

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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March — April 2011

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.

- March 12th** Joint Meeting with the Nashua Valley Model Railroad Club at their club facilities in Shirley, MA. See inserts in the Jan-Feb Newsletter.
- April 21st** Our joint meeting with MassBayRRE at the Bedford Rail Park's RDC @7:30P. David Fletcher of the Walker Transportation Museum will make a presentation
- May 14th** Mal Sockol will take us around the B&M, BAR and other New England railroads
- July** No Meeting – Folk Festival, 23rd and 24th
- August** No meeting
- October 15th** B&MRRHS Banquet at Rogers Hall in Lowell. The caterer for the banquet is "Steve's Kitchen" who did our last banquet. More info to come.
- November 12th** George and Katherine Melvin are back doing a presentation on the Maine Central.

At our February meeting a "get well" card was passed around and signed by those in attendance. Several days before the meeting New England Southern had a derailment in Concord sending their locomotive on its-side. Owner and operator Peter Dearness and another crewman were aboard the engine when it spilled. Peter sustained several non-life injuries and was kept in the local hospital for tests. Mike Lennon brought the card to Peter and he was both surprised and happy to get it...."what a rogues gallery of folks in this card..." was said by Peter with a big smile and hearty laugh. The cause of the derailment was from snowmobiler's packing the snow down at a grade crossing.

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 miles 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

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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.

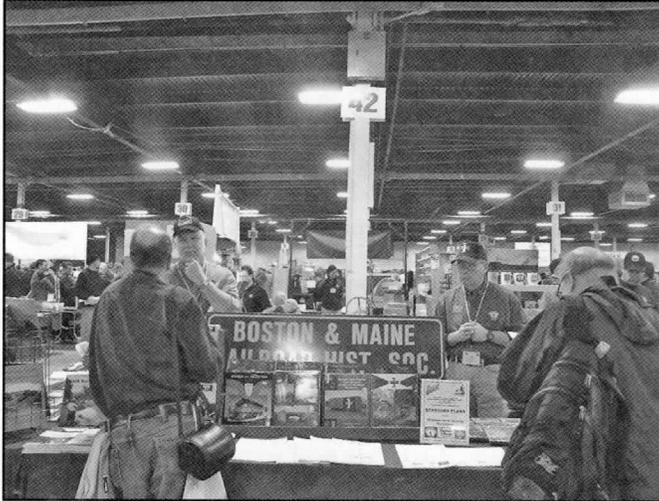
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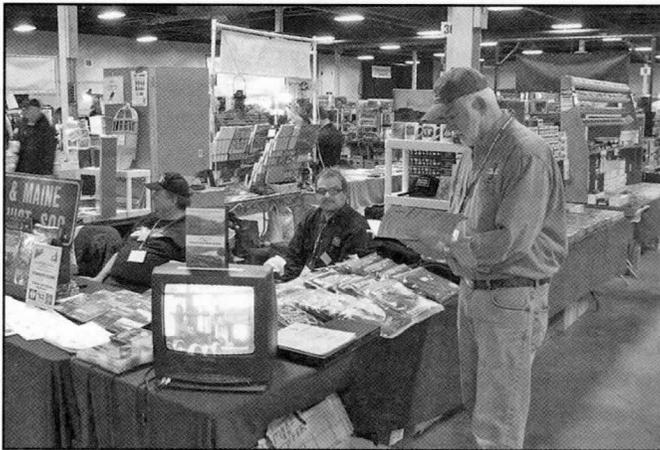
Basic	\$35
Basic & Spouse	\$38
Contributing	\$40
Canada & Overseas	\$55
Sustaining	\$50
Supporting	\$75
Benefactor	\$100
Corporate	\$500

The Amherst Train show was another success for the B&M RRHS. Although the economy has put the brakes on spending by people we did well.

Thanks go to Fred and Quessen Brown, Wayne Gagnon, Dave Hampton, Rick and Nathaniel Hurst, Paul Kosciolk, Dusty Miller, Russ Monroe, Jim and James Nigzus, Ellis Walker, and Buddy, Kris and Justin Winiarz, and Justin's girlfriend Desa.



Wayne Gagnon and Fred Brown manning the tables
Buddy Winiarz photo



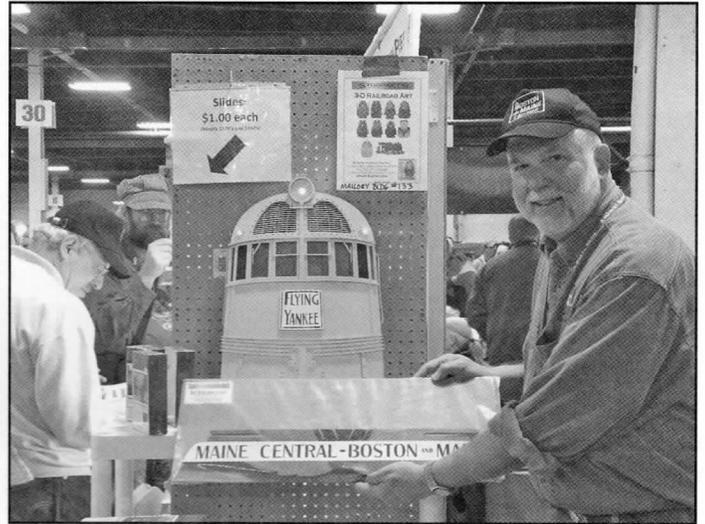
Paul Kosciolk, Dave Hampton and Wayne Gagnon
at the tables.
Dusty Miller Photo

