

Boston & Maine Railroad Historical Society
Incorporated

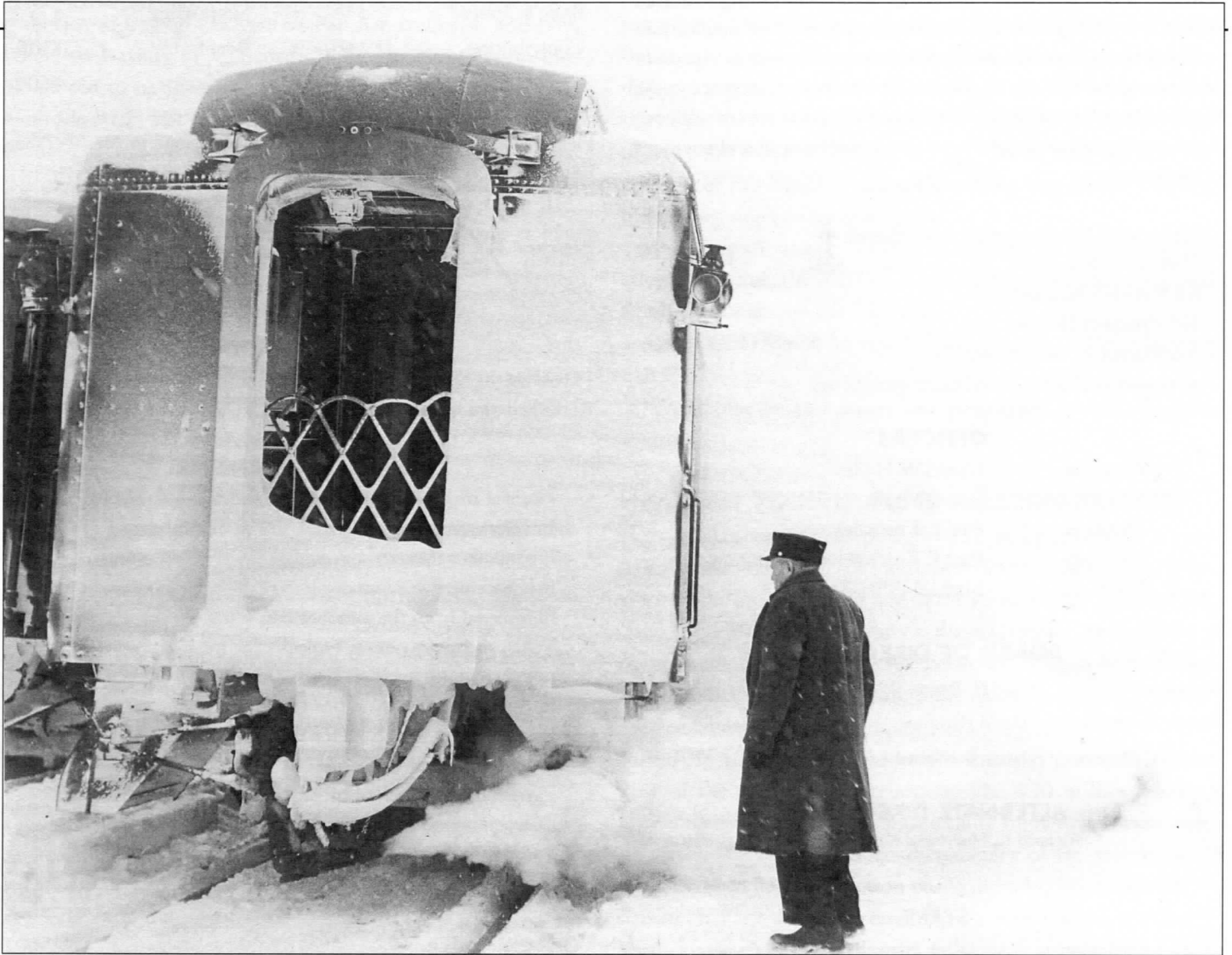
NEWSLETTER

Meeting/Membership telephone: 978-454-3600

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March–April 2018

Visit us at www.bmrrhs.org



The Gull, which ran between Boston and Halifax, at North Station on January 25, 1948. Seventy years later, another tough January strained Keolis passenger service, as we report on page 7. Official B&M RR photo. From the Marrec Collection.

