

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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May — June 2010

Bob Warren, Editor (bmbobwarren@comcast.net)

Visit the B&MRRHS on the web at: <http://www.trainweb.org/bmrrhs/>

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B&MRRHS CALENDAR

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

May 8 th	Matt Baj, Jr. will present various Boston & Maine in the 1960's and 70's.
June 12 th	The Society will be riding the RDC for the day at Conway Scenic. Flyer enclosed.
July	Lowell Folk Festival July 24 and 25.
August	No Meeting.
Sept. 25 th	We will be back at the Silver Lake Railway for another fun-filled day.
Oct. 16 th	Justin Winiarz will be taking us on his railroad travels.
Nov. 13 th	George and Kathy Melvin will do a presentation on their book "B&M Memories" which covers the 45 year career of Preston Johnson on the B&M. There will be a book signing and we hope that Preston Johnson will be able to attend.
Dec. 11 th	"Members Nite", bring your slides and videos.

Directions To The Rogers Hall Society Meeting Location

From Rt. 495 take exit 38 which is Rt. 38, go right, this is Rogers St. Depending if you come from the north or south there are six and seven sets of lights respectively. Approximately 1.3 miles from Rt. 495 is the last set of lights (working) bears to the left here. Rogers Hall is about 3 tenths of a mile on your right. Directly across the street is Rogers Fort Hill Park, parking is available there.

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

Rogers Hall on your left and Rogers Fort Hill Park on the right.

If you come from Rt. 38 or Rt. 113 you need to get off at the overhead traffic circle as if going to St. Johns Hospital. Follow this to the intersection of Rts. 38 and 133 and follow the above directions to High St.

NEXT ISSUE

The deadline for submitting material for the Newsletter is the first of each even month. Such material can be sent to the editor at the above email address or to 2285 Stagecoach St. SW, Los Lunas, NM 87031

The editor reserves the right to edit any submitted material.

MEMBER INFORMATION

Newsletter

Correspondence concerning the Newsletter can be sent to either
 2285 Stagecoach, Los Lunas, NM 87031
 or emailed to:
 bmbobwarren@comcast.net

All Other Correspondence 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.

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- 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:

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PO Box 469

Derry, NH 03038-0469

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

Agency Approves Omya Rail Spur

The Federal Highway Administration has signed off on an estimated \$34 million rail project that would take Omya's marble ore-hauling trucks off Route 7 between Pittsford and Middlebury, in the state of Vermont. In its Record of Decision, the FHA supported the October 2008 federal environmental impact statement that selected a 3.3 mile rail spur route south and west from Omya's Middlebury quarry to the Vermont Railway mainline. The spur would cross under Lower Foote Street and Route 7 (under a new vehicular bridge), then cross at grade level over Halladay Road before connecting to the mainline. The project also includes a 2,050-foot trestle that would bridge over the Otter Creek and Creek Road and a 2.2 acre loading facility allowing the potential for other Middlebury-area shippers to access the main rail line. Once completed, the marble ore would be shipped south to Omya's calcium carbonate processing plant in Pittsford.

The genesis for a rail spur began 11 years ago when the Legislature authorized a study of alternatives that would reduce Omya's truck traffic. An Act 250 permit issued in May 1999, limited Omya Inc. to 115 truck trips a day, less than the 170 the company requested. The permit restricted the number because of concerns over heavy truck traffic through the town of Brandon. "The high volume of trucks traveling through Pittsford, Brandon and Middlebury presents safety concerns for pedestrians, restricts access to businesses and side street, and detracts from the character of these village centers, all of which are National Register Historic Districts," the FHA wrote in its 29-page decision issued January 28. Of the estimated \$34 million cost, the state's share would be \$8 million. Previously, officials said the bulk of the cost could come in the form of a Federal Railroad Administration loan. The loan would be paid back through user fees paid by Omya and other users of the spur.

*Bruce Edwards, Rutland Herald via
The Midwest Rail Scene Report*

The Flying Yankee February, 2010 Newsletter

By Stephen Taylor; Director

As tight as the economy has been this past year we have received several grants and donations that have kept us moving ahead, albeit at a slower rate. A grant from New Hampshire "Project Lifesaver" (Lyman Cousens, coordinator) allowed us to purchase and install four flat screen television monitors for teaching Railroad Safety. These screens will be in use at our open houses and tours this summer, as they were at the end of last years open houses. A most generous donation from The Amherst Railway Society allowed us to install our own electrical service, and power panel, to provide power to the train for lights, displays and on going work. No more are we tied to The Hobo Railroad by a jumble of extension cords! Not only moreconvenient, but safer as well, and the lights don't dim when a power tool runs. Many thanks to Tom Robichaud and all the Elves at Amherst. We are also indebted to Bill Vecchio and the NH Coop. for donating time and materials to help bring this installation on line. Director Phil Bell and his friends donated time and heavy equipment to assist the Coop in burying 200 feet of conduit and cable. Ben Clark of The Hobo Railroad was kind enough to let us dig up his railroad yard over a weekend, and allow The Coop to cut his power while the new service was connected to

the transformer. Also, this summer, Dick Towle, Bill Goldthwait, and Charlie Nichols constructed a clear plastic face for the front of the train shelter as one of the front zippers stopped working and prohibited the front "tent" flap from being raised and lowered. A similar rear face is under construction.

During the year, the Board of Directors decided to abolish the paid position of "President", converting the operation to a completely "volunteer" organization. This has helped improve the Groups financial position by eliminating most of the administrative costs, and office expenses. Patricia Taylor has volunteered to act as coordinator.

In 2010 our first "Big" project will be to complete the weather-proofing of the Train. (this is "en-route" to the primary objective of getting the "Yankee" up on her wheels) The protective shelter has reached the end of its useful life and is leaking badly, various rips, tears and worn spots have left it susceptible to destruction by high winds. Before it can be removed however, the balance of the new glazing must be installed; roof leaks must be permanently repaired, particularly in the "B" car where leaks are already staining the new ceiling; car doors must be made tight; and the engine access hatch must be reinstalled. After that work is completed the "tent" will need dismantling and disposal. At this point it is far more feasible to make the "Yankee" completely weather tight (which must be done regardless of the "tent") than to spend thousands of dollars on the fabric structure.



L to R: B&M F2 # 4261, a B&M K8 2-8-0, and B&M Class S1c 2-10-2 # 2904. Mechanicville, NY. Sept. 26, 1948.