Boston South Station

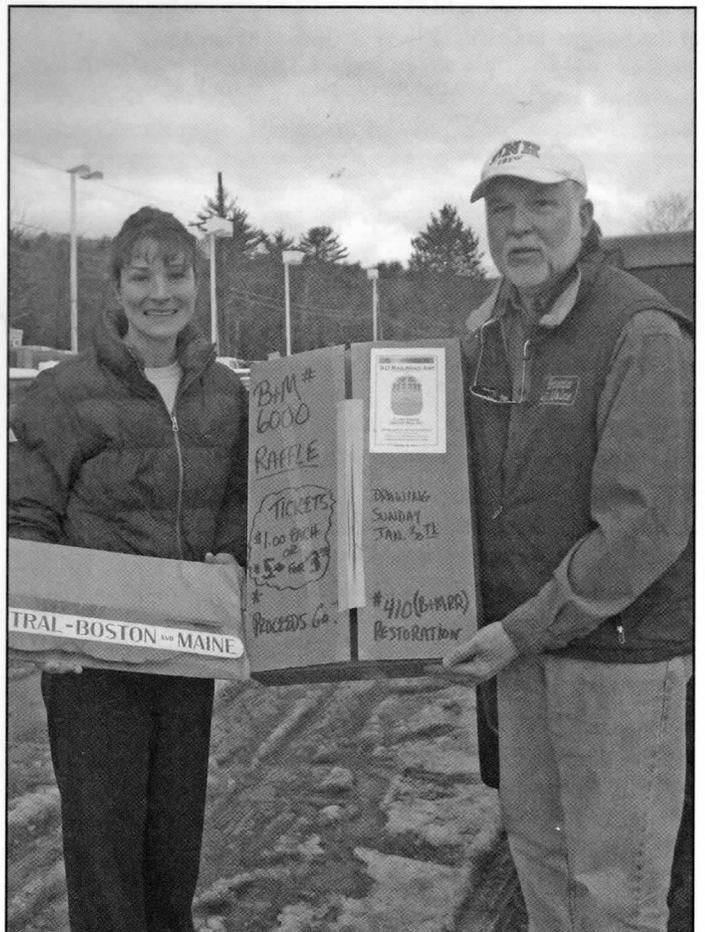
Plans to expand South Station will move ahead, thanks to a \$32.5 million federal high speed grant awarded to Massachusetts. The proposal is one of several rail projects in New England that will receive more than \$160 million of funding in the second wave of federal high speed grants. The grant for South Station will fund design work and environmental permitting that will expand the station area into an adjacent post office building, reconfigure three critical track interlockings, and build seven new station tracks to enlarge South Station's capacity from 13 to 20 tracks.

The Salisbury Points via **The 470** \$70 Railroad Club

A donation of the nose of the "Flying Yankee" by Stoddarts Ltd of Cummings, Ga. was made to the Society to raise money for the B&M #410 that sits in Lowell. A raffle was held and the winner was Dave and Claudia Curran of Concord, Ma. Dave is a firefighter and says it will look good hanging in his train room.



The Flying Yankee



Wayne presenting the prize to Claudia Curran.

Salisbury Beach Visits Santa Fe

By Bob Warren

Recently, the Salisbury Beach and three other private cars were detached from the Chicago bound *Southwest Chief* at Lamy, NM where motive power from the Santa Fe Southern coupled to the cars and brought them to Santa Fe.

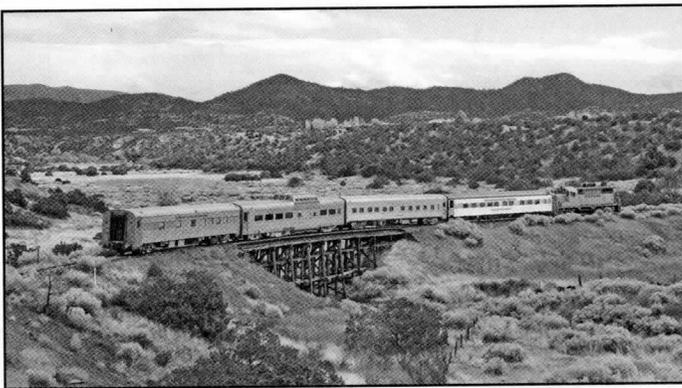
The reverse move was made two days later so that the quartet of cars could return to Los Angeles on the LA bound *Southwest Chief*. During the station stop at Albuquerque for refueling and crew change, I was able to spend a few minutes with Tom Pearson, owner of the Salisbury Beach before catching the NM Rail Runner train home.

The order of the cars was: Palm Leaf (ex ATSF), Silver Splendor (ex. CB&Q), Pacific Sands (ex. UP), and Salisbury Beach (ex. B&M with black roof).

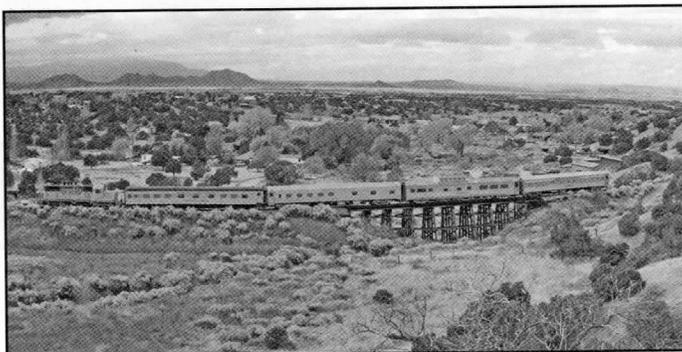
Photo 0071 This photo by Brad Jones is looking at the left side of the train as you are heading south to Lamy from Santa Fe. In the background at the left side top of the photo, the Ortiz Mountains in the front and Sandia Mountain in the back which is where Albuquerque is located. The trestle (Arroyo Honda) was built in the late 1800's and early 1900's by the ATSF, connecting Lamy to Santa Fe for freight and passengers. This route helped the Fred Harvey chain to open La Fonda Hotel in downtown Santa Fe and start his famous Indian Detours along route 66. This shot was made from 4 different still shots stitched in to one panorama shot.