B&MRRHS CALENDAR

Meetings are generally held on the second Saturday of the month at Rogers Hall, Lowell, Mass. Please see page 2 for directions to the hall.

SATURDAY, MARCH 10, 3:30 PM TO 5:30 PM

Rich Nichols presents The B&M's Amesbury Branch. Rich is actively involved with the society's B&M RR hardware collection, and will display and discuss items of interest from this collection.

SATURDAY, APRIL 14, 3:30 PM TO 5:30 PM

Bill Hodges presents a potpourri of Maine and New Hampshire railroading, featuring narrow gauge in Boothbay and Portland, Maine; New Hampshire's cog railway, the White Mountain Central Railroad and the Hobo Railroad.

SATURDAY, MAY 12, 3:30 PM TO 5:30 PM

Plymouth (NH) Community Center. Program by the knowledgeable and entertaining Gary Gurske. Flyer to follow with details.

NEWSLETTER

The Boston & Maine Railroad Historical Society *Newsletter* is published six times a year.

The editor welcomes articles, photographs, and news items about the B&MRRHS and the Boston & Maine Railroad, the B&M's predecessors and successors, as well as news about other New England railroads. It is best to query the editor before submitting material. We reserve the right to edit all material submitted for publication.

Opinions expressed in the *Newsletter* do not necessarily represent the views of the Society, its officers, or members. Reference in the *Newsletter* to commercial products or services is for the convenience of the membership only, and in no way constitutes an endorsement by the Society.

Please send Newsletter correspondence to
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MEMBERSHIP DUES

Dues are payable by check, money order, postal money order, or cash (in person only). Sorry, but we cannot accept credit cards. All payments in US dollars. Please allow four to six weeks for processing.

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

Please send membership requests and questions to Membership, B&MRRHS, PO Box 469, Derry, NH 03038-0469.

All other correspondence — including catalog orders, correspondence with the Board of Directors, Archives, Historian, or Bulletin — goes to B&MRRHS, PO Box 9116, Lowell, MA 01853. You can also e-mail bmrrhs@gmail.com.

CHANGE OF ADDRESS

Please let the Society know your new address before you move. Returned and forwarded mail costs the Society money.

MEMBERSHIP RENEWAL

- Notices are sent monthly based on members' renewal dates. Envelopes are clearly marked "RENEWAL NOTICE."
- If a member does not pay within the renewal month, he or she may receive two reminder letters. Not responding may result in removal from the member list.
- When members renew, typically the month of renewal does not change. (A member with a 06/16 renewal date who pays in August would have a 06/17 update to renew.)
- Please review your label for the renewal date. Refer questions to the Membership Secretary.
- Payment is by check or money order only. You may pay by cash at a membership meeting or train show at which the Society is present.

DIRECTIONS TO SOCIETY MEETINGS

Meetings are held at Rogers Hall, 196 Rogers St., Lowell, MA 01852. From Rt. 495 take exit 38, which is Rt. 38. Turn right; this is Rogers St.

If you come from the north or south there are six and seven sets of lights respectively. Approximately 1.3 miles from Rt. 495 are the last set of (working) lights. Bear to the left here. Rogers Hall is 0.3 miles on your right. Directly across the street is Rogers Fort Hill Park, where parking is available.

If you come from Rt. 133 (Andover St.), follow that until you intersect Rt. 38 in Lowell. Go through the intersection and take your third left, which is High St. Continue to the end, and take a left. 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, 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.

EDITOR'S NOTE

We were saddened to learn on January 29 that member and secretary Wayne Gagnon had suddenly died. He was 62 years old.

Wayne was one of the first members I got to know after becoming *Newsletter* editor last year. Following a few telephone conversations, we sat down together for a long chat at a pub in Greenfield, Massachusetts, a few blocks from the site of the long-gone Boston and Maine station. Wayne spoke of his fondness for the railroad, of his regret over its disappearance from New Hampshire, of the *Flying Yankee*, and especially of his father and grandfather. Both Albert A. Gagnon (1920–2004) and Paul A. Gagnon (1884–1977) were engineers with the B&M. Until the week before he died, Wayne regularly sent me letters and newspaper clippings with stories and ideas he thought would be interesting to readers. I was greatly helped by his expertise and generosity.

Wayne is survived by his wife Ann; his children, Karleen S. Tolman and her husband, Joe, and Justin K. Gagnon and his wife, Whitney; and two grandchildren, Jordan and Nicholas Tolman.