Railfans on and about B&M 4-4-2 # 3232. Clinton, MA. 4/25/48



Windham Depot Resurrection

The 7-year effort to bring back Windham Depot to its busier days in serving the community made tremendous strides with the start of the re-construction of the Depot and Freight buildings in April.

Starting with the Windham Rail Trail development of the former M&L line in 2003, the Windham Depot Advisory Committee was chartered by the town of Windham in 2004 to bring to the Selectmen and Town possibilities, vision and recommendation for this historically zoned and increasingly popular yet neglected parcel.

The Committee focused on enhancing the user experience at the Depot because of the increasing popularity of the rail trail and its historical significance. The recommendation for the first phase included renovating the buildings, improving the parking lot and generally improving the landscaping. All with the vision to restore the Windham Depot as its formal role of a thriving enclave of Windham. Because of limited funding, a second phase was defined to complete the interior of each building to a functional capacity.

The initial challenge was to obtain a long term lease agreement with the State, and the Town approval to spend \$1 million to provide an alternate location for the Town maintenance facility and storage of its salt and sand inventory. With the lease in hand, the Town voted to appropriate the funding for the new maintenance facility in 2010, thus making way for the construction.

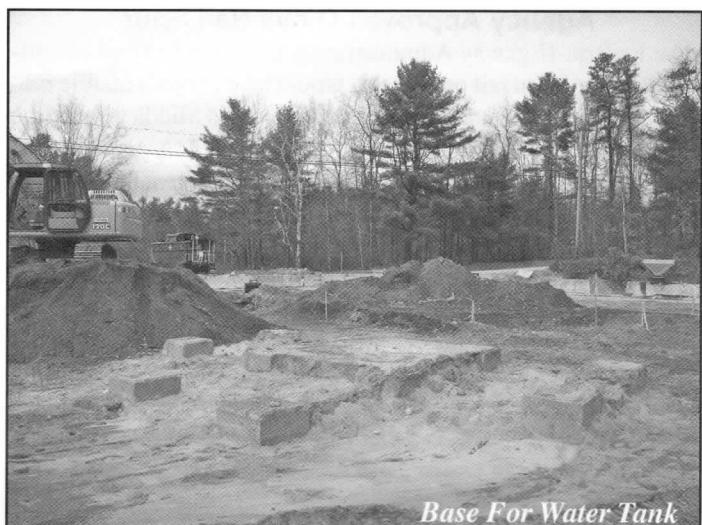
When this initial phase is completed estimated in June, the buildings will have been structurally stabilized; electrical service at the ready, new roofs in place, exterior woodwork replaced or maintained, and of course painted in traditional B&M colors. A new parking lot will be in place with landscaping of various trees and shrubs.

Originally the \$250K project was planned as a Transportation Enhancement Grant, with the town voting over 3 years to fund the 20% match, however with the opportunity for 100% funding for "shovel ready" projects through the AARA program, the Committee decided to tap this new program with success. Other funding has come from private donations and as well a \$1,000 grant from the Amherst Railway Society.

In addition to the former B&M C16 caboose that the Committee relocated to the Depot in 2007, they believe with this renovation the Windham Depot will become showcase and destination point for many rail history fans and rail trail users alike.

To date a new roof has been put on the station, woodwork around the eaves has been done, the parking lot has been dug up and repaved with the bases for the old water tank left in place.

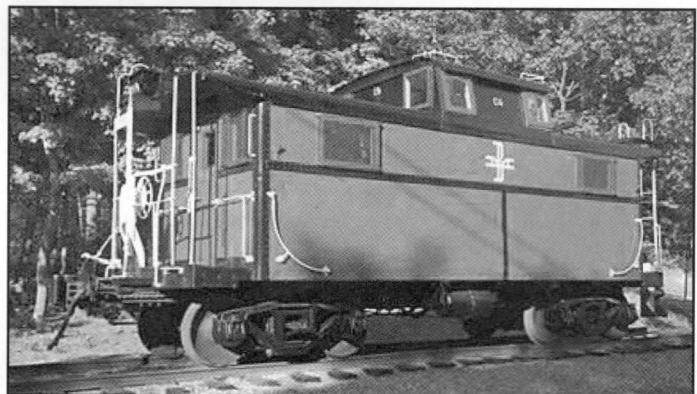
For more information and pictures of this project, visit the Wind-



ham Rail Trail website, www.windhamrailtrail.org.

Submitted by Buddy Winiarz

After many volunteer hours over the summer, the C-16 received a new coat of paint, had a few windows replaced, and outfitted with original window grates. Below is the result!



Pan Am Southern Upgrades

Improvements by Pan Am Southern to the 155-mile rail route from Mechanicville, NY, to Ayer, MA, in the last year have increased capacity and speeds on the line and have the company looking at further opportunities in New England, including the Fitchburg area. It gives an opportunity for businesses to come to the area and utilize the freight system, which has a better efficiency than it had, and in a lot of cases, less expensive. In the last year significant upgrades to the railway have been made including replacing about 71 miles of rail between Fitchburg and Mechanicville, and installing 123,000 crossties and improving rail bed gravel the length of the rail.

Rudy Husband, director of public relations for Norfolk Southern said, "As a consequence of all of that work, we were able to restore speeds of a maximum of 40 miles per hour and 30 miles per hour on curves." He said speed restrictions based on former track conditions were 10 to 25 miles per hour. "A trip from Deerfield to Mechanicville, for example, would take a whole day," he said. "Now we can take a train and pick up cars and bring them back all in a 12-hour shift." Weight capacities on the railway will also

be increased from 263,000 to 286,000 pounds. In addition to track work, an \$8 million intermodal terminal opened in Ayer, and two new trains between Chicago and Ayer were added he said. "We're also constructing a \$40 million joint intermodal automotive terminal combination in Mechanicville."

Worcester Telegram via The 470 470 Railroad Club

Fitchburg Commuter Rail

A \$55 million federal grant will pay to extend the Fitchburg Commuter rail line 4.5 miles into West Fitchburg and build a new station there, a move that will give more people train access to and from Boston, and ultimately bolster the local economy, say local, state and federal officials. The scope of the project includes the construction of a new station, called the Wachusett Station, at the intersection of routes 2 and 31, freight-train line improvements and a new parking lot.