IMG_0063 Jim Thompson took his picture from the right side, heading south to Lamy. In the background you see the lower slopes of the Sangre de Cristo (Blood of Christ) mountains.

Here are the trestle shots we took at Arroyo Hondo, Santa Fe.



CL Thompson photo looking southeast.



Looking southwest

2010 Flying Yankee Restoration Accomplishments

In 2009, with the assistance of NH Electric Cooperative and Phil Bell, power was brought to the Flying Yankee. This allowed Steve Taylor to hook up the electric panel in "B" car, provide heat in "B" car, as well as lighting in "A" and "B" cars. Pillsbury Sign of Hopkinton, MA will be redoing the "herald" signboards. The State of New Hampshire administered Federal Grant Money for the weatherproofing. The roof is now completely sealed due to the efforts of the P&L RR, and the doors to the "B" car (after much work by Bob Rolando) are installed. Bob Morrell appears on one of 4 screens donated by Operation Life Saver to be used for education, trucks are restored and in storage, waiting for the installation of the air brakes and other "under" car work to be done. The last picture is what you can expect to see in June (date to be announced) at the Hobo RR in Lincoln, NH when the cover reveals this 1935 icon of labor and ingenuity. Look around you at the "new" models for high-speed train travel - look again at the Flying Yankee. The prototype for today, not only for style but speed. The Flying Yankee could travel at 110 MPH then and will again.

Flying Yankee Restoration Group,

The Restoration Of Boston & Maine No. 3713 Continues To Progress Into 2010.

The Lackawanna & Wyoming Chapter NRHS was awarded an NRHS Heritage grant for \$4,500 towards the purchase of rivets for the boiler and have several other grant applications in the process of approval. One of the partner's, the Lackawanna Heritage Valley Authority, has provided over \$40,000 during the past four years and continues to support this restoration.

The majority of the current work plans focuses on completing the boiler and firebox repairs. This scope of work includes replacing the exterior firebox roof sheet due to engineering deficiencies and the exterior side sheets due to fatigue cracking radially outwards from a majority of the staybolt holes. The new roof sheet has arrived at the locomotive shop. It will be fitted up and the rivet holes will be drilled to match the existing holes in the 3rd boiler course and the back head.

The B&M 3713 is in the backshop of the Steamtown National Historic Site in Scranton, PA and can be viewed by the public during regularly scheduled shop tours.

Interchange Balt. Chap NRHS

Maine DOT Has Advanced Plans To Replace Missing Track

The missing track between Westbrook and South Windham to reconnect the Mountain Division to the active rail system. Nate Moulton reports that approximately three track miles of continuous welded rail, or one-half capacity of a rail train was purchased at a favorable rate to fill out the sixth train of 5-1/2 trains required for the Portland-Brunswick Downeaster extension. These rails are already delivered to a point near the end of available track in Westbrook. Moulton expected that requests for proposals to restore the missing track will be issued in November. He advises it's uncertain that the \$4.0 million authorized under the June bond approval is enough to

close the six-mile gap and will depend on the bids received.
ME. RAIL GROUP via *THE 470 470 Railroad Club*

'Downeaster' To Get Some Money Formerly Bound For Ohio, Wisconsin

The Brunswick extension of Maine's Downeaster will get an additional \$3.3 million in federal money that Wisconsin and Ohio turned away, MaineBiz has reported. It'll go to help fund the \$38.3 million extension project, which will extend northward the current terminus at Portland, Maine.

Though California and Florida will get the bulk of the money that Wisconsin and Ohio rejected, it'll go to a total of 13 different states, and the Downeaster will be just one beneficiary. Nearby Vermont also won an additional \$2.7 million for its projects.

Submitted by Jonelle DeFelice via Trains

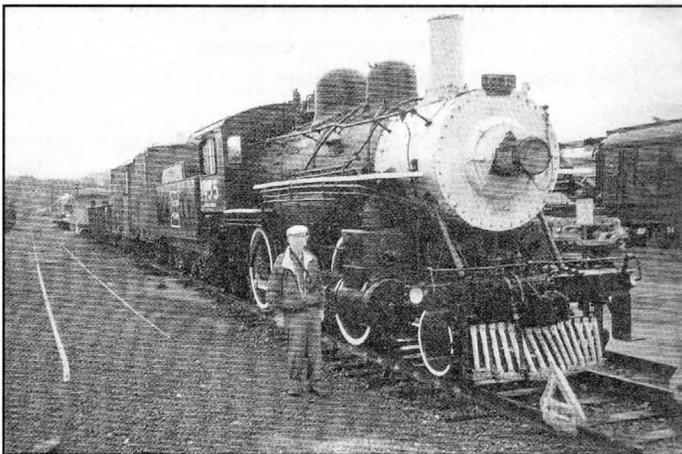
Memories

By Ellis Walker

In the early 1950's I was an apprentice at Billerica Shops when the 1455 got a Class 3 repair. It was the last B15 Class 2~6-0 to be repaired. My memory is a little hazy now, but I remember among other things fitting up Shoes and wedges and machining driving boxes.

The 1455 was put into storage and later went into active service on the Central Mass branch and ran about a year before all steam was abolished. I tried to interest the B&M in preserving the 1455 and a few open platform commuter Coaches to run on excursions, but there was no interest in preserving steam on the B&M at that time. The 1455 was later donated to Edaville and remained there for a number of years.

