity of the Old Stone Church, showing the two truss bridges. The bridge on the left is the one fated for burial.*

On pages 106 and 157 in the Central Mass book are some unique photos illustrating this, two of which are reshown here. Both photos are from the state archives, and part of the vast Metropolitan Water Works photo collection. But there is now easy on-line access to the rest of this collection through a wonderful website called "DigitalCommonwealth" ([www.digitalcommonwealth.org/](http://www.digitalcommonwealth.org/)), a site which provides links to a wealth of on-line collections around Massachusetts. The Water Works photo collection includes hundreds of images showing the construction of Wachusett Reservoir- and many of these show the Central Mass, including the old truss bridges. Two more images are shown here, that further illustrate the unusual fate of this bridge- fully encased in the causeway about 20 feet below the road surface. It is also fitting that the other surviving structure of the old center of West Boylston- the "Old Stone Church"- sits just a few hundred feet west of this forgotten relic.



*10/22/1904: Taken from the other side of the new causeway, looking northwest, this also shows the old bridge partially entombed, while the new arch bridge nears completion.*



*2/20/1904: A clear view of the old rail bridge, soon to be buried, as seen from atop the new causeway. Beyond is part of the former center of West Boylston, also soon to disappear.*

## B&M Depot, 3 Depot Road, East Kingston, NH

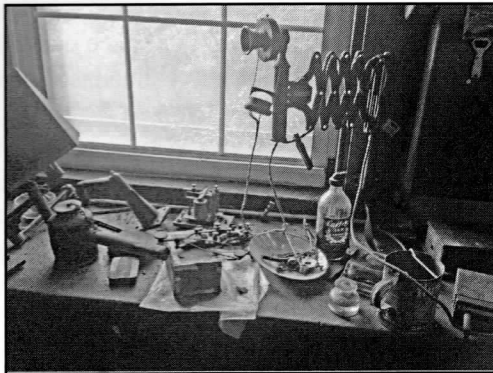
By Jack Dziadul



*Trackside view of station*

Once or twice each year I am able to return to New England to visit family and friends. Of course I take every opportunity to explore B&M territory and the summer of 2014 was no different. In driving the back roads of East Kingston in southern New Hampshire I stumbled across a street sign that read "Depot Road." Sure enough, I soon

recognized the maroon and depot buff color scheme and the very familiar two-story passenger depot that I have seen in a number of



*Agent's work area*

publications and on-line photos. I dutifully took dozens of photographs of the depot, ancillary buildings and trackage (most of which were former sidings now buried in high grass). Amtrak's Downeaster made a timely appearance on the single-track mainline on its way north to Portland.

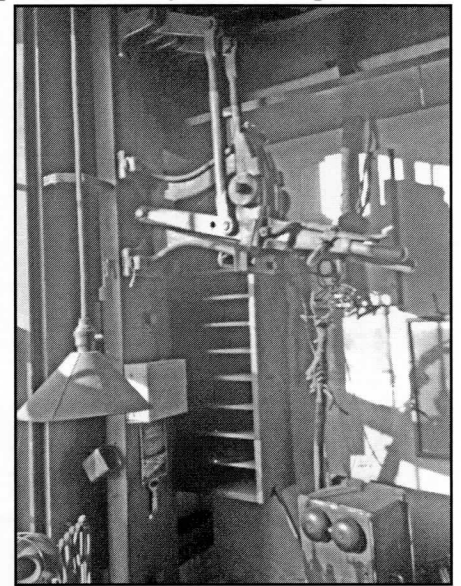
After a while I noticed a neighbor working in his yard. I introduced myself and could not have been more fortunate. Contractor Ed LeClair not only knew quite a bit about the station, but actually had the keys that allowed me to photograph the interior. It turned out that

in exchange for allowing Ed to use the freight house for storage he was handed the keys and took on the responsibility for looking after the property.

The circa 1846 depot and shed is owned by the Easy Kingston Historical Society. In 2005 the Society secured a restoration grant from the New Hampshire Land and Community Heritage Investment Program which saved the property from the wrecking ball. The funding provided for the exterior restoration and included extensive basement and foundation work, chimney rebuilding, plus repair of the well and septic systems. The grant required a Depot Stewardship Agreement, which required the Society to maintain the architectural, historic and cultural features of

the property for a period of ten years. This period will soon expire.

According to literature in the depot, supplemented by Mr. LeClair's offerings, the depot originally included a Western Union office, ticket agent office, and a passenger waiting area. There was freight service for local businesses and the



*Levers to operate train order boards*

surrounding agricultural community. Deliveries made to the depot included grain, hay, coal, milk, lumber, ice, livestock and, of course, mail. The freight house is a detached building and attached to it are separate, adjacent privies for men and women. I can only imagine how cold and uninviting those facilities were in the harsh New Hampshire winters.