You didn't blink and miss an issue of the *Newsletter*; March–April is indeed the first to appear in 2018. For that, your editor apologizes.

LETTERS TO THE EDITOR

I'd like to comment on the November–December 2017 *Newsletter*, which I very much enjoyed, and on the reproduction of the April 1917 *Our Service* sent to members.

On page one of the *Newsletter* you refer to the Shelburne Falls & Colrain Street Railway as an interurban line, which strikes me as inappropriate. Trolleys were scheduled to run just under seven miles in 40 minutes and they would reportedly stop anywhere to load or unload a paying passenger or freight shipment.

The *Newsletter* photo on page 3 of hooping up documents is all wrong. (“B&MRRHS Helps Laconia Celebrate”) Hooping is a tricky business that can result in serious injury to the person on the train if not done correctly. First, you don't use a short hoop to deliver orders to a locomotive. You always face the approaching crew member and keep the sticks low enough not to be near his face. You tilt the hoop in the direction of the train's movement, and you must be prepared to let go if the hoop gets snagged on something.

Finally, accompanying the copy of *Our Service* is a letter stating that no similar employee magazine is known to exist prior to 1924. In fact, many roads published employee magazines going way back, but 1924 is the year that everyone thought they had to do it, whether they could afford to do so or not.

I'm surprised that the B&MRRHS Archives does not have a complete collection. The magazines are rare, but they pop up on eBay from time to time, just as 1924 and 1925 *B&M RR Employees Magazines* do.

I would also think that the Archives would have complete files by now of the *B&M Messenger* and the *B&M Courier*. The *B&M Courier* ruled the 1890s and the *B&M Messenger* the first decade of the 20th century. By comparison, the *B&M RR Employees' Magazines* of the 1920s left a lot to be desired.

Alden Dreyer

Alden Dreyer worked for the B&M from 1964 to 1984. He lives in rural Shelburne, Mass.

Reading the Editor's Note in the September–October 2017 *Newsletter* reminded me of one well-known person who commuted over the Central Mass branch between Northampton and Boston. This was Calvin Coolidge during his years as governor of Massachusetts. On most weekends, according to Amity Shlaes in her 565-page *Coolidge*, he would return to his home in Northampton via the Central Mass. How he would do this today might be among the alternatives described in your Editor's Note about passenger service from Boston to the western part of the state.

Loring M. Lawrence

Manchester, New Hampshire

In the 1940–41 *Snow Train* booklet reprinted by the B&MRRHS and distributed to members, a single trip Gloucester–Salem–Portsmouth–Intervale is shown for January 26, 1941. Its schedule allows 27 minutes from leaving Manchester to leaving Salem, and 2:40 from leaving Portsmouth to arriving North Conway.

I am guessing that this train used three different locomotives: Gloucester (or possibly Rockport) to Salem facing west; Salem to Portsmouth, Rockingham to Intervale (eastbound); Portsmouth to Rockingham facing west (hauling train & eastbound loco).

It's approximately nine miles from Manchester to Salem, which doesn't seem to leave enough time to wye the train or get the engine up to the turntable and back.

Portsmouth had a turntable and Rockingham Jct. had a wye, so it was possible to use a single engine there. But the loco would have had to foul the double-track main twice as it turned, taking the move from 5 minutes to 15 or 20.

Does anyone have records to show what they actually did? They could also have backed from North Berwick to Rollinsford, but that seems unlikely.

James Van Bokkelen

South Hampton, NH

PARTS OF 1939 B&M WRECK SALVAGED FROM PISCATAQUA RIVER

By Alexander LaCasse
Seacoast Online

Even after lying deep beneath the surface of the Piscataqua River for nearly 80 years, the rusted and decaying axles of a long lost iron horse still give off a smell of industrial oil.

On the evening of September 10, 1939, Boston and Maine passenger train No. 2024 left North Berwick, Maine en route to Boston with only 12 passengers and a crew of five. The train would never arrive.

According to William Brooke writing in Volume 18 edition 1 of the *B&M Bulletin*, the train was crossing a 100-year-old wooden trestle known as the Portsmouth Bridge and was 40 feet above the river. Brooke writes that barges used for the ongoing construction of the original Sarah Mildred Long

Bridge were anchored to the bridge, which had already been weakened following a collision with a freighter in 1937.