Danbury has done a good cosmetic restoration, but it still needs a lot of work to be serviceable.



Pan Am Railways bans Milford-Bennington Railroad Owner

Pan Am has banned owner Rep. Peter Leishman from driving his trains on their tracks for life, following a collision that police found was not his fault.

Pan Am officials conducted their own investigation, however, and concluded that Leishman had violated safety regulations by

failing to get down off his train and flag traffic.

The ban applies only to Leishman but is problematic for his company.

Leishman is one of two full-time employees, and his 24-mile Milford-Bennington line ends in Wilton — three miles short of the Milford gravel processing plant used by its sole customer, Granite State Concrete. The rest of the trip takes place on Pan Am lines.

The ban's effect on the rail line has forced Granite State Concrete to shut down a quarry and stone processing plant in Wilton. The company is hauling stone and gravel from other quarries to Milford by truck.

"We're very disappointed that we don't have any rail service. ... It affects our operations in a negative fashion," said John MacLellan, president of Granite State Concrete.

MacLellan declined to discuss details, however, saying he didn't want to get involved in a clash between the two railroads.

Leishman and Pan Am President David Fink have been fighting over rights to the rails since the late 1980s, when Leishman took over the line abandoned by Pan Am's predecessor, Guilford Transportation.

Leishman won the rights to use the 3-mile stretch track from Wilton to Milford in 1992.

Pan Am's ban on Leishman follows a particularly bitter episode, in which Fink claimed that Leishman abused his power as a state legislator while negotiating the renewal of his lease with the state on the Milford-Bennington line.

That brouhaha blew up while state officials were seeking federal funds to plan a commuter rail line linking southern New Hampshire to the Massachusetts Bay Transportation Authority. Pan Am officials ultimately blocked the program, saying they couldn't trust state lawmakers.

The battle of the ban began in Merrimack County Superior Court but has since moved to U.S. District Court, where Judge Paul Barbadoro has been unable to persuade the railroads to iron out the issues on their own.

The dispute looks likely to play out before the court over the next year or two; Leishman and his lawyer have asked to bring the case to trial May 15, while Pan Am contends it couldn't be ready until Jan. 30, 2012.

In addition to overturning the ban, Leishman's suit seeks compensation for legal fees and lost revenue.

"We've lost, collectively — Granite State and the railroad — hundreds of thousands of dollars," Leishman said Thursday.

Fink could not be reached Thursday morning for comment.

The dispute between Pan Am and Leishman ostensibly stems from a collision between one of Leishman's trains and a flatbed tractor-trailer truck, where the tracks cross Route 101A, near the junction of Route 101, on Oct. 22, 2009.

No one was hurt in the crash, and the truck driver, Eric Macias of Milford, was later summonsed for failing to stop at a railroad crossing. The train had activated the signal lights at the crossing (which also turns all traffic lights red), and sounded its air horn as it approached, witnesses told police.

Leishman and his engineer, David Raymond, saw that the truck wasn't stopping and hit the emergency brakes, but they were unable to stop the train in time to avoid a collision, Leishman told police. The crash damaged the caboose and at least one hopper car and

tied up traffic for hours, police said.

Pan Am Railways police also concluded the crash was the truck driver's fault, according to Leishman's suit, but Pan Am Railways decided to conduct a hearing on the incident on Nov. 10, 2009. Leishman didn't attend the hearing, as he wasn't notified in time, his suit states.

Leishman learned only on April 9, 2010 that Pan Am Railways had permanently banned him from operating trains on its tracks, and he persuaded Pan Am to reopen the hearing, arguing that the decision was "entirely inconsistent with the evidence offered during the initial hearing," his suit states.

Pan Am conducted further hearings but didn't change its decision. Pan Am alleges that Leishman violated a Northeast Operating Rules Advisory Committee rule requiring train operators to stop and send out a flagger into intersections to warn traffic. Leishman argues that both NORAC and the Federal Railroad Administration agreed the Elm Street crossing doesn't require flaggers, but he said he has offered to use them anyway, if Pan Am insists. The process makes crossings much longer and would thus wreck havoc with traffic, Leishman said.

Leishman's suit claims that Pan Am's ban appears to be a ploy to shut down his business. Pan Am has suggested Leishman hire someone else to do his job, but Leishman says that would be too expensive.

In 2009, Fink claimed that Leishman abused his political clout as a legislator while negotiating a renewed 10-year lease with the state for his Milford-Bennington line. Pan Am had sought to bid on the line, which Leishman had been running for 20 years.

The state Legislative Ethics Committee cautioned Leishman against blurring his roles as business owner and state representative, but ruled in February 2010 that he hadn't violated ethics rules. Leishman no longer serves in state government, having lost a re-election bid in November.

Fink later cited the lease renewal dispute and his dissatisfaction with the state's response, as a reason for refusing to support the state in planning a passenger rail program in southern New Hampshire.

Andrew Wolfe — Nashua Telegraph — Jan 24, 2011

Submitted by Scott Currier

Book Review by Roger Robar
"Lost Railroads of New England"
by Ronald Dale Karr
*** Third Edition ***

I had an opportunity to review this new soft cover book; I had read about the two previous editions but never read them, so I gladly offered to read the third edition and make a review for the B&MRRHS Newsletter.