The design phase will be carried out over the next six to nine months, and construction can begin immediately after. The project must be complete within two years, according to the grant stipulations.

Fitchburg is one of just three Massachusetts cities to receive a Transportation Investment Generating Economic Recovery or TIGER grant.

U.S. Rep. John Oliver, D-Mass., calls it a "major next step in (North Central Massachusetts' transportation infrastructure development. Pan Am Railways will contribute an additional \$7 million to the project, which will update freight-train operations to the Fitchburg Industrial Park.

Lowell Sun via The 470 470 Railroad Club

From Rail To Trail: Preservation Group Building Path - At No Cost To Danvers

By Ethan Forman Staff writer

A Nevada nonprofit may accomplish in a matter of weeks what some residents have hoped for and others have fought for decades: a 4.3-mile rail trail running from Peabody to Wenham.

The Iron Horse Preservation Society, a small organization in Reno, Nev., is building the rail trail at no cost to the town in exchange for the abandoned rails and ties.

Iron Horse considers it a trade. It gets the rail material at no cost while it turns an abandoned rail line into a recreational trail. Its efforts also preserve the railroad right of way, albeit without the worn-out tracks.

The work in Danvers is the first job for Iron Horse in New England, which also plans to rip up rails in Wenham and Topsfield, creating a connection among the communities.

"I think it's fantastic. It's manna from heaven. It's being done at no cost, which critics of the trail said couldn't be done," said Selectman Bill Clark, the board's liaison to the Rail Trail Advisory Committee and a longtime advocate. "I can't wait to ride on it."

Earlier this year, as a test run, Iron Horse removed 1,200 feet of rails in the Pine Street area under contract by the Danvers Electric Division.

Selectmen were brought up to speed on rail-trail efforts during a presentation Tuesday by Rail Trail Advisory Committee Chairman Charlie Lincicum. He said Iron Horse has won all necessary ap-

rovals from the town and the Massachusetts Bay Transportation Authority.

Ripping out the tracks

Once the rails and ties are removed, Iron Horse will compact the ground to form the trail. It will also remove the rail from road crossings and fill in the grooves with asphalt. Iron Horse will make sure people can walk on a rail bridge that has gaps in the deck.

The rail trail used to be part of the Newburyport branch that operated as far north as Pine Street well into the 1980s.

Along the way, sunken ties and rusted, buckled rails must be removed before Iron Horse can build the trail.

Trail work all over the country

Iron Horse says it is an educational and a historical organization dedicated to preserving the nation's rail heritage. Its work includes the restoration of 1914 Pullman passenger cars and supplying rails for historic track restorations. Besides creating trails, the company prefers to hire veterans, and it has helped bolster national security.

In 2007, Iron Horse was tapped for its know-how by the California National Guard and the U.S. Border Patrol as part of Operation Jump Start and Task Force Vista, which needed anti-vehicle rail barriers for the U.S. southern border to prevent illegal drug traffic. Much of the rail materials came from closed military bases, but that effort has since been put on the back burner, Joe Hattrup said.

Cost is one thing that keeps trail projects from happening, so having Iron Horse do the work for free allowed Danvers to overcome a major hurdle.

Joe Hattrup did not say how much Iron Horse gets for the scrap rails and ties or how much the Danvers project might cost, but said experience has taught the company how to be efficient on such projects. The company also knows how to move rails intelligently, and how to dispose of worn ties properly. The market for scrap steel is better than it was several years ago.

Where is the rail trail?

It starts at Interstate 95 and crosses Route 114 and Prince, Collins, Pine, Holten and Pickering streets as it parallels Hobart Street. It then crosses Charter Street as it heads through downtown. It crosses busy Maple Street then heads north across Oak, Poplar and Chestnut streets before paralleling Cabot Road. It runs behind the new electric substation adjacent to the main parking lot at Danvers High, then follows Locust Street (Route 35) on its way toward Wenham and Topsfield.

April, 2010 Salem News submitted by Buddy Winarz

Fitchburg Line Update

The MBTA's planning subcontractors HNTB presented an update, outlining the hallmarks of the authority's efforts to both increase reliability and decrease train travel time to and from Boston. The \$150-million overall project was financed equally by American Recovery and Reinvestment Act funds and state transit dollars. Engineering was 60 percent complete as of last fall. Construction will commence late this fall and wrap by December 2013.

The original laundry list of railway fixes totaled about \$260 million, pared down to \$150 million, said HNTB Project Manager Phil Brake, including work on a Waltham station.

Remaining in place were plans to replace signaling systems from Acton to North Station. Thirteen railroad crossings and six bridges will be reconfigured, altered or replaced in Acton, Concord,

Littleton, Shirley and Lunenburg. Double tracking is planned between in Ayer and Acton and is to be complete by December 2011. The Fitchburg line's control tower will relocate from Waltham to Somerville.

Train speeds in the area will also increase from 60 to 80 mph to reduce the travel times between Fitchburg and Porter Station by nine minutes.

Once construction is completed, the focus will turn to fixing reliability and scheduling issues, specifically by addressing congestion caused by the interactions between freight and commuter trains along the 15-mile Ayer-to-Fitchburg stretch.

Another hope is that by reworking train schedules, "reverse commuters" could use outbound trains from metro Boston to access work in the western suburbs. Devens Land Use Administrator Peter Lowitt, who hosted the meeting, applauded the MBTA for amending their schedule in December in an initial effort to make such an outbound commute possible and "for seeing the rationality of that move."

The community with the most concerns may be Acton. Double-tracking plans would alter the configuration of the town's South Acton stop, located in a historic district at the end of a rail trail path.

Acton Selectman Peter Barry presented the town's vision for the reworked stop, which stood in opposition to the MBTA's plans. Acton's fears are of a station design that is not in keeping with the historic district and moves the station platform from the northern side of the tracks, when they'd hoped the overhaul would provide southern platform access for commuters.

Barry said his town has also significant concerns over access for the disabled in the MBTA's design, particularly a proposed 600-foot ramp.

Rail Project Chugs Along

Railyard plan proceeds despite environmental concerns, loss of funds

By Eric Anderson timesunion

Despite the loss of \$3 million in state funding promised in July 2008 by then-state Sen. Joseph Bruno, a \$40 million railyard project here is still in the works.

The new facility is to be built by Pan Am Southern and Norfolk Southern Railway.

Officials initially thought the railyard could begin operating last month (January), but environmental concerns delayed the start of construction.

