

NEWSLETTER

January – February 2019

- FORM 1 -

JANUARY 12, 2019. ♦ 3:00 PM. B&MRRHS Membership Meeting. Rogers Hall, 196 Rogers Street, Lowell, Mass.

RESTORATION OF B&M RDC No. 6211

January 16, 2019. 470 Railroad Club Membership Meeting. www.470rrclub.org/index.php3

January 17, 2019. Mass. Bay RRE Third Thursday Meeting. www.massbayrre.org/meetings.htm

January 26 & 27, 2019. Springfield Show. www.railroadhobbyshow.com

FEBRUARY 9, 2019. ♦ 3:00 P.M. B&MRRHS Membership Meeting. Rogers Hall, 196 Rogers Street, Lowell, Mass.

RICK HURST ON RAILROADING

February 20, 2019. 470 Railroad Club Membership Meeting. www.470rrclub.org/index.php3

February 21, 2019. Mass. Bay RRE Third Thursday Meeting. www.massbayrre.org/meetings.htm

♦ **WEATHER CANCELLATION:** During the winter months, call the Society's answering machine at 978-454-3600 after 11 a.m. on the day of the meeting, or watch the Society's website bmrrhs.org, to see if the meeting has been cancelled due to weather.



B&MRRHS 410 Committee holds Saturday work sessions to preserve B&M 0-6-0 Class G-10 switcher No. 410 and combination coach-baggage car No. 1244. Email Jim Nigzus, 410 Chairman, for details at jamesnigzus@comcast.net

B&MRRHS Archives Committee generally holds its work sessions on the third Saturday of the month to organize, catalog, and preserve our collection of railroad photos and documents. Email Rick Nowell, Archives Chairman, for details at fnowell3@yahoo.com

B&MRRHS Hardware Committee generally holds its work sessions on Thursdays to preserve our collection of railroad equipment. Email Richard Nichols, Hardware Curator, for details at railroad.nichols@gmail.com

BOSTON & MAINE RAILROAD HISTORICAL SOCIETY

is a not-for-profit, 501(c)(3) organization composed of people who want to share their knowledge, and learn more about, the history and operations of the Boston and Maine Railroad, its predecessors, and successors. Formed in 1971 by a group of interested B&M employees and railfans, the B&MRRHS now has nearly one thousand active members.

Our principal activities are publication of our journal, the *B&M Bulletin*, and our *Newsletter*, monthly speakers, archives and hardware preservation, preservation of the B&M 0-6-0 switcher No. 410 and coach-baggage combine No. 1244, participation in railroad shows, and maintaining two web sites: www.bmrrhs.org and www.flickr.com/photos/bmrrhs. If you would like to join the Society, you can join on-line or download an application at www.bmrrhs.org

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NEWSLETTER

The Boston & Maine Railroad Historical Society *Newsletter* is published six times a year. We welcome articles, photographs, and news items about the Society, the Boston and Maine Railroad, and current railroad events in New England. It is best to query the editor before writing articles. Write Editor, B&MRRHS *Newsletter*, P.O. Box 9116, Lowell, MA 01853 or email bmrrhs@gmail.com.

Opinions expressed in the *Newsletter* do not necessarily represent the views of the Society, its officers, or members. Reference in the *Newsletter* to products or services is for the convenience of readers and does not constitute an endorsement by the Society. © 2018 B&MRRHS.

MEMBERSHIP AND DUES

Join us on-line or renew your membership on-line at bmrrhs.org. Credit cards may be used if you join or renew on-line (via PayPal). Dues are also payable by check, money order, postal money order, or cash (in person only). All payments in U.S. 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

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
- Renew by credit card at bmrrhs.org. Renew by mail using check or money order. You may pay by cash at a membership meeting or trains show at which the Society is present.

CHANGE OF ADDRESS

Please advise the Membership Secretary of your new address before you move. Returned and forwarded mail costs the Society money. Write Kathy Winiarz, Membership Secretary, B&MRRHS, P.O. 9116, Lowell, MA 01853



Everyone's aboard and the fireman takes the ok signal from the conductor at Montserrat, Mass., on the Gloucester Branch. The snow has stopped, and the agent uses a wooden snow scoop to clear the platform. Drawn and submitted by Richard Symmes

RICHARD SYMMES, RAILROAD ARTIST

The ways in which we can enjoy our railroad hobby are limitless. Artist and B&MRRHS member Richard Symmes of Beverly, Mass., some of whose railroad drawings will be featured in the *Newsletter* beginning with this issue, combines his interest in railroading with considerable talent and interest in creative art.