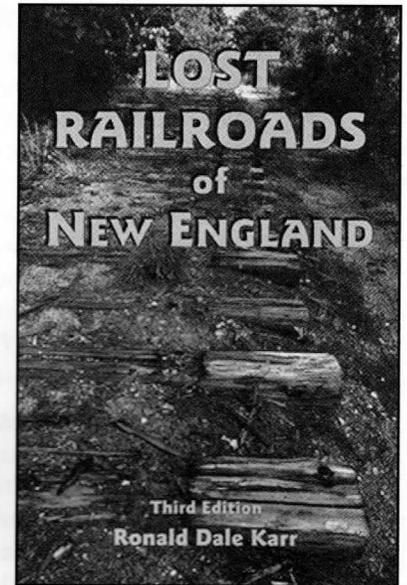
Since I had not seen edition #1 or edition #2; I really did not know what to expect. My first impression is WOW! What a treasure trove of information.

This 240 page book is b&w with color covers that contains 26 new maps with added rail trails as well as the rail abandonments; 85 photos and sketches. The book has 443 abandonment entries dating from 1848 to 2009; that is an awesome amount of research by the author and made into a listing by dates. I like the authors explanation between "discontinuance" and "abandonment"; discontinuance are

lines that are not used but have not been legally abandoned. I could go on and on what is contained within the book; for instance; on page 85 is the 75-railroad abbreviations you will need to refer to often, then each listing has a large heavy print number that shows the location on the 26 maps; very nice. To fully use this book with ease and to locate an abandonment; **look at the maps first** of the desired State and location, note the *large number* and find that number in the directory listing; nothing could be simpler.

You may ask why I should own this wonderful book of past *Railroad Lines in New England*. If you are a railfan, a historian or even a model railroader you surely need to have this book in your library; I highly recommend it.

This book is available at:



Branch Line Press

30 Elm Street, Pepperell, MA 01463

\$15.95

www.branchlinepress.com

Description of the book:

6"x9" paperback; 240 pages; 80 photos & illustrations

The 3rd edition of Branch Line Press's railroad history classic, *Lost Railroads of New England* comprises a concise history of the rise and fall of New England's railroads and a fully annotated directory to all abandoned segments of every common carrier railroad operated in New England, updated through January 2010.

The new edition features:

- * All new maps with detailed city maps for areas of dense railroad activity
- * Many more photographs of trails and rail artifacts on abandoned lines
- * Many directory entries expanded with new information and rewritten or cross-referenced for better clarity
- * New sections on rail trails and abandoned lines that have been reinstated.

Ordering and Shipping Information

Details and ordering information are on the Branch Line Press web site at www.branchlinepress.com.

Shipping charges: \$3 for 1 or 2 books; free shipping for 3 or more books (for Media Mail; for Priority Mail shipping charges are \$5 for 1 book; \$8 for 2 books; \$10 for 3 or more books).

For Sale

Ten volume set of Connecticut River Railroad and connections by R.W. Nimke

Excellent condition — Vol. #3 thru #10 signed by author.

Price is \$1,000.00

Call Joe after 7 pm — 781-324-7880

Railfair 2011 Model Train Show

The Nashua Valley Railroad Assn. is announcing its Railfair 2011 Model Train Show and Open House to be held on April 10th, 2011. Railfair will be held at Shirley Middle School, 1 Hospital Road, and the Open House will be held at Association Quarters: Phoenix Park Complex, 2 Shaker Road, Unit E-205. Hours will be held from 10:00 a.m. to 4:00 p.m. Attractions to include dealers, displays, exhibits, and clinics. Admission: \$5.00, adults; \$3.00, seniors and teens (12-18); children under 12 admitted free. Both locations a short walk from the Shirley MBTA Commuter Rail stop.

For more information and dealer inquiries, call Don Carlton, (508) 250-6859; e-mail: Showchair@nvrva.com; or visit: www.nvrva.com.

What's A Foolish Drawbar

Steve Karlson: A "foolish drawbar" refers to a break at the head end of the car, making setting it out more difficult?

Vermont Railway System Consolidating Reporting Marks

The Railway is discarding some of its past. Reporting marks "CLP" (Clarendon & Pittsford RR), "GMRC" (Green Mountain Railroad Company), and "WACR" (Washington County RR) are merged in "VTR." The railroad found that "most cars in their system moved over two or three marks" in each move within the system, and confused customers looking at a waybill. With five marks, that's a lot of paper waybill processing between themselves. They decided to consolidate under one mark in the VRS system. In 2009 "CLP" and "GMRC" were merged into "VTR." In 2010, "WCR" was merged into "VTR." The new system saved \$100,000.

Atlantic Northeast Rails & Ports The 470 470 Railroad Club

Schenectady Alco Plant Demolition

By Dan Thomas

Demolition of the former ALCO plant in Schenectady has started. Crews began to dismantle the exterior crane along ALCO Bldg 62 (Current Bldg 332). It is a sad day for Schenectady Industrial Heritage. More machinery is being mobilized so they can work on several buildings at the same time

Railpace's Hot News

Pan Am's Motive Power

The ten SD40-2 locomotives announced by David Fink in May are operating in the fleet. The railroad is purchasing ten more SD-4042s. Pan Am Railways currently own 102 locomotives comprised of 2 GP-7s, 8 GP-9s, 4 GP35s, 54 GP40s, 20 GP-40-2s 10 SD-40-2s, 2 SD26s, 1 SD39 and 1 SD 45. The logic behind the purchase of ten more is to standardize the fleet, while decreasing the average age and increasing horsepower and reliability. After retiring the remaining GP7s, GP9s, GP35s SD26s, SD 39 and SD45, the new roster will consist of 54 GP40s, 20 GP40-2s and 20 SD40-2s a total of 94 units.

Atlantic Northeast Rails & Ports via The 470 The 470 Railroad Club

The Naming Convention For RPO Routes In The U.S. (And, It Appears, Canada As Well)

By John S. Horvath

For nominally north-south routes the more northerly terminus was named first. Examples on the B&M include the BERLIN & WHITE RIVER JUNCTION, NEWPORT & SPRINGFIELD, ST. ALBANS & BOSTON, WOODSVILLE & BOSTON.