"They need a permit from this office to fill wetlands and streams on the site," said John Connell, senior project manager for the Army Corps of Engineers, based at Watervliet Arsenal. "They're proposing to re-establish some stream channels on site and to create new wetlands at a site in Stillwater."

The project apparently lost its chance at state funding when contracts weren't completed before Bruno's retirement, said Dennis Brobst, president of Saratoga Economic Development Corp.

Husband said the railroads would like to see construction begin this spring, but that work couldn't begin until they had all the permits.

Thomas Richardson, Mechanicville city supervisor, said the project includes "three or four" buildings, and that there will be 16 sets of tracks, with a crane that would stack and unstack cargo

containers from the rail cars.

The rail project would give Norfolk Southern access to the Boston and eastern New England market, in competition with CSX Transportation.

As many as 85 people will work at the Mechanicville facility, which also covers land in the adjacent towns of Halfmoon and Stillwater, when it is fully operational sometime in the middle of the decade.

Now In Blue

The staff at Pan Am Railways' Waterville, ME, shop has been busy repainting both business cars from Guilford gray and orange into the latest blue Pan Am Railway livery scheme. The cars were formerly business car D&H #10 and D&H lounge car "Champlain,

BLHS Bulletin via The 470 The 460 Railroad Club

Providence Worcester/Springfield Terminal

PW originated a move on December 30 in ProvPort, where a ship had discharged 4,100 tons of coal. Stevedores loaded 30 cars at a time; PW moved two cuts, 30 cars each to Worcester where they were combined for the trip to Bow. The train used PW power. The rail use will last until the 41,000 tons are moved. At 6,000 tons per train, that will entail 7 trains. Trucks will continue to haul offshore coal from Portsmouth to Bow as well. About half the off shore coal from Venezuela moves by rail and half by truck.

Atlantic Northeast Rails & Ports via The 470 470 Railroad Club

Mass Bay RRE's Mileage Special

on the Old Colony & Newport Railroad

The Hummock to Newport, RI

Sunday, May 16, 2010 at 9:00 AM ONLY!!

Our specially-chartered train will depart the Anthony Road grade crossing at the northeast end of Aquidneck Island at 9:00 AM. Subject to track conditions, we hope to travel eastward a bit on the approach to the now demolished bridge over the Sakonnet River to Tiverton. We'll then head south toward Newport, making a photo stop along the way, arriving at the OC&N's terminus in downtown Newport shortly before 11:00 AM. The train will consist of the OC&N's vintage 1904 Boston & Maine coach and 1884 office/parlor car, believed to be the oldest in-service passenger car in North America. Motive power will be their GE 45-ton center-cab, side-rod diesel number 84. Train capacity is limited! Seating will be unreserved throughout the train, including the parlor car. No food service will be provided on board.

If there is sufficient demand Mass Bay RRE will endeavor to provide return transportation from Newport to the boarding location. Details about transportation arrangements will be sent with your train tickets. Please indicate your interest when ordering.

This trip operates ONE DAY ONLY, rain or shine. All sales are final and tickets are not refundable. Alcoholic beverages and smoking will not be permitted aboard this train. Tickets will be mailed to you about 10 days prior to the trip; we will send driving directions to the departure points with your tickets. Please notify us if special accommodations (ie, handicap seating, etc.) are required.

Trip Update**Mass Bay RRE will provide return transportation to boarding location.**

If more information is required before ordering, contact Mass Bay RRE by phone at 978-470-2066, or send e-mail to: trips@massbayrre.org. Telephone orders will be accepted with Visa or Mastercard only. Additional trip information may be found on our web site: www.massbayrre.org. Mass Bay RRE is a non-profit [501(c)(3)] Massachusetts educational corporation.

Mail your ticket order for the 'OLD COLONY & NEWPORT MILEAGE SPECIAL' to: Mass Bay RRE, Box 4245, Andover, MA 01810.

Please include a self-addressed, stamped business-size (#10) envelope with your order!

Make checks payable to 'Mass Bay RRE'

(Please send tickets for Mass Bay RRE's May 16 'OLD COLONY & NEWPORT MILEAGE SPECIAL' as follows:

Name:

Address:

City: State: ZIP:

Telephone:

Email:

Coach Fares @ \$20 \$

TOTAL \$

Check here if you are a member of Mass Bay RRE

I am interested in return transportation from Newport to the boarding location if it is available.

No thanks, I'll make my own return arrangements

Payment information: Check enclosed Please charge my credit card: MasterCard Visa

Card Number

Card Expiration Date: /

Signature: Card Security Code: (on back of card)

Credit card billing address if different from above: ZIP:

New England Depot Newsletter April 2010

By Jonelle DeFelice

In a move that surprised most, Pan Am bought 10 new locomotives that started to arrive on their property in April. These units are from Kansas City Southern & TFM and are of the SD40/45 variety. Also reportedly purchased were 10 of the Helm Leasing units that have been on the property for a year or so. Pan Am has been quick to get the units to Waterville and into their current Blue Dip paint scheme. At least one unit, #604, is already in new paint. On a sadder note, the old East Deerfield 'geep' switchers have made what may be their last trip to Waterville...

The Conn River line is set to see some track work soon. Federal money will get Amtrak's Vermonter traveling along this route instead of via CSX/NECR through Palmer MA. Reportedly stations will be added at Northampton and Greenfield MA, and Amherst will loose their stop. Amtrak through the Greenfield tunnel?

The beginning of 2010 saw the return of autoracks filled with Fords heading in and out of Ayer MA. Pan Am Southern's new unloading facility, located across the street from the old facility, which is still leased to CSX, started business in January. The racks travel on intermodal train AYMO/MOAY. The current schedule for

AYMO has the crew starting their work at about noon every day. They usually leave town between 1:30-2:30PM. These trains run with Norfolk Southern power as a rule, but BNSF, Union Pacific, and ex-Conrail units have been spotted on the trains recently. This, of course, means railfans are usually in the area in the early afternoon. East & westbound versions of the trains meet at East Deerfield yard at about 4-5pm, swap crews, and continue to their destinations.