"I've been sketching since childhood. I'm self-taught. I began serious drawing after high school. My first "painting" in oils was of Steamtown's ex-Rahway Valley #15 up at East Westmoreland, N.H. on the run from Keene. I painted that in 1964, based on a slide I had taken in 1962. I did a painting of CN #6218 in 1971. I still have both of those originals.



"I worked as a graphic artist in local print shops from 1960 to 1992. By then, all the mom and pop printers had gone out of business due to the home computer which allowed people to compose and print all the jobs that those companies had done prior to that.

"In 1993 I went to work for NYNEX as an artist in their Yellow Pages art department. I stayed with them as they morphed into Bell Atlantic, and then Verizon. We would pick up a pile of ads in our individual bins every morning. The subjects ranged from simple things to more complex ones. I might draw a tow truck, and the next thing would be a wedding gown, or a "porta-potty" toilet! Really. You never knew what was coming next. I saved a copy of everything that I drew in all those years and I have them filed in 3 ring binders. One interesting subject was, "escort services," featuring alluring young women. We were not allowed to show anything below the neck. Many of them were in color and we drew them with color pencils. Also guys, for men's hair style ads. We got to do them all! So

you'd draw a nice tour bus, or moving van, and after lunch you'd draw a gorgeous woman's 'head shot,' for a beauty salon or whatever. There were 24 artists in the department when I started, and only a handful left when they offered us a 'buy out' package in 2007. I was at retirement age then anyway, so I took it.

"Back then, I didn't do much art at home as a hobby. After doing it all day, I didn't want to do more of it at night! But after retiring I began to get into it with the train art. I have an artist friend, Bob Frascella, up in Wenham who is also a train artist (see: Old Depot Gallery). He sells fantastic pastel originals and prints, goes to train shows, etc. I met him at one of those shows and purchased one of his originals. He now shoots all my artwork for me and makes prints for me if I need one. I'm not into it commercially as he is. I do it strictly for fun. If I sell a few, fine. If not, who cares. Same with my landscape oils. I give lots of those away as the fun is doing them, not storing them."

Many of our long-time members will remember that Symmes' drawings appeared on *B&M Bulletin* covers and his maps helped readers understand many of the articles. He notes, "I did (the maps) in India Ink with a ruling pen. Shaded areas were done with 'screens' using Rubylith overlays. Now of course it's all computer graphics. On the train pieces, I'm using mostly black graphite pencils, or color pencils and pastels, for the detail work they require. I did a couple in acrylics way back, but the paint dries while you look at it. Oils are too messy and take ages to dry."

Symmes was both Art Director and Editor of the *B&M Bulletin* in the late 1970s and early 80s. He designed our Society's logo about which he states, "It is a combination of the 'wings' logo on the Flying Yankee and an upside down inverse open book. I note it's been slightly 'modified' since!" He was a co-founder and then curator of the Walker Transportation Collection at the Beverly Historical Society for 38 years, commencing in August 1969.

Not all of Symmes' work involves trains. "I've gotten hooked on the 'Bob Ross' style for landscapes in oil. I've done dozens of those and still do them. I like them because they are so easy and fast, and you can't do lots of fussy details. Just 'down and done.'

"At our last high school reunion (1959, Beverly High) a gal came up to me and said she had a gift for me. She handed me a piece of paper. I unfolded it and it was a pencil sketch I gave her in the 9th grade! It shows a WWII German submarine under attack from an American destroyer. I don't even recall giving it to her. I used to constantly sketch stuff like that in 'study hall' periods when I was supposed to be doing class work. Probably why I got mostly C and B grades all through school. Art class in Junior High and High School was a waste of time. But, I did enjoy Mechanical Drawing class. I got an A+ for designing an octagonal house. The instructor put it in the lobby display case, and I saw it still there years after I graduated! My 15 minutes of fame!"

NOVEMBER MEETING NOTES

Chairman Paul T. Kosciolk began the November 10, meeting at Rogers by explaining that the ballot included with the September-October *Newsletter* contained an incorrect list of the directors that had been nominated; a new ballot will be mailed to members for completion. A moment of silence was observed to mark the passing of Jim Nizgus' father.