For nominally east-west routes the more easterly terminus was named first, e.g. BOSTON & TROY, CONCORD & CLAREMONT JUNCTION.

Note that not all RPO runs on a given route went from end to end. For example, on the Conn River line most RPOs operated only between WRJ and Springfield, MA yet they were all considered part of the NEWPORT & SPRINGFIELD RPO route and that would appear on all pieces of mail hand cancelled by a RPO clerk on that route.

As a variation on this (I don't know of any examples on the B&M but there might have been) a mail car might operate between its named termini but only be a working RPO for part of the run. One example in New England was the BOUNDARY LINE & PORTLAND RPO via the GT (NEL). It was a working RPO only between Portland and North Stratford, NH and operated closed-pouch between North Stratford and Island Pond, VT. It appears the reason for this was so the USPO clerk could work both sides of this run in the same day, i.e. do a Portland-North Stratford-Portland out-and-back in one day. Closed-pouch mail from or to beyond North Stratford could legally be handled by the train baggage man working for the GT. Of course this operation was also interesting because the same mail car went through to and from Montreal and once in Canada actually became a Canadian RPO route staffed by Canadian PO clerks of course. All this in a car that was owned by the CN and said U.S. Mail on the side. Interesting stuff.

Note also that in some cases a mail car operated beyond its endpoint but not as a working RPO. For example, both the mail cars and the USPO clerks that staffed them on the ST. ALBANS & BOSTON operated through to Montreal.

Not applicable to the B&M were some other naming conventions:

Long RPO routes were split into two or three pieces called "districts". So, for example, the primary RPO route between New York City and Chicago was via the NYC. It was originally broken into three districts and later two. So, for example, the NY & CHICAGO ED RPO was the formal name of the Eastern District of the NY & CHICAGO.

* When there was one or more secondary RPO routes between major cities the secondary routes included a third name in their title. So, for example, while the NYC had the primary RPO route between New York City and Chicago and only it was named the NY & CHICAGO (followed by the district letters) there was also a RPO route between those cities via the PRR. However its formal name was the NY, PITTSBURGH & CHICAGO.

On some of the very long runs west of Chicago there was never a single RPO route that went the entire distance. For example, there was never a CHICAGO & LOS ANGELES RPO although a mail car might operate straight through between those two cities. These long routes were broken up into segments and in some cases a segment might have two or more districts. For example, one major leg

of the RPO service between Chicago and LA was the CHICAGO & KANSAS CITY via the AT&SF. Offhand I forget the name of the next leg west out of KC. As best as I can tell the primary reason these longer RPO routes were broken into segments and segments further broken into districts was for staffing and seniority issues, much the same as how engine and train service personnel worked within divisions and had home terminals and the like.

More Rails Along The River

Filmmaker, Jim Jones (Tell-Tale Productions), has just released the third volume of his popular "Rails Along The River" DVD tracking the old Conn River Line and affiliates between Boston and Montreal.

The new DVD, "Rails Along The River 3: Richford to the Riche-lieu" continues the nostalgic journey through B&M and CP territory, with footage and anecdotes from every stop on the historic route, now operated by Montreal, Maine & Atlantic Railway and Central Vermont Railway's former Richford Branch from St. Albans.

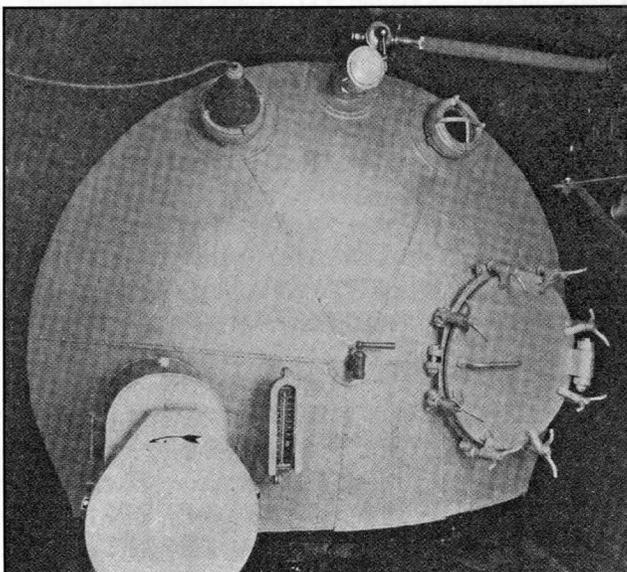
This more than 2 hour "then and now" documentary style DVD combines historic images dating to the 1850s, diesel era footage from the past five decades, interviews bits, archival maps and other materials in an entertaining, well-paced package. Contributors represent a virtual "who's who" of New England rail historians, authors and photographers, with interesting anecdotes from colorful local residents.

Tell-Tale offers many Northeast titles, including the multi-volume "Rutland Remnants," "Central Vermont Railway Video Finale," "CN Maritime Memories," plus a "Midwest Memories" and three-volume "Colorado Covered" series also released this year.

Videos can be purchased directly from Jim for only \$25 each, postage and tax included at www.vermontmadevideos.com or: P.O. Box 808, Colchester, VT 05446. See website for package specials.

New Glass Lined Tank Cars

A new type of milk tank car, representing the latest improved method of transporting milk, has recently been placed in service on our lines. Three are now in use, one running each day from



Shelburne Falls, Mass., to Boston, and it is probable that more will be added. On the first trial run of the cars, milk at a temperature of 38 degrees when it left Shelburne Falls was the same temperature upon its arrival in Boston.