Another spring-time phenomena is the opening of the various train museums and tourist lines. You will find a listing of most area attractions and their opening dates below

Rail Museum/Tourist Line Openings For 2010

Belfast & Moosehead Lake Railway – May 29

Berkshire Scenic – not yet posted

Boothbay Railway – May 29

Capé Cod Central – May 9

Connecticut Eastern – May 1

Conway Scenic – May 10

CT Trolley Museum - OPEN

The Danbury Railway Museum –

Down East Scenic – FIRST SEASON!

Edaville – June

Essex Steam Train – May 22

Green Mountain Flyer, etc – SEE SITE

Hobo Railroad – Memorial Day weekend

Maine Eastern – SEE SITE

Maine Narrow Gauge – OPEN

Sandy River & Rangeley Lakes – SEE SITE

Seashore Trolley Museum – Memorial Day weekend

Wiscasset, Waterville & Farmington - OPEN

By the time you read this, the freight house at Bedford Depot Park should be open on weekends. The building's restoration is complete and it looks great! And don't forget to have your photo taken in front of the B&M RDC!

**Steam into Spring aboard Mass Bay RRE's
Spring Steam Photo Special**

On the Naugatuck Railroad

Featuring Flagg Coal 0-4-0T No. 75

Thomaston to Reynolds Bridge, CT & Return

Sunday, May 30, 2010 at 4:00 PM ONLY!!

Spring has arrived, and soon the air will be filled with the sweet smell of an operating coal-fired steam locomotive on the Naugatuck Railroad! Join Mass Bay RRE for a railfans' photo-special featuring the Flagg Coal Co. 0-4-0T No. 75, operating on the Naugatuck from Thomaston south to Reynolds Bridge, with multiple photo opportunities along the way. Fans may also examine and photograph rolling stock on display at Thomaston and visit the historic station building. A special guided tour of the Naugatuck's restoration shop and yard will be available only to riders of this trip.

Our special train will depart the 1881-built brick Thomaston station on East Main St. at 4:00 PM. We are planning several photo stops and runbys at remote locations, and at the curved steel deck bridge over the Naugatuck River (subject to schedule and operating conditions). The train will return to Thomaston about 7:00 PM. Plan your arrival in Thomaston for lunchtime, when

there will be opportunity to photograph the 0-4-0T being serviced at Thomaston. Local Thomaston restaurants are just a short walk away. Light snacks and beverages will be available in the station, or you may bring your own food. Picnic tables are available on the station grounds.

The train will consist of Naugatuck's ex-CN coaches, built in the 1920's and featuring opening windows to allow total immersion in the spring air scented with coal smoke. A bit of New England railroad history will come alive, as a whistle from a Boston & Maine P-2 class 4-6-2 will be installed on No. 75.

Train capacity is limited! We will assign seats by car only and will reserve blocks of seats for groups of four or more. Passengers wishing to sit together must order tickets together at the same time. Box lunches are available for advance purchase, or you may bring your own food. Light snack and beverage service will be available on board the train.

This trip operates ONE DAY ONLY, rain or shine. All sales are final and tickets are not refundable. Alcoholic beverages and smoking will not be permitted aboard this train. Tickets will be mailed to you about 10 days prior to the trip. We will send driving directions to the departure point with your tickets. Please notify us if special accommodations (i.e., handicap seating, etc.) are required.

Flagg Coal Co. #75...

...is a 40 ton coal-fired steam locomotive built in 1930. It worked in Pennsylvania coalmines and New York rock quarries until it was retired in 1953. #75 rusted away, forgotten until 1991, when it was purchased by father and son team John and Barney Gramling from Indiana. The Gramlings moved #75 to their farm and fully restored it to operating condition, completing it October 2001. Since then, #75 has since traveled as far as Florida, Michigan, and North Carolina as a living, breathing ambassador of American steam railroading.

Deluxe Motorcoach Connection & Tour Package

Save the hassle and expense of driving! Our deluxe motor coach tour package will provide a convenient, guaranteed connection from the Boston area to our train at Thomaston. In addition to the train trip, the deluxe package includes a visit to the Connecticut Eastern NRHS Museum in Willimantic, CT and a box lunch from Gerard's of Dorchester. The motor coach will depart from outside South Station at 9:00 AM and the Riverside MBTA station at 9:15 AM. An additional stop for passengers will be made at 9:45 AM at the Millbury Park-and-Ride facility located off the Mass Turnpike at Exit 10A. The tour group will return to Boston around 10:30 PM, making a supper stop en route (individual settlement).

FARES:

Adult MBRRE Member Coach Fare.....	\$30*
Adult Non-member Coach Fare.....	\$35
Mass Bay RRE Deluxe Tour Package.....	\$89
Non-member Deluxe Tour Package.....	\$99

Deluxe Package includes motor coach transportation, rail fare, Connecticut Eastern NRHS Museum & box lunch.

* One discounted seat per member, except as noted in our Member Benefits policy.

HOW TO ORDER:

Please use the order form to order your tour ticket and box lunch. Be sure to enclose a self-addressed, stamped business-size envelope for return of your tickets. Full particulars of the tour will be

sent with your tickets about two weeks before the trip. For further information please call our information line at 978-470-2066, or send e-mail to: trips@massbayre.org.

Orders are accepted by mail or telephone only. Mastercard & Visa accepted for all orders.

White River Junction Station For Sale

A unique opportunity to own one of the most Vermont historic surviving railroad properties in New England - the former Boston & Maine and Central Vermont station in White River Junction, Vermont. This fully operational building designed in the Colonial Revival style and constructed in 1936, was the work of the noted architect, Jens Fredrick Larson - also the architect of many of the most prominent buildings on the nearby Dartmouth College campus in Hanover, New Hampshire. This station boasts over 61,300 square feet of prime commercial leased space and is listed on the National Register of Historic Places.

Additionally this unique real estate offering has ample parking for its tenants, visitors and rail travelers. The station is a short walk across the tracks to the hustle and bustle of downtown White River, VT., the epicenter of the Upper Valley Region and is one mile to Interstates 89 and 91. Station was completely restored several years ago and truly is a Landmark property in the State. There are currently five railroad companies that operate on two sides of the station and the station is fully occupied with tenants. Great sense of pride in ownership can be seen with this property. List price is \$875,000.