Henry Marrec, veteran railroad videographer, was the featured presenter. Henry displayed the wide range of his travels. The first part of the program visited railroads outside New England. CSX at Brunswick, Md., Amtrak's "Capitol Limited" at Harper's Ferry, W.Va., and MARC. At the Pennsylvania Trolley Museum, PCC car operation and a model trolley layout were featured. Amtrak action at Lancaster, Penna. was next, then a visit to the fascinating Strasburg Railroad Museum, double stack freights at Lewisburg, Penna. were followed by a thorough investigation of former Pennsy activity in and around Altoona, including the Gallitzin tunnels, horseshoe curve (track equipment and freight trains) and the Altoona Railroad Museum. The first part closed with views of Amtrak trains on the viaduct at Springfield, Va.

The second part of Henry's show included Pan Am freight at Belgrade Lakes, Me., followed by a visit to Seashore Trolley Museum in Kennebunkport. Henry included shots of a Chicago, North Shore & Milwaukee interurban, a splendidly preserved Boston Elevated Railway Type 5 car, and a pre-WWII New York City subway car.



"Line of the Minute Man"

WORCESTER REPORT

The Worcester gateway is a busy place these days. However, all PanAm has left for a "yard" in Worcester is the main line between Burncoat St. and Barber, and the so-called Greendale siding. The road currently is handling two trains almost daily at Worcester--SEPO and POSE. These trains are frequently 65-110 cars. Major commodities include plate steel, box cars (including new double-door hi-cube Railboxes) with paper, propane, and high-sided gondolas with material for disposal. Starting in August, Eimskip containers, presumably with Poland Spring water, began appearing in the consists. Recall the road had previously announced that Poland Spring intended to extend movement of product further south.

CSX power is no longer running through to Ayer. CSX power on SEPO is cut off and run into the Greendale siding and PAS power is substituted. The procedure is reversed for POSE. PAS drops the train east of Burncoat Street and runs light to the Greendale Siding; CSX power comes off the siding, runs out to Burncoat Street to tie onto the train, and heads west. Track between Summit Cut and the Temple Street crossing in West Boylston has received new ties and has been resurfaced. The PanAm business train briefly made a rare appearance in Worcester in September. Other than SEPO/POSE, there is no other PAS train activity in Worcester at this time. The schedules for those trains, of course, varies. The most reliable time to see activity is usually around daybreak.

Good photo opportunities on the Worcester Main Line--even at Summit Cut and on the famous Oakdale Causeway--have become limited and difficult due to tree growth along the road. (Brad Blodget)

RDC-2 No. 6211 IS THE FOCUS OF OUR JANUARY MEETING

The Boston & Maine Railroad Historical Society begins the new year with the story of B&M RDC No. 6211: a presentation by Dan O'Brian of the Friends of Bedford Depot Park. This handsome RDC currently sits alongside the ex-B&M freight house, (now a railroad themed gift shop) at the start of the Minuteman Trail in Bedford, Mass. Dan's PowerPoint program will explain the work involved to restore this icon of B&M commuter operations during the post WWII era. A brief discussion of the charming Bedford Depot location is planned. No. 6211 was in a coach-baggage combine configuration built by Budd for the B&M in August 1955

Our meeting will be held at Rogers Hall, 196 Rogers St. in Lowell, Mass. Free parking across the street. For weather related meeting cancellations, call the Society's answering machine at 978-454-3600, after 11:00AM on meeting day. Also, check our web site at www.bmrrhs.org. Note: Meetings now begin at 3:00PM.

FEBRUARY MEETING: RICK HURST ON RAILROADING

Society member and retired railroad manager Richard K. Hurst will present a lifetime of railroad reminiscences at our February meeting. Always insightful, Rick is planning "to give 'stream of consciousness' remembrances of my 40 years on the railroad [Boston Terminal Corporation, Consolidated Rail Corporation, Amtrak, Boston and Maine, Amtrak, and Massachusetts Bay Commuter Railroad]. Many of these recalls are well etched into my mind. For others I will have to dig into my MBTA Commuter Service Chrono (unpublished!) to jog my memory. I also plan to mention railroad events and experiences in the almost two decades before I hired out in addition to the working years of 1974-2014. I am hopeful people will enjoy it and that there will be a lively question and answer period." For an inside look at the practical side of operating a railroad, you won't want to miss this one.