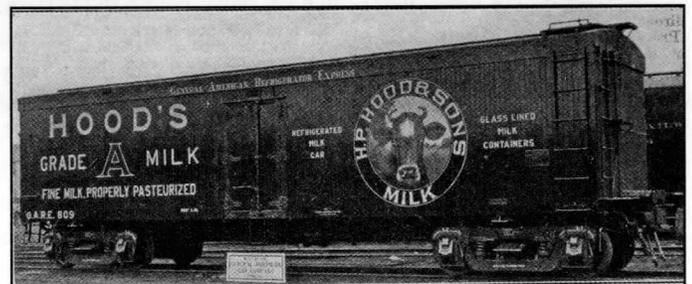
The cars, which are owned by H. P. Hood & Sons, are of refrigerator type, with insulated floor, walls and roof, and with two glass-lined tanks of 3,000 gallon capacity each, placed on a central steel beam. These tanks are insulated and supplied with inlet and outlet connections. They have a manhole through which the tanks can be thoroughly cleansed after use, as well as peep hole and electric light. A motor generator constantly agitates the milk to prevent the cream from rising.

These cars are equipped with electrical connections, motors and small air compressors which will force the milk out of the tanks into the milk receiving station without a bit of loss. The cars have equipment making it possible to run them on fast trains.

This type of car was first used on a large scale in New England during the recent Vermont flood, when milk was brought to the stricken section from Philadelphia, Baltimore and Chicago, and been impossible to haul at that time from St. Albans, Vt., to Boston, by cars enough of the usual type of milk cars to loaned for the purpose. It would have bring in an equivalent supply.

"New Glass Lined Tank Cars", from the May 1928, (Vol. 5, No.2), Employees Magazine.

Submitted by Bill Keay; Bob Buck Collection



Dwight Smith Photo



RRE Branch Line Excursion. Hudson, MA. April 25, 1948



Pan Am Railway Fleet Upgrade

William A. Wallace, General Manager of Locomotives

In March of 2010, Pan Am Railways took delivery of the first of ten newly acquired SD40-2 locomotives at our Mohawk, New York interchange. The units were purchased from The Kansas City Southern Railway Company.

The SD40-2 was first introduced in January 1972. This 3000 hp (horsepower) EMD 16-cylinder 645-E3 engine was very reliable and economical, and it went on to prove itself during the 1973-1980 oil crisis as other high-horsepower locomotives over consumed diesel fuel. When it was designed, it was the most dependable, cost efficient, heavy-service locomotive ever built, and soon became a favorite among train crews and shop employees.

One by one all ten have been cycled through the heavy repair shop in Waterville, Maine. The process began with a total steam cleaning of the locomotive car body, trucks and engine, followed by a full inspection of containment tanks, toilets, batteries, event recorders, head-end telemetry, radios, antennas, and all safety appliances. During this interval, all air, fuel and oil filters were changed out as well, and new oil and water treatment added. A complete three-year airbrake test was also conducted which included cleaning, inspection and testing of all air equipment. The next step was to load test for maximum horsepower and efficiency, then it was off to the paint shop for blasting and sanding of the old finish, primer and a final coat of urethane paint in the Pan Am Railway livery. The locomotives are numbered MEC 600 to 609.

Since then we purchased an additional ten (10) SD40-2's, numbered MEC 610 to 619, to complete our fleet upgrade. Pan Am Railways currently owns 102 locomotives comprised of: 2 GP-7's, 8 GP-9's, 4 GP35's, 54 GP40's, 20 GP40-2's, 10 SD40-2's, 2 SD26's, one SD39 and one SD45.

The logic behind the purchase of SD-40-2's is to standardize the fleet, while decreasing the average age and increasing horsepower and reliability. After retiring our remaining GP7's, GP9's, GP35's, SD26's, SD39 and SD45, the new roster will consist of 54 GP40's,

20 GP40-2's and 20 SD40-2's.

Pan Am Clipper, 2nd Quarter, 2010 via The Green Block Cent NY Chap NRHS

Pan Am Southern

Pan Am Railways (PAR), known as the Guilford Rail System (GRS) before March 2006, is a holding company that owns and operates Class II regional railroads covering northern New England from Mattawamkeag, Maine to Rotterdam Junction, New York. Pan Am's subsidiaries are the Boston and Maine (BM), Maine Central (MEC), Portland Terminal (PT) and Springfield Terminal (ST). In 1998, Guilford purchased the name, colors and logo of Pan American World Airways. On May 15, 2008, Norfolk Southern and Pan Am Railways agreed to create an improved rail route between Albany and Boston called the "Patriot Corridor." Each of the two companies own 50% of the new company known as Pan Am Southern (PAS).

The Green Block Cent NY Chap NRHS

Red And/Or Blue Engines?

By Alden Dreyer

Back in the 1960's, and early 1970's, when I worked as an assistant chief train dispatcher in Greenfield, locomotives were officially either Blues or Reds, or if neither, identified by their specific number.

Blues were 1750 horsepower, Reds 1500 H.P. No one cared what color they were, only how much tonnage they could lift. Every official and operating person on the railroad used this terminology and every eight hours we had to write a full-page condition report in small type that went right to the president's office. And got me into trouble more than once with my casual style. A fiction sample for just one train out of a dozen and more would go like this:

MB-6 3 Blues 1 Red 86 loads 12 empties 6885 tons

dept Mcville 6:25 PM. 14 E. Drfd, 18 Fitchburg, 7 Nashua, 12 Manchester, 13 Concord, 34 Boston. 45 minutes lifting 6 milk at Eagle Bridge. 40 minutes North Adams setting out 15th head car with foolish drawbar on MILW 16337. 20 minutes Charlemont inspecting 56th head car GTW 303518 for hot journal. OK to go. Picked up 12 Fitchburg's at E. Drfd. Red pusher out of Montague. Arrived Boston 2:15 AM.