“While crossing the old wooden bridge [...] a section of the structure collapsed. Engine 3666 and the first car – a wooden coach with open ends – disappeared beneath the swirling tide, drowning both the engineer and fireman,” Brooke writes. “The train’s two remaining cars were abruptly and miraculously halted at the shattered brink when the brakes were automatically applied by the bursting air hose. Fortunately, no passengers or trainmen occupied the first car.”

The *Portsmouth Herald* reported in the September 11, 1939, evening edition, “The train was traveling at about 3 miles per hour, officials said, which was the order for trains during the past several years because of the condition of the bridge. Only a few moments after the front section of the passenger train plunged into the water as though thrown from a catapult, the fireman was heard screaming for help as the incoming tide swept him upstream. Automobile lights were directed across



Jim Craig, executive director of the USS Albacore Park in Portsmouth, New Hampshire, with the trucks salvaged from the Boston & Maine Piscataqua River wreck of September 10, 1939. The artifacts will be

part of a public display in Portsmouth and at the Kittery Historical & Naval Museum. Seacoast Online photo by Rich Beauchesne, used with permission.

the water in the direction of the screams but all witnesses said they could see was the splintered debris if the wooden bridge being swept towards Great Bay.”

The body of fireman Charles D. Towle, an Exeter resident, was recovered the next day around Dover Point. Somerville, Massachusetts, native and engineer John Beattie’s body was not found until 10 days later when it was discovered floating near the Back Channel.

Pieces of the lost train salvaged from Piscataqua River engine 3666, resting in its watery Piscataqua River grave, have captured the imaginations of history buffs all over the city, and now its story is being brought to a little more closure as a result of the new Sarah Mildred Long Bridge’s construction.

During routine dredging in March and mid-October 2017 for the construction of piers 17 and 18, which make up the center draw span on the bridge, wheels from Engine 3666 were dug up from among the debris.

Ron Taylor, Maine Department of Transportation resident engineer running the SML Bridge project, said in March construction crews dug up what was 3666’s pilot wheels and in October trucks from the locomotive’s tender were recovered.

“We were digging to meet the permitting requirements for the center piers and we discovered the wheels among the debris,” Taylor said. “There was no intentional effort by us to recover part of the train.”

Taylor said all of the train parts were being left on the New Hampshire State Pier and as the project continued along, the pier asked MDOT to consolidate their materials and the wheels were moved to nearby Albacore Park.

According to Taylor, the 18-foot-tall engine 3666 was moved in the 1960s to better clear the navigational channel and in the mid-1990s the train had to be moved again for the New Hampshire Port Authority’s pier expansion, but efforts to raise the locomotive to the surface were too costly.

However, now that pieces have been recovered, Taylor said the wheel sets will be donated to the Kittery Historical and Naval Museum and the other set will be stored at the Albacore Park through the winter. “I would have loved to display them here but there isn’t much synergy between submarines and trains,” said Ken Herrick, president of the Portsmouth Submarine Memorial Association, which operates Albacore Park. “But, it’s a really interesting part of our history and I hope the city can find a way to showcase these wheels.”

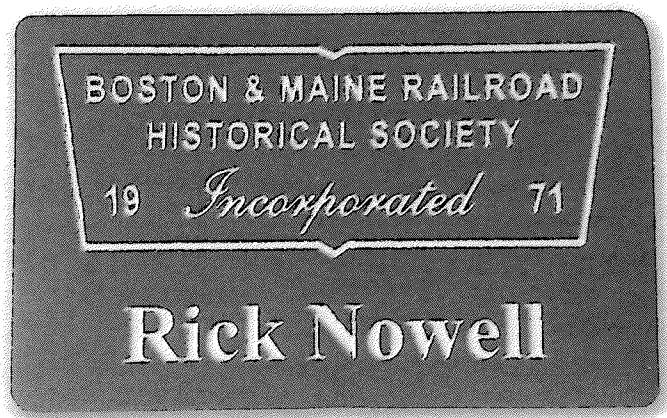
Herrick said he offered the wheels at Albacore Park to the city and Economic Development Program Manager Nancy Carmer said she was in favor of incorporating the train artifacts into the new park being built along Market Street near the new Sarah Mildred Long Bridge, which is in phase two of the project and is included in the city’s capital plan.