DEADLINE

The *Newsletter* will be sent to the printer on the first day of every even-numbered month.

HELP WANTED

Volunteers to assist with set up, staffing, and breakdown of Society's sales booth at railroad shows. Contact Jim Nigus, Show Coordinator, 978-866-8504.

BOARD OF DIRECTORS

We are already thinking about next year's election. If you would like to be considered for a director position please speak with one of the officers. Directors are expected to attend all board meetings (usually Saturdays before membership meetings) and to be active on, and preferably chair, one or more of the committees.

RICK KFOURY NAMED NEWSLETTER EDITOR



The B&MRRHS board of directors has appointed Rick Kfoury as Editor of the B&MRRHS *Newsletter*. Rick is a recent graduate of the history program at Keene State College with a focus in U.S. History. He has written two books, *The New England Southern Railroad, Volumes 1 - 2* and is currently working on a third title, *Queen City Rails: Manchester's Railroads 1965 – 1990* to be published through the B&MRRHS. Rick has a strong interest in railroad history, particularly regarding the Boston & Maine in the latter half of the 20th Century and shortline operations in New Hampshire. He works seasonally as a fireman and conductor for the Winnepesaukee Scenic Railroad operation out of Meredith and resides in New Hampshire.

Rick's tenure as Editor will begin with the March – April 2019 issue. His email address is rickkfoury51@gmail.com

OCTOBER MEETING NOTES

We held our annual “North Country” meeting at the former B&M Railroad station in Plymouth, N.H. Our program was “On line dating in the 1930's, Snow Trains” by Dave Saums. Dave took us through a wonderful history of the snow train. His fascinating power point presentation took us from the earliest trains up to the last snow trains on the Conway branch. We learned how the B&M Railroad really brought skiing to the public in the eastern United States. Dave brought along advertising pieces, brochures, posters and other items for his presentation. It was very well organized and the audience of over 70 guests enjoyed the program. Once again, the Winnepesaukee Scenic Railroad fall foliage train stopped at the station and let us tour the train. We would like to thank the train crew for their hospitality!

Thanks to all Society volunteers who helped with the set up and break down of the hall. Also, a big thank you to the Plymouth Regional Senior Center director, Gail Emmons-Shaw for allowing us to use their beautiful station. (Jim Nizus)

FOUND! LOST RAIL CAR AT DEERING POND, SPRINGVALE, MAINE

By Bud Johnston and Kevin McKeon

Many legendary folk tales known to locals in the Sanford/Springvale, Maine area exist about a rail car or locomotive that fell or ran off the tracks at the Deering Pond area in Springvale during or after the construction of the rail road. Some of us kids were told that a locomotive train ran off the tracks at full speed along the foot of the pond, flying into the pond and landing in quicksand...never to be seen again; so we all were told to stay away from the edges of the pond, and to “never, ever, go swimming in Deering Pond”! Another tale has a rail car loaded with railroad construction materials being left at the end of the construction point on the rails for use the next day. Upon returning, the car had disappeared, so another supply car was delivered, and that, too, sunk into the muck...directly on top of the other car.

Even the history books do not agree on the details. Emery, in his [History of Sanford](#), reports: "In the spring of 1871, a platform car just unloaded and standing on the rails at the foot of Deering Pond, a mile west of Springvale, but detached from the engine and other cars, was discovered to be sinking. The rails bent downward, and all went down together. The car could not be found the next day, nor was it ever seen afterward. The depression was soon filled with stone and gravel, and in a week or two, the engine and cars ran back."

On the other hand, the Lebanon Historical Society's [The Railroad, Lebanon, Maine](#) says, "On May 2, 1871 there were two engines, 30 flat cars and 130 men working on the Rochester extension. About ten days later, two miles beyond Springvale, where the track crossed a bog near Deering Pond, the ground sank, and a loaded gravel car went with it. The car could not be found the next day, nor was it ever seen afterwards. The depression was soon filled with stone and gravel, and in a week or two work continued."