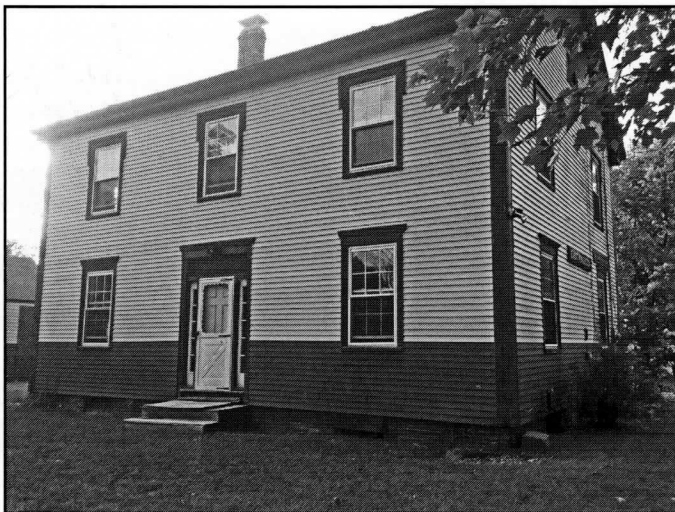
There were numerous artifacts in the depot that are in a deteriorating state, but worthy of preservation. (Signs, lanterns, furniture, freight office paperwork with rates



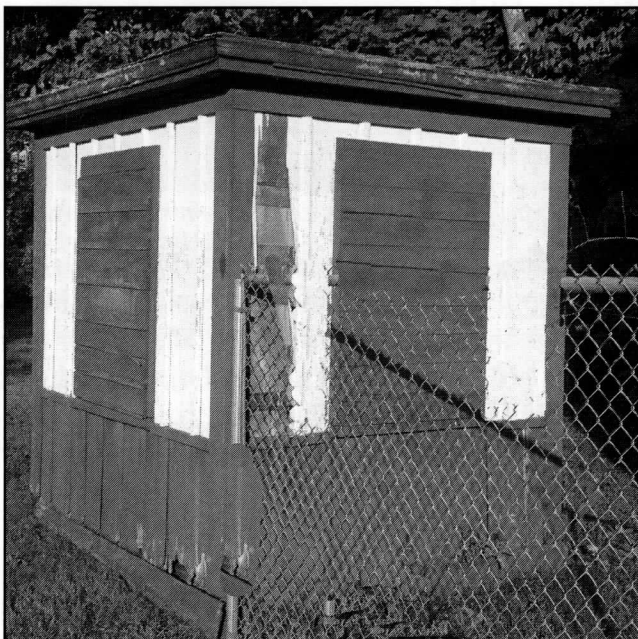
and schedules, semaphore and telegraph equipment, etc.)

The second story was home to many of the station agents. In more recent years (post-B&M days) part of the first floor was used as an apartment. Passenger service ended in 1966. David Lamson purchased the property in 1967 and the Town of West Kingston purchased the property in 2001.

The future of the depot is somewhat in doubt. The restoration funding was insufficient to fully restore the property to its prior glory. Presently, it appears that the community lacks both the dollars and interest to maintain, let alone further improve, the buildings and their contents. I did outreach to the B&MRRHS Board to see if our folks had some thoughts on the matter.



*Street side view*



*Crossing Tender's Shanty*

Unfortunately, our volunteers are stretched thin with projects as it is. We can only hope that an angel appears on the scene before this treasure is lost to the ages.

### **Gluckman Tang Architects To Design Extreme Model Railroad Museum In North Adams, Massachusetts**

By Lucy Kenyon

Architect Richard Gluckman, FAIA, Thomas Krens (former director of the Guggenheim Museum in New York), former Massachusetts governors Michael Dukakis and William Weld, and mayor of North Adams Richard Alcombright have unveiled an ambitious development plan that will confirm North Adams, already home to MASS MoCA, as a cultural destination.

Gluckman Tang Architects is designing the Extreme Model Railroad and Contemporary Architecture Museum. A 700-ft.-long addition to two historic freight depots in Western Gateway Heritage State Park, the 32,400-sq.-ft. museum will house one of the world's largest collections of working O-scale model trains, moving through a trainscape designed by world-class architects. Frank Gehry, Gluckman Tang, and Zaha Hadid are among the architects who will create architectural models for the diorama.

"We're honored to contribute to the outstanding architecture of the North Adams – Williamstown cultural corridor. This will be our first extreme railroad museum, and we look forward to creating a space that will bring together train buffs and architecture enthusiasts alike," said Richard Gluckman.

The Extreme Model Railroad and Contemporary Architecture Museum will explain and invigorate for a whole new audience one of the most important aspects of the history of American industry and transportation of the last 200 years. It will also demonstrate the exhilarating potential of contemporary architecture.

"North Adams played a prominent role in our national railroad history," said Governor Dukakis. "Building a model train and contemporary architecture museum, of this quality and detail, in North Adams, will celebrate this history and build upon the investments in culture and education we made here in the 1980s."

The people, the expertise and the ideas for this next major step are already in place."

The projected completion date is 2018.

**HAUSMAN LLC**

*Submitted by Alden Dreyer*