“The pieces are certainly appropriate there, and we’re willing to learn more about the event and incorporate it into the future plans,” Carmer said. “It will be in addition to the natural and maritime features of the Great Bay estuary we are looking to showcase down there.”

The Kittery Historical and Naval Museum’s director Kim Sanborn said when the museum opens for the spring season visitors will get to see the wheels set up on a small rail spur local railroad buffs constructed for the display outside the museum facing Town Hall.

“Before the Sarah Mildred Long Bridge, this was the main source of transportation across the river when the only alternative was to wait for a ferry in the days before the Memorial Bridge,” Sanborn said. “I’m very excited to be able to tell this story and it really puts the history into perspective when you have the visual component to the story you’re trying to tell.”

Reprinted with kind permission of Seacoast Online. Originally published December 10, 2017.



Membership Badges Now Available

B&MRRHS Members are entitled to wear the official membership badge at all society events. The badge is blue, 3 inches wide by 2 inches tall, with white letters. It has a magnetic attachment system that prevents holes in shirts and sweaters.

We sell and mail membership badges at cost.

Make check for \$12 payable to B&MRRHS and send to: Name Badge, B&MRRHS, PO Box 9116, Lowell, Ma 01853.

Please specify name for badge.

Note: Magnets are known to be harmful to people who wear pacemakers.

IS PRIVATE COMMUTER RAIL RETURNING TO NEW ENGLAND?

By Michael B. Shavelson

The January 2018 opening of Brightline — the new Florida passenger system owned by a subsidiary of Florida East Coast Industries, which will connect Miami and Orlando — raises the question of whether private rail passenger service can make a comeback in the twenty-first century. With a handful of exceptions, the idea of private service has seemed a nonstarter since Amtrak took over most passenger service in 1971 and states assumed operation of commuter services.

But a small start-up is slowly and deliberately working to provide commuter service between Providence and Worcester within a few years, with possible expansion to Lowell and New Hampshire.

The Boston Surface Railroad Company (BSRC) was founded in 2012 by Boston native Vincent Bono, now the company's president, who came up with the idea while running a high-tech consulting company.

"We did a lot of work with railroads," Bono told the *B&MRRHS Newsletter*. "One of our clients hired us to work on a government-grant project that had to do with rail. We were doing signaling, but you can't be involved with this sort of thing and not have some of the data rub off. I am a numbers guy, and looking at the raw data, I couldn't understand why nobody was making money at passenger rail."

Bono observed that under particular circumstances, certain city pairs attract commuters to rail. With a distance of 45 miles or more, a ride that lasts about 50 minutes, and a commuter base of at least 10,000 people, "between 8 and 17 percent of the base will take the train if it is available."

"Those metropolitan pairs are pretty much in the Northeast," he says. "We identified Worcester to Providence as a good first step." There would be an intermediate stop at Woonsocket Station, which BSRC has leased for its headquarters.

The initial plan calls for two southbound runs in the morning and two northbound in the evening. The trip will take about 70 to 75 minutes at first, although 65 minutes is the goal.

The BSRC business model includes relying on an existing and active rail line, ideally between two states, which suggests less likelihood of an established government commuter service. "We are looking to serve an existing need where there is not another solution," says Bono. "That's Business 101."

More intriguing, the plan is for completely private financing. "We are shying away from state money or federal grants," says Bono, in part because federal funding complicates regulations.

"We will try to stick to our minimalist approach. We are going to apply for a federal loan through the RRIF [Railroad Rehabilitation and Improvement Financing] program, which doesn't come with a lot of the strings a grant comes with. It is essentially just a loan. We have several other avenues for financing lined up, as well."

Among those other avenues is Bono's own money. "We have spent about \$1.5 million to date. Ninety percent is my money."

The minimalist approach includes stripped-down scheduling. "Unless we know we can fill a train, we are not going to run it. We can't do things like run midday trains to accommodate shoppers."

BSRC anticipates that it will "carry an estimated 360,000 annual passengers by its fifth year of operation (three percent of the total commuter population), growing to eight percent, or nearly one million annual riders, within seven years. The Worcester–Providence route achieves break-even at 450,000 annual passengers and expects to retire \$3.5 million in convertible debt financing within three years."

Bono began working with the Providence and Worcester Railroad, which owned the trackage, and "enjoyed a good relationship with them." The PW was purchased by Genesee & Wyoming in January 2017, a change that "pushed us back a year," says Bono, "but we are back on schedule."