FOUND! LOST RAIL CAR AT DEERING POND, SPRINGVALE, MAINE---CONTINUED



Location of the lost railroad car in Springvale, Maine. Courtesy Kevin McKeon

For over 50 years, Dr. Bud Johnston of the Mousam Way Land Trust, owner of the Hall Environmental Reserve which contains Deering Pond and the surrounding area, has been investigating Deering Pond and its environs and has often wondered about the veracity of the tales. A recent phone conversation with David Parent, Superintendent of the Sanford Water District, revived an earlier interest of the two in verifying these tales.

So, early on September 5, 2018, armed with a magnetic metal detector used to locate hidden control valves, piping, and other equipment, David and Bud began probing the area. According to Bud's research - he was professor of Environmental Sciences at the local Nason College, and the Deering Pond area was his "outdoor laboratory" - the spot of the sinking would most likely be where the rail road construction first encountered the original peat bog extending from the shores of Deering Pond. Very shortly, signals the size of which David had never before encountered were observed!

The detector revealed three elongated masses of metal parallel to one another and spaced roughly four feet apart. Initially this arrangement was interpreted as the car in the center and two pile of steel rails on either side. However, research on platform cars indicated that we were looking at the frame of a car that must have had a wooden floor. A photograph of a platform car in Harland Eastman's *Sanford and Springvale in the Days of Fred Philpot, A Photographic History* was used to determine the dimensions and type of car.

Johnston observed, "we could not determine either the depth of the car below ground or if the car was loaded with gravel or stone." Studies of peat depth around the area suggest that the car lies somewhere between eight and fifteen down. After almost a century and a half submerged in very acidic peat the frame and wheels probably are a mass of rust while the wood, most likely, is well-preserved.

This rail bed belonged to the old Portland and Rochester Railroad Company and has since been converted to the recreational Sanford Rail Trail, about 5 1/2 miles long as it runs through Sanford and Springvale and is now the central spine of what has become Sanford's Trail System. Generations of people have walked or ridden over this piece of history. A kiosk will mark the spot and tell the story of the ill-fated car.

RIDING THE B&M FOR TEN BUCKS
Story and photos by Mal Sockol

During the summer of 2018, the MBTA offered a special \$10.00 ticket, good for all MBTA trains, on Saturdays and Sundays. I took advantage of this deal three times, boarding an inbound each time at South Acton station and riding into North Station so as to travel all five ex-B&M routes radiating from Boston. These routes end at 1) Wachusett, 2) Lowell, 3) Haverhill, 4) Newburyport and 5) Rockport. Since all weekend trains operate on two hour headways, my plan was to ride each train to the end of the run, then re-board when that same train returns to Boston. I could then catch another consist moving out to a different destination. Three days were needed for me to ride all routes.

I was unfamiliar with the old *Eastern RR* and first took the Newburyport run and, later, the Rockport job. Trains to either place use the former Eastern RR main as far as Beverly where the two lines diverge. From Boston to that junction, scenery is mostly old-industrial etc., (Swampscott depot was nice), although we passed alongside the Everett Casino construction site. It is a gigantic building and may warrant its own depot. Beyond Beverly, scenery is idyllic New England, with views of inlets, tidal flats, boats and even views of the ocean. Newburyport ends out of town, but Rockport trains terminate within a fifteen minute walk of *Bear Neck Cove*. (Very pleasant).



Casino under construction in Everett, Mass.

The quickest trip was to Lowell. There was a brief contact with freight at Lowell yard. The run to Haverhill was longer and used the former Portland main, via Reading, not the “Wildcat” via Wilmington. Again, old-industry at Lawrence and Haverhill. No freights were seen in Lawrence yard. Shortly before my Haverhill job departed from North Station, *Downeaster* No. 692 arrived from Brunswick/Portland. Later, this Amtrak train would surprise me when it came east through Haverhill at track speed as I waited on the platform to board the return train for Boston. Same consist as No. 692, now running as No. 693. Power was a P42 leading with an F40PH No. 90214 “cabbage” (cab-baggage car), trailing.

RIDING THE B&M FOR TEN BUCKS --- CONTINUED



Downeaster at Haverhill, Mass.

Finally, my favorite B&M trackage, the *Fitchburg Div.* It is the Pan Am Southern freight main from Willows to Wachusett. At Ayer, we passed PAS Train No. 23K, solid westbound containers, holding on the west wye. Perhaps a run-by at Wachusett, where the MBTA trains have a separate station track? Did not happen! As my return train from Wachusett approached the crossovers allowing it to regain the main, there stood No. 23K, holding in the clear for us to occupy the crossovers. Commuter trains must use the westbound (north) track at Fitchburg Sta., hence the need for the crossovers.