The Shortline via The 470 The 460 Railroad Club

Mechanicville Status

Pan Am Southern has run into two obstacles in re-building the yard as an intermodal and auto facility. Officials initially thought the rail yard could begin operating in January, but environmental concerns delayed the start of construction. The Army Corps of Engineers will now issue a public notice outlining the PAS plans to deal with wetlands and a stream, permitting public comment for 30 days. "They need a permit from this office to fill wetlands and streams on the site," said the senior project manager for the Army Corps of Engineers. They're proposing re-establish some stream channels on site and to create new wetlands at a site in Stillwater. Thomas Richardson Mechanicville city supervisor, said the project includes three or four buildings, and that there will be 16 tracks. Steve Watts, chair of the Halfmoon planning board, said he hasn't seen any applications for building permits.

*Atlantic Northeast Rails & Ports Via
The 470 The 460 Railroad Club*

Derailed

Fink's public service

Grantie Staters should thank Pan Am Railways President David Fink for the public service he has just performed. Fink has single-handedly delayed the state's plan to annually throw millions of taxpayer dollars into a giant, train-shaped toilet.

Transportation Commissioner George Campbell is going to submit an application for New Hampshire - because New Hampshire has no rails on which to run a commuter train.

The rails the state wanted to use belong to Fink. When the state didn't let him bid a separate rail contract this year, instead awarding it to a competitor (who just happens to be a state legislator), Fmk ended negotiations over the use of his lines for commuter rail.

Call it selfishness or not, the result is good for New Hampshire. The much touted \$300 billion estimate to build commuter rail here doesn't cover long-term operating costs. The state struggling to fully fund the court system and state employee pensions. Where will it get the money to subsidize commuter rail?

The "free" stimulus money would simply have obligated us to finance a project that would drain taxpayer dollars for-ever-scheme is dormant until the state can find another sucker to pay for it.

New Hampshire Union Leader submitted by Michael Lennon

All Aboard for another Steam-Powered
Mass Bay RRE Excursion!
Valley Railroad
TOUR OF THE LINE & PHOTO SPECIAL
Essex, CT - Old Saybrook - Haddam & Return
Saturday, June 19, 2010 ONLY!!

Join the Mass Bay Railroad Enthusiasts for a "Tour of the Line" of Connecticut's Valley Railroad aboard a steam-powered special passenger train. We will cover ALL of the railroad's currently operable track from its junction with Amtrak's Northeast Corridor "Shore Line" in Old Saybrook, CT to its northern end at Goodspeeds yard in Haddam, CT.

Our train will depart from the Valley RR's station in Essex, CT at 5:30 PM behind their 2-8-2 #40 (Alco/Brooks, 1920, ex-Aberdeen & Rockfish). The train will first back down the four-mile "freight-only" line to Old Saybrook, then will run forward through Essex and Chester to the north end of the track, 0.5 mi. north of the Rte. 82 crossing. Our train will return to Essex at about 8:30 PM. We will make photo stops along the way, including a meet with VRR's Essex Clipper Dinner Train. Our train will consist of VRR's restored open window coaches and the parlor car Great Republic, in which seats are available for a modest additional fare. Current Mass Bay RRE members are eligible for reduced fares.

After our trip, tour participants are invited to photograph our locomotive #40 being put out to the pit track.

Our Valley Railroad special train will run ONE DAY ONLY, rain or shine. We will assign seats by car only. Food service will not be available on board this train, but passengers may bring their own food if desired. The Valley Railroad reserves the right to alter schedules and to substitute equipment.

All sales are final and tickets are not refundable. Alcoholic beverages and smoking will not be permitted aboard this train. Tickets will be mailed to you about 10 days prior to the trip. We will send driving directions to the departure location with your tickets. Please notify us if special accommodations (i.e., handicap seating, etc.) are required.

Shop Tour

The Valley Railroad has invited trip participants to a guided tour of their engine house at Essex, where the Valley's newly-acquired 2-8-2 #3025 (Tangshan Locomotive, 1989, formerly Knox & Kane RR No. 58) is being rebuilt. This special tour starts at 3:30 PM.

BOSTON VAN/MOTORCOACH CONNECTION

Our chartered motorcoach or van will offer a guaranteed connection to our excursion in Essex, CT, with convenient departures from Boston's South Station, the Riverside MBTA station and the Park & Ride lot of the Mass Pike at Exit 10A in Millbury (see departure times on order form). The bus connection will return to Boston at approximately 10:30 PM.

FARES:

Adult MBRRE Member Coach Fare.....	\$39*
Adult Non-member Coach Fare.....	\$44
Child Coach Fare (ages 12 & under)	\$29
"Great Republic" Parlor Car Supplemental Fare.....	\$20
Boston Van/Motorcoach connection.....	\$35

* One discounted seat per member, except as noted in our Member Benefits policy.

How To Order:

Please use the ORDER FORM to order your tour ticket and box lunch. Be sure to enclose a self-addressed, stamped business-size envelope for return of your tickets. Full particulars of the tour will be sent with your tickets about two weeks before the trip. For further information please call our information line at 978-470-2066, or send e-mail to: trips@massbayrr.org.

Orders are accepted by mail or telephone only. Mastercard & Visa accepted for all orders. For telephone orders please call 978-470-2066. No calls after 8:00 PM Eastern Time, please.

Pan Am Southern Railway

Bernie McCall is now general manager of the Pan Am Southern Railway. He first began with a railroad by signing on with then-Penn Central as a laborer. He stayed on at Selkirk Yard through the Conrail years, moving in 1994 from the locomotive facility to the car department, and then in 2004 under CSX becoming division mechanical superintendent. In 2006 he moved to CSX headquarters in Jacksonville as director of mechanical operations, and finally as assistant vice-president for operations he ran a 4000-locomotive fleet. On June 15 2009, he assumed his position at PAS.

McCall reports to the PAS joint operations committee, composed of three officials from NS and three from ST. "My single biggest role is establishing a freight schedule, putting a plan in place on PAS which will ultimately permit car scheduling. That's a very aggressive but doable goal. I'm delighted to be here and looking forward to making a difference." Part of the plan in hiring McCall was to have him use his acquired expertise and managerial skills with locomotives to assist ST operations. McCall was initially somewhat hesitant that ST would have enough power. Now he believes the railroad has enough power to "run the trains we need to run, especially as we migrate" toward a scheduled railroad. PAS may need fewer locomotives.