Working with the much larger G&W required some adjustments. "They wanted us to implement some safety features earlier than we would normally have implemented them," says Bono. Positive train control, for example, which Bono says federal regulations would not have required with BSRC's light timetable. "We would have implemented PTC in the first eight years of operation, but Genesee said we need to implement it right away. We had to identify a funding source up front for that, so now we are moving forward."

Still, says Bono, G&W is on board. "As long as it's safe and as long as it does not interfere with their freight operation. They are a business and we want to pay them. They are not doing this pro bono. We are both in it to make money."

While G&W owns the tracks, there is also the question of the stations. Providence station is owned by Amtrak; Worcester Union by the Worcester Redevelopment Authority.

"We have operating agreements with Amtrak, which has been incredibly supportive of the project and very helpful to us, so we don't have any concerns there. Amtrak wants to run trains."

The BSRC would have to build its own platform on the northwest side of Worcester station, where excursion trains currently board. "We would not be using the same platform that the MBTA uses, which is a plus," says Bono.

Aside from securing running rights, the BSRC would probably lease equipment: Bono mentions refurbished Comet cars and F59PH locomotives. “If an opportunity comes along to buy equipment at a more advantageous rate,” he adds, “we’ll explore that.”

Bono says that his railroad is in the earliest stages of exploring service to Lowell via Ayer on Pan Am trackage, and even farther, to Nashua or Concord. “Folks in New Hampshire reached out to us after the last election. We already had our eye on the state, but that would be ten or fifteen years down the line. Last fall we signed a memo of understanding with the cities of Nashua, Lowell, Worcester, and Woonsocket to form a public-private partnership, but that in the earliest stages.”

The targeted start date for commuter service has shifted since BSRA was established. “Late 2019 or early 2020 at the earliest,” says Bono. “And I would be OK with 2021.”

And does the lore of the rails play into Bono’s plan? “You need to be a little bit of a railfan to do things like this, and our people are excited about the benefits of rail,” he says, “but I want the royalties.”

SPRINGFIELD SHOW AT 50

The Society participated in the 50th anniversary of the Amherst Railway Society’s Railroad Hobby Show at the Eastern Sates Exposition Fairground in West Springfield, Mass. on January 27 and 28.

The show is a great opportunity for the B&MRRHS to meet members along with new friends, as well as sell society merchandise. The society also signed up many new members. We had a terrific weekend. Society volunteers answered countless questions and gave out information about our group. This endeavor would not have been possible without the help of volunteers Paul Kosciolk, Dave Hampton, Donald Hampton, Jim



Paul Kosciolk, Donald Hampton, and Dave Hampton man the B&MRRHS booth at the Amherst Railway Society show in January.
Photo by James P. Nigzus

Nigzus, Jr., Carl Byron, Rick Hurst, Mal Sockol, Rick Nowell, Justin Winiarz, Stephen De Francesco, and Jim Nigzus.

— Jim Nigzus

GOV. TELLS KEOLIS TO UP ITS WINTER GAME

After MBTA commuter rail services were hit hard by snow and extreme cold in early January, Massachusetts Governor Charlie Baker hit operator Keolis equally hard. “I think the bus folks did a very good job all the way through the cold snap and the snow,” he told reporters. “I think the rapid transit system did a pretty good job. But like the T, I have issues with the way the commuter rail handled this stuff and the way Keolis handled it and they need to up their game.”

With only about a third of trains running on time during the affected period, the MBTA’s GM Luis Ramirez also criticized Keolis. “Not acceptable,” he said.

Keolis CEO David Scorey did not disagree, acknowledging that the company “fell short.”

“We apologize and assure our passengers it won’t happen again.”

HARVARD TO HELP FUND ALLSTON STATION

Harvard University has pledged \$50 million toward a new MBTA commuter rail station to be built in Allston. West Station will be located on the site of the former CSX Beacon Park Yard, near Boston University’s West Campus, and will be a component of the massive Interstate-90 Allston Interchange Improvement Project to realign the Mass Turnpike — and of Harvard’s new Allston campus.

In 2014 the university had offered to pay one third of the cost of the station’s construction. The \$50 million pledge, announced in January, is considerably higher. It is not clear if Boston University, a major beneficiary of the station, will contribute to its construction costs, as had been discussed.