The MBTA offered this \$10.00 weekend special for South as well as North Stations, from mid-June until the Sunday before Labor Day. Apparently pleased with its popularity, the state of Massachusetts will continue the weekend deal into mid-December.

THE HAVERHILL LINE DOUBLE TRACK PROJECT

Story and sketch by Allan M. Zecchini

In 2001 passenger service was restored between Boston and Portland with the addition of Amtrak's *Downeaster*. The service consisted of 5 trains daily in both directions as well as a weekend schedule also consisting of 5 trains on a different schedule. The route from Portland was the Pan Am tracks to the Massachusetts/New Hampshire state line and thence the MBTA trackage via the Wildcat and the New Hampshire Route to Boston.

I believe that this routing was chosen because the New Hampshire route was double tracked whereas the Haverhill route was single tracked from Lawrence to Reading and also between the Interlocking at Fells and Reading Junction in Medford. The single tracking would have caused interference between the *Downeaster*, PanAm freights between Portland and Lowell Junction, MBTA commuter rail between Haverhill and Boston, and MBTA commuter rail for trains originating at Reading for Boston.

This still left a bottleneck of several miles of single track between Haverhill and Wilmington Jct. Double-tracking this stretch would provide better service, increase *Downeaster* speeds, reduce interference, and make travel in both directions on both tracks possible. Fortunately, the right of way existed, for the most part, as prior to the 1960s, double tracks existed from Portland to Boston.

The work progressed as follows. I have included before and after track diagrams at the conclusion of this article to better clarify the construction work.

PROJECT SEQUENCE

1. Installation of additional block signals between the Massachusetts/New Hampshire state line and Lawrence to allow for Rule 261 territory (train movements on both tracks in both directions). It should be noted that the replaced signals, as well as new and/or replaced interlocking signals, mentioned in the following description of the work were fitted with LED lighting with the Y-G-R located in a triangular position on the black target.
2. Install new Hall Interlocking, CPF-HA, Haverhill
3. Install new Frost Interlocking, CPF-FR, Lawrence
4. Reconfigure Andover St. interlocking CPF-AS, Lawrence.
5. Install new JK Interlocking CPF-JK, Lawrence/Andover
6. Install new Vale Interlocking, CPF-VA, Andover
7. Install a second track from Essex St. crossing at Andover, to Ballardvale. Relocate grade crossing signals to allow for new #1 track. This section did not progress in an orderly progression as a historic arch bridge over the Shawsheen River, west of Andover station, was found to be unsafe and had to be reconstructed, utilizing switchbacks to permit train traffic during construction.
8. Install new #1 track between Lowell Jct. Rd. and west side of the grade crossing at Ballardvale.
9. Rebuild historic bridge over the Shawsheen River at Lowell Jct. similar in project content noted in Item #7 above.
10. Install new #1 track between a point just west of Frye interlocking and Pearson St. crossing in Andover.
11. Connect the #1 track at Pearson/Essex St. Andover and retire Frye Interlocking on May 1, 2016. It should be noted that this project was delayed in the sequence due to utility issues which was taken care of by the Town of Andover.
12. Rebuild Lowell Junction CPF-LJ, Andover.
13. Extend new #1 track from Lowell Jct. Rd. to Wilmington Jct.
14. Rebuild Wilmington Junction, CPW-WJ.

WORK PERFORMED AT EACH INTERLOCKING

HALL - Removal of a hand thrown crossover at Hall in Haverhill. Installation of a new interlocking CPF-HA (Hall) consisting of two electric universal crossovers (Tracks 1 to 2 and 2 to 1). Two cantilevered signal bridges with two home signals on each to govern eastbound and westbound traffic on both tracks. This also eliminated the dispatcher having to issue a Form D train order each time a MBTA terminated at Haverhill and reversed direction.

FROST - Removal of the temporary passenger platform at Lawrence Station and extend Track 17 East to a new electric turnout with a dwarf signal for eastward movements from Track 17 East. Formation of a new interlocking, designated CPF-FR, near the Lawrence/North Andover line to incorporate the new Track 17E turnout with two high speed universal crossovers along with two pole mounted duplex home signals to allow for Rule 261 traffic.