PAS Is Improved On West End

The West End is operating significantly better, reports Bernie McCall. "We've started two scheduled departures daily out of East Deerfield." A crew can now run from East Deerfield to Mohawk and return within one twelve-hour shift. The second departure is the train to Rotterdam Junction, which meets the daily train out of Rotterdam Junction at Ferry Street (in Schaghticoke,

New York now called Howland Avenue, at milepost 464 on the ST timetable). The crews exchange trains, and return to their starting points within the twelve-hour shift. This saves money, "reducing hotels, reducing taxis," and turning the freight cars more quickly.

McCall said the ability to do the Mohawk and Rotterdam Junction turns means he is attempting to keep the locomotives in a dedicated cycle. "Crews can become familiar with locomotives. I find that if we take care of creature comforts" keeping locomotives heated, clean, and serviced, crews are very receptive. "I am most impressed with the people on this railroad." In his experience, when crews are familiar with locomotives, they can take better care of them, and keep them operating.

McCall praised the track gangs, saying they had done "better than I anticipated," finishing the preponderance of the work to both gateways. The gangs are now "eastbound moving toward Fitchburg."

The crews will work to Thanksgiving depending upon the weather, getting "the bulk of the track work done."

More remains for the next two years: some bridges, signal work, grade crossing and so forth.

Auto Terminals

PAS will not finish the Mechanicville terminal until the second half of 2010. To service the Albany area for Ford until Mechanicville opens, NS will again use the former auto facility in Voorheesville, last used in 2000. At that point, the D&H served that terminal. At Mechanicville two unloading tracks, each hold 20 cars will feed into 696 car spots. The facility will also have three 4000-foot support tracks, and a passing siding for CP as well as its main line. Despite the local protests and the legal proceedings, PAS is continuing to build the new San Val auto terminal in Ayer. The facility will be completed by January 2010, with 850 car spots.

The 470 470 Railroad Club



It's Farewell Today For Scotia Station, To Be Closed Down By Boston & Maine

Scenectady Gazette September 1961

At the close of the business today, the Boston & Maine Railroad station at 240 Vluy road Scotia, will be discontinued as resident agency and be shut.

This action follows a decision made last month by the state public service commission, which authorized the change of status of the station from a resident agency to a non-agency.

The commission also authorized the station's facilities, including the freight building, be "retired."

Boston & Maine railroad activity in Scotia will consist only of the handling of carload freight and ferry car service and the

railroad has been instructed to make provisions to permit the handling of ferry car service with a minimum of 4,000 pounds per shipper to be loaded at Scotia.

As a non-agency station, the Scotia station, along with the non-agency station at Rotterdam, has been placed under the jurisdiction of the Mechanicville station, and telephone call charges toll from Scotia to Mechanicville will be paid by the B&M.

Aimed at reducing the railroad's budget, the decision to close the Scotia station was made on the basis that the New York Central and Delaware and Hudson roads provide service in Schenectady.

Submitted by Steve Myers

The Salem, NH Station Is Currently Under Restoration.

Much of the former Manchester and Lawrence railroad line, which at one time brought passengers, mail and freight into Windham, has been put to a new use - a 4.1-mile paved bicycling and pedestrian path that will someday link Salem with Derry.



Submitted by Michael Lennon

Stokers And Feedwater Heaters

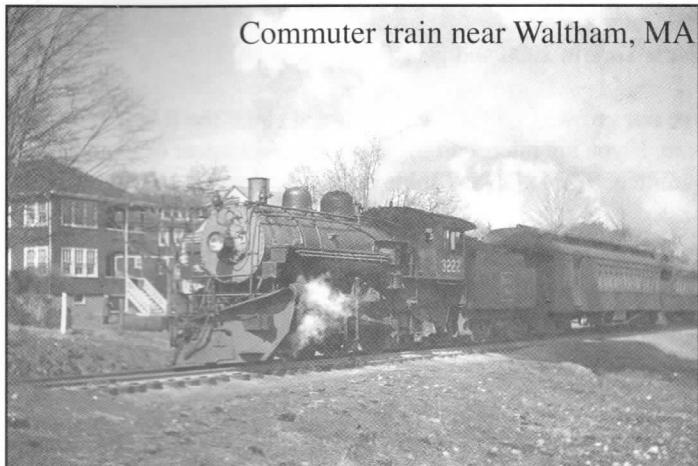
By John Alan Roderick

The appliance referred to is a "STOKER" used to automatically stoke the fire. This is done by means of an Archimedes (auger) screw conveyor inside a tunnel from the tender. There were stoker jets which directed the coal as it came into the firebox wherever the fireman wanted it. The goal was to find the proper distribution and spread the coal around on the grates. When steaming hard with good draught, the coal would burn almost instantaneously. The augers were driven by a small simple steam engine with pistons and rods turning the auger shaft.

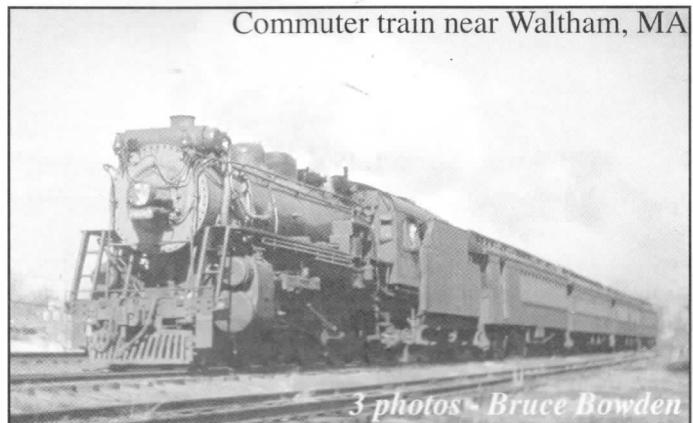
Feedwater heaters were/are basically heat exchangers which have, in most cases, steam on one side and water on the other. The water was usually on the inside of tubes while the steam was on the outside. The entire arrangement was inside a shell capable of withstanding the steam pressure. There were various types and manufacturers, of which Elesco and Coffin were two of the more popular. The differences came in the general configuration and was typically a result of the need to fit it neatly or otherwise unobtrusively into the confines of a locomotive. FWH's are used extensively in stationary plants, but in these cases there are usually no restrictions as to their size. The goal is to have as much "heating surface" as possible (and practical). As the name implies, they heat the feedwater going to the boiler. This is done to raise its temperature to one more closely approaching the boiler's saturation (steam) temperature in order to improve the overall cycle thermal efficiency. The rule of thumb is that for every 10 degrees of FW temperature increase, approximately one percent of thermal efficiency is gained. The steam used to do this came off the main boiler via suitable plumbing and was condensed as the heat was given up to the water flowing through the tubes.