Beacon Park was the remains of a vast Boston & Albany yard. Harvard has purchased a great deal of land in the area over the years, including the yard, which CSX left in 2013 for new facilities in Worcester and Westborough. The realignment of the Mass Pike and Soldier’s Field Road will also require the removal of a freight spur to the Houghton Chemical plant.

According to MassDOT, the rail and highway scheme will preserve “the Grand Junction Railway connection and rail transit adaptability on the Framingham/Worcester line.”

MassDOT had reported in December that the station is not likely to be completed until 2040, instead of the original target of 2025, so Harvard offered an additional \$8 million to open an “early action” temporary stop.

NEW OWNERS FOR NEW HAMPSHIRE'S CONWAY SCENIC RAILROAD

By Justin Franz
Trains News Wire

New Hampshire's Conway Scenic Railroad has been sold to Profile Mountain Holdings Corp., the *Conway Daily Sun* reports. The sale was effective January 30, 2018.

The popular New England tourist road was owned by Russ and Dot Seybold for nearly 20 years. Before the couple purchased the railroad in 1999, Russ had been president and general manager since 1990.



Boston & Maine F7 No. 4266A, built by EMD in 1949, on a Conway Scenic Railroad winter excursion in the 1990s. The engine is now owned by the 470 Railroad Club of Portland, Maine and leased to CSRR. Photo by Dwight Smith.

Profile Mountain Holdings Corp. is owned by David and Rhonda Swirk and William Sullivan, Jr. Previously, David Swirk had been the general manager on the Grafton & Upton Railroad in Massachusetts. G&U owner Jon Delli Priscoli had made a bid in 2015 to purchase the Conway Scenic, but the deal fell through.

The new owners say they do not plan to make any immediate changes and that the railroad will be ready for its opening day on April 14.

“We look upon the Conway Scenic Railroad as an economic development engine which is closely tied to the communities in which it operates,” Swirk said. “The goal is to work with area business leaders to increase ridership and tourism for the benefit of everyone. We sincerely appreciate this once-in-a-lifetime opportunity to follow the same track that Russ and Dot established to preserve and improve upon this

historically significant property.”

In a joint statement to the newspaper, the Seybolds said they believed the railroad was in good hands.

“Owning and operating the CSRR has been both a challenge and a joy. We are very grateful to the hard-working employees and dedicated volunteers who have been essential to the success of the railroad. We are confident that the railroad will be in very good hands and wish David, Rhonda and Bill much success,” the couple said.

The sale is the latest in a season of change at the White Mountains destination. Earlier this year, Operations Manager Paul Hallett retired from the railroad after 13 years. He was replaced by Assistant Operations Manager Derek Palmieri.

The Conway Scenic was founded in 1974 and has run excursions on the former B&M Conway Branch ever since. In the mid-1990s, the railroad expanded its offerings by returning service to the legendary Maine Central Crawford Notch line.

— *Reproduced with permission of Trains News Wire.*

MASS DOT RELEASES RAIL PLAN

The Massachusetts Department of Transportation (MassDOT) has issued a draft of its 2018 State Rail Plan. The document outlines the long-term plan for the state's rail system.

To meet Federal Railroad Administration requirements, the plan provides an overview of the existing rail system, the system's overall role in the transportation network, finances, near-term priorities, and a long-term investment strategy.

The plan does not include policy decisions for specific MBTA commuter rail investments, which are covered by other ongoing MBTA studies. These studies include Focus40, the long-range investment plan for the MBTA, and the MBTA Commuter Rail Vision. Focus40 will highlight priorities for continued investment in commuter rail; a draft is anticipated in the coming months. The MBTA Commuter Rail Vision, an 18-month effort, will study different approaches to delivering service and system electrification, among other potential longer-term investments in the network.

You can read MassDOT's 2018 State Rail Plan at mass.gov/service-details/rail-plan.

KEOLIS ADDS ASSISTANT CONDUCTORS

Keolis, the firm that operates MBTA commuter rail, graduated 27 assistant conductors from its Somerville training facility in January. The educational program emphasizes customer service and includes classroom instruction, exams, site visits to railroad facilities, and time onboard trains.