ANDOVER STREET - Replacement of the old westbound home signal at CPF-AS (Andover St, Lawrence), just east of the Salem Street overpass, with pole mounted duplex signals, outfitted with a doll arm, to indicate track placement. The doll arm is a single blue lens, offset by an arm to indicate that there is a non-governing track located between the signal support

and the tracks being signaled. These signals were to allow for westbound traffic on both tracks. Install new westbound electric crossover (Track #2 to #1) Install new eastbound cantilevered signal bridge with two eastbound home signals to replace former eastbound home signal west of Andover Street crossing. Remove hand thrown switch, west of Andover St. to connect Lawrence Running Track to Yard Track One. Extend Lawrence Running Track east across Andover Street to connect with Main Track #1 discontinuing the electric turnout just east of Andover St. which served to route the trains between the #1 track to the single track. The former single track is now designated as Track #2.

JK - Remove former hand thrown “JK Switch” and extend JK lead track westward approximately 200 yards and tie in, with electric switch, to former Lawrence Running Track (which became come new #1 Main). A new westbound electric crossover from the #1 to #2 track was also installed. Install pole mounted duplex home signal, with a doll arm, for westward movements on the #1 & #2 tracks. A dwarf signal for outbound movements from the yard lead to the #1 track was also installed. A cantilevered signal bridge for both track eastbound movements was installed at the westerly end of the new JK interlocking.

FRYE – The former Frye interlocking in Andover, governing movements to and from the former Lawrence Running Track was retired on May 1, 2016, as the Lawrence Running Track was now the new #1 main.

VALE – Located in Andover. Install new electric high speed crossover (facing point #1 to #2 tracks. 4 new interlocking signals were installed to govern east and west movements on both tracks. The staggered D223, distant signal to Frye, at cemetery crossing and the staggered D212, distant signal to CPF-LJ, west of Vale interlocking, were retired.

LOWELL JCT – Install pole mounted duplex home signals for westward movements on the #1 & #2 tracks. Remove old home signals for westward and eastward movements on former single track. Install new electric high speed crossover to cross westward on #2 track to #1 track and visa versa for eastward trains. This crossover is located west of the Freight Main turnout on the Lowell Branch. Install two eastbound home signals just west of Lowell Jct. Rd. crossing and relocate grade crossing signals to allow for the new #1 track.

WILMINGTON JCT - Install westbound cantilevered signal bridge with two sets of home signals. Install two universal crossovers west of signal bridge. The crossovers are fitted with 3 electric switch machines, one to move the frog. These crossovers are longer in length and faster than the high speed crossovers installed at other locations on this project. West of the crossovers, a traditional signal bridge was installed with three interlocking signals for eastbound movements through CPW-WJ. One, for trains exiting the Wildcat. The center signal, for single track movements from Reading. The third, not in use, for a possible future double track on the Reading line between Wilmington Jct. and the new Ash Street interlocking at Reading. Reconfigure Wildcat Branch by filling in land between Wildcat and single track to Boston via Reading. Install hand thrown switch with an electric lock on Wildcat to make a portion of the former Wildcat lead a MOW passing siding, terminating on the #2 track with the old Wildcat Electric turnout switch, now guarded by a dwarf signal. Tie the Wildcat at new hand switch mentioned to the existing #2 track west of the new eastbound signal bridge, giving the Wildcat a straight shot from east of Wilmington Jct. to Salem street and beyond, thus another speed improvement. Connect new #1 track to single track to Reading. Retire the three former interlocking signals at Wilmington Jct.

The final cutover at Wilmington Junction occurred early in 2018, thus completing the project, for now. The only section not double tracked is about 500 feet at Ballardvale. I am not sure what the issue is here. This essentially means that, although most of this segment has double track in place, the 2.13 miles between Vale Interlocking (CPF-VA) and Lowell Jct. Interlocking (CPF-LJ) is, for all practical purposes, single tracked. It will be interesting to see if this proves to be a significant bottleneck, or not.

In closing, please refer to the track diagrams (Before and After), on the following last page, for a visual clarification of the aforementioned description of the project.

SKETCH OF HAVERHILL LINE DOUBLE TRACK PROJECT