Train heating was usually accomplished via a pipe coming off

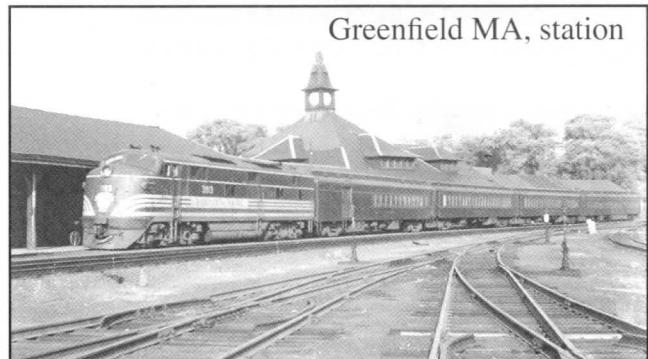
the boiler as well and going through hi-temp woven hoses between the cars. There was usually a pressure reducing valve at the engine for the train heating steam so that there wouldn't be 200 psi steam blowing into the cars if there were a pipe or radiator failure. Incidentally, when steam pressure is reduced thusly (through a regulator) it gains a small amount of superheat (temperature in excess of its saturation temperature).



Commuter train near Waltham, MA



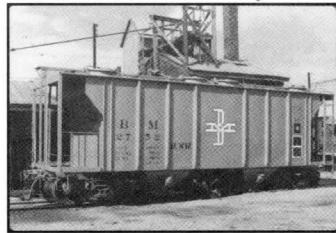
3 photos - Bruce Bowden



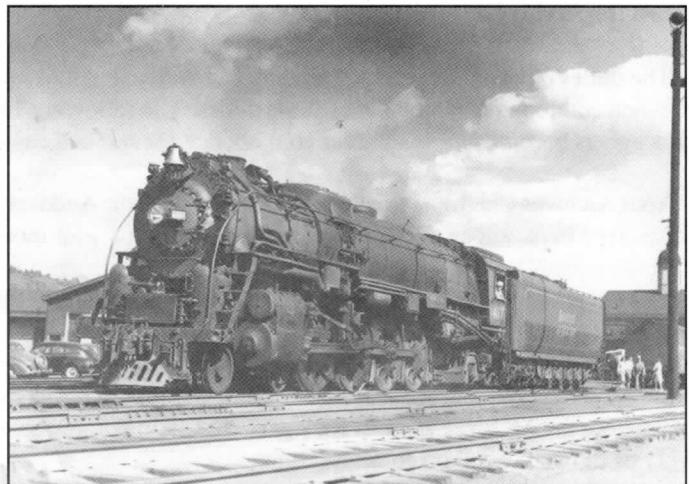
Greenfield MA, station



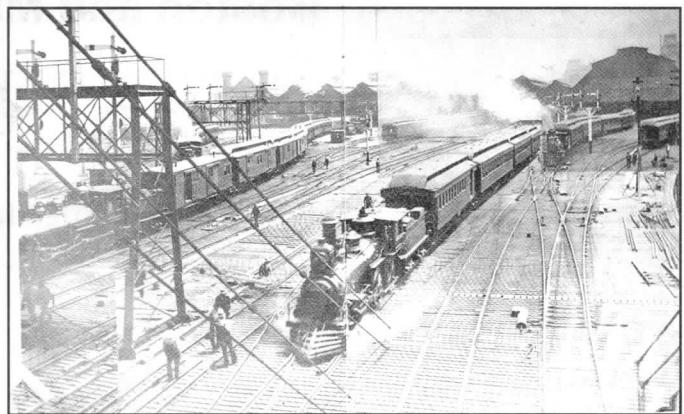
C-28



Photos:Smith-Bradford Collection



#4117 at White River Junction, Vermont



No. Station In The Earley Years

Editor releasing the uncoupling pin in order to make a 'hitch' with the cut just brought over from Trk. 1.



The 'pipe' leaning against the diaphrane is a 'Riding Hose'. (see pg. 6 March-April 2010 Newsletter).

From the Archives.

The duties of a station agent were many and varied, but looking after vending machines is one of those jobs that we never think of when compiling a mental list of those duties. The following 1906 order from General Superintendent D.W. Sanborn illustrates how agents became responsible for coin operated scales and candy dispensers.

Your Archives Chairman fondly remembers trips to the Andover depot with his grandfather that included the purchase of Chiclets-dispensed in packages of two in several flavors from a wall-mounted vending machine. For a penny.

The Gum and Sweetmeat Company was organized in White Plains, New York in 1900 and was dissolved in 1911.

The Archives Committee meets monthly to sort, classify, and preserve our growing collection of material about the B&M and other New England railroads. Volunteers and visitors are always welcome. If you are interested in becoming a volunteer or would like to tour the Archives, contact Rick Nowell, Chairman, Archives Committee, B&MRRHS, 7 Johnson Rd., Andover, MA 01810-1711 or fnowell3@yahoo.com.

Boston and Maine Railroad.

GENERAL SUPERINTENDANT'S OFFICE.

ORDER NO. 614.

BOSTON, March 1, 1906.

To All Concerned:

The Gum and Sweetmeat Company has been granted the exclusive privilege of placing on the platforms or in the passenger stations controlled solely by this Railroad, one or more of its automatic weighing machines and one or more of its automatic vending machines.

The Railroad will transport the machines and supplies free in baggage cars to and from stations.

Machines will be located by agents and the keys left in their hands.

Agents will see that vending machines are kept stocked with supplies furnished by the Gum and Sweetmeat Company and that any defects in either class of machines are promptly reported to both the Gum and Sweetmeat Company and this office.

Agents will promptly card machines when, for any reason, they become inoperative. Stickers for this purpose will be furnished by the Gum and Sweetmeat Company.

The Gum and Sweetmeat Company will instruct agents as to the care, operation and maintenance of machines, and the Fourth Vice President and General Auditor of this Railroad will issue instructions to agents in relation to reports and remittances.

Agents will retain ten (10) percent of the gross receipts for their services.

This order is effective April 1, 1906, and will remain in force until further notice.

APPROVED:

D.W. SANBORN,
General Superintendant.

FRANK BARR

*Third Vice President
and General Manager.*