Boston, Mass., April 10, 1953

ALL DEPARTMENT HEADS
PASS BUREAU
ALL EMPLOYEES:-

Effective Sunday, April 26th, Unit 6000, and Budd
Rail Motor Cars will be regularly assigned to trains as follows:-

WEEKDAYS

Train	55 - Boston-Troy	- Single Rail Motor Car
"	60 - Troy-Boston	- Single Rail Motor Car
"	59 - Boston-Troy	- Unit 6000
"	52 - Troy-Boston	- Unit 6000
"	75 - Springfield-W.R.Jct.	- Single Rail Motor Car
"	76 - W.R.Jct.-Springfield	- Single Rail Motor Car
"	308 - W.R.Jct.-Boston	- Two Rail Motor Cars
"	305 - Boston-W.R.Jct.	- Two Rail Motor Cars
"	207 - Boston-Portsmouth	- Two Rail Motor Cars
"	217 - Boston-Portsmouth	- Two Rail Motor Cars
"	237 - Boston-Portsmouth	- Two Rail Motor Cars
"	269 - Boston-Portsmouth	- Two Rail Motor Cars
"	206 - Portsmouth-Boston	- Two Rail Motor Cars
"	224 - Portsmouth-Boston	- Two Rail Motor Cars
"	236 - Portsmouth-Boston	- Two Rail Motor Cars
"	246 - Portsmouth-Boston	- Two Rail Motor Cars
"	2909) - Boston-Littleton	- Single Rail Motor Car
MeC 166)		- (Two on Saturdays)
" MeC 167)		- Single Rail Motor Car
2924) - Littleton-Boston		- (Two on Saturdays)
	(Effective June 26 daily)	

SUNDAYS

Train	7057 - Springfield-W.R.Jct.	- Single Rail Motor Car
"	7058 - W.R.Jct.-Springfield	- Single Rail Motor Car
	(Except June 28th to September 6th inclusive)	
"	72 - W.R.Jct.-Springfield	- Single Rail Motor Car
	(Sundays June 28th to September 6th inclusive)	
"	3363) - Boston-Lowell	- Unit 6000
3367)		
"	3366) - Lowell-Boston	- Unit 6000
3372)		
"	52 - Troy-Boston	- Unit 6000
"	97 - Boston-Troy	- Unit 6000

SUNDAYS (Continued)

Train 1007)
1009)
1015) - Boston-Haverhill - Single Rail Motor Car
1017)
1033)
1037)

" 1012)
1018)
1020) - Haverhill-Boston - Single Rail Motor Car
1030)
1036)
1050)

" 269 - Boston-Portsmouth - Two Rail Motor Cars
" 2004 - Portsmouth-Boston - Two Rail Motor Cars

" 2951) - Boston-Littleton - Two Rail Motor Cars
MeC 766)

MeC 167) - Littleton-Boston - Two Rail Motor Cars
" 2924) (Effective June 26th)

PASSE RESTRICTIONS on the above-listed trains will be as follows:-

TRIP PASSES:- Not good on any of the trains unless endorsed to be good.

ANNUAL PASSES:-

(White Passes

(- (President's personal signature)

(50 Year Gold Passes No restriction.

Employees Passes - Will be accepted without endorsement on Budd Cars between Fitchburg and Troy, between W.R.Jct. and Concord, on Trains 206 and 207 between Boston and Portsmouth and Sundays between Boston and Haverhill and Boston and Portsmouth.

Will be accepted without endorsement on Unit 6000 between Greenfield and Troy and Sundays between Boston and Lowell.

EMPLOYEE FAMILY PASSES:-

Will be accepted in territory listed for Employee Passes so far as space is available - the Conductor's decision to be final.

SUPERVISORY FORCES ON DUTY

Passes will be good on any train when on duty.

ALL OTHER PASSES:-

Will not be accepted on trains listed above unless endorsed to be good, or when presented together with a permit.

PERMITS:- Passes will be accepted on any of the trains listed when presented together with a permit signed by Vice President-Operations, Vice President-Traffic, Assistant General Manager Baker or Superintendent of the Division.

GENERAL RESERVATION:-

Under any and all circumstances pass holders will be expected to surrender seats as necessary without request from Conductor, and to be governed by Operating Department General Rule 703 which reads:--"Employees traveling on free transportation must be orderly, and whenever necessary promptly surrender their seats to revenue passengers". It is the conductor's responsibility to see that pass holders do not occupy space to the exclusion of revenue passengers.

EXCEPTION:- On restricted trains conductors may permit pass holders to ride without permits when it is apparent that there will be plenty of room.

F. W. ROURKE

Vice President-Operations