Pioneer Valley - Pan Am Southern – Holyoke

PAS and PVRP are working on reopening their interchange. Brush has been cleared and work has been done to the PAS side of the interchange. PVRP will begin working to replace all of the timbers on the bridge over the canal shortly.

They will still have some minor other work to be accomplished on the line along South Water Street. They have contacted all of the businesses nearby to alert them that rail operations will return to this line. Once activated, this interchange will provide access to traffic originating on PanAm Railways, PAS and Norfolk Southern.

Atlantic Northeast Rails & Ports via The 470 The 470 Railroad Club

End Of Passenger Trains On The MeC

On Labor Day, September 5, 1960 the Maine Central Railroad officially ended passenger service. Still running at that time were trains 5 and 8, a daily daytime round trip Portland to Bangor and return, and trains 9 and 4 six nights a week from Portland to Vanceboro and return. The night trains eastbound did not run Saturday evenings, and the westbound return did not run Sunday night-Monday morning, but trains 11 and 14 operated on a slightly different schedule on those nights between Portland and Bangor only. I rode the last number 5 Portland to Bangor, and returned on the last number 8 Brunswick on September 5. The actual final Maine Central passenger train was number 4 which ran that night as it was scheduled to leave Vanceboro a few minutes before midnight. I stopped for the night in the old Eagle Hotel in Brunswick across the street from the railroad station, and boarded the last number 4 at Brunswick just before 6 AM on September 6. The locomotive was carrying white flags, as the timetable without passenger trains had officially gone into effect a few hours earlier. Though the coach was quite full, I believe I was the last revenue passenger to board a Maine Central passenger train, as nobody else got on in Brunswick. A few weeks later, the ultimate crime was committed. On the evening of Saturday, October 29, 1960 the last State of Maine Express left Portland for New York, and Portland Union Station closed forever. The wreckers were not far behind. Both Portland Union Station and Brunswick's station were knocked down in 1961. Now, at significant expense, a new Portland station has been created for Amtrak's Downeaster less than a mile from the site of Union Station, and the Town of Brunswick, anticipating the start of Amtrak service has built "Maine Street Station" as a new intermodal terminal almost exactly on the site of the old station. What goes around comes around!

Len Bachelder The 470 470 Railroad Club

New Hampshire Republicans Plan To Kill Commuter Line

Republicans in New Hampshire's legislature have proposed shutting down what they call a "senseless" commuter rail line into the state, the Nashua Telegraph has reported. The plan would extend Massachusetts Bay Transportation Authority's Lowell Line from Lowell, Mass., to Nashua, N.H.

"If it made sense, the private sector would do it," said Rep. Donald McGuire, R-Epsom, author of the bill to shut down the extension. McGuire's bill would repeal the New Hampshire Rail Transit Authority, which the legislature created four years ago with bipartisan support from Nashua-area legislators.

Nashua Mayor Donnalee Lozeau noted the state is expecting a \$4.1 million planning grant for the line, and it'll lose that if McGuire's bill passes. "I think it is shortsighted of us not to complete our look and look at all options regarding rail," she said.

Submitted by Jonelle DeFelice

Maine Rail Improvements

Until recently, when Pan Am Railways trains carrying Maine paper met with St. Lawrence & Atlantic trains carrying chemicals at Auburn's Danville Junction, the resulting bottleneck could add days to the transportation time. The junction, essentially a diamond-shaped interchange of tracks designed in the 1860s, worked fine when half a dozen cars were exchanged between the lines each day. But now that 30 or more are switching between the rail companies, the antiquated junction was substandard. Until recently, that is. The junction was redesigned in a \$5 million project, with the state providing \$1.9 million in bond funds, the two rail lines splitting another \$1.9 million and the federal government providing \$1.2 million.

The Danville Junction project was officially unveiled October 22 as Gov. John Baldacci, St. LA President Mario Brault, Pan Am President David Fink and his father; Pan Am Systems CEO David Fink, and numerous other state officials and business leaders toured central and southern Maine. They traveled in class, aboard Pan Am's dark blue executive train, which consists of an engine and a business car and a lounge car, built in 1916 and 1950 respectively. After Danville Junction the tour continued on to Cumberland-Yarmouth area, where crews were replacing 15 miles of track, with 15 more to go to allow the Downeaster passenger line to extend from Portland to Brunswick. It traveled through Portland, over a recently refurbished "we" that allows the Downeaster to turn around, and ended at Rigby Yard in South Portland.

Bangor Daily News via Tracy Hastings via The 470 470 Railroad Club

New England Southern's Last Run

August 31st last saw the passage of the last southbound local freight as it passed through the village of Hooksett on the Concord to Manchester New Hampshire line. At Hooksett 10 or so fans were there to observe at 3:15 PM NEGS 2370 GP39-2 as it passed with 18 empties plus B&M caboose C127. The empties consisted of 16 covered hoppers (a mixture of grain hoppers from Blue Seal Feeds from Bow Jct., and cement hoppers from Ciment Quebec in Bow). The remaining 2 empties were 2 center beam flats from Coastal Lumber in Bow. The caboose was not a regular but was appropri-

ate for a last run over the one time B&M line. The last northbound run the same day saw no loads as Pan Am's local 'from Nashua to Manchester never made it in time for the interchange. The next day September 1" saw the first Pan Am local to Concord powered by MEC 502 GP40-2W with a 23 car load consist. Thus far into the 3" week of operation MEC 502 has been a regular unit assigned to this run. NEGS had operated this line for some 25 years under contract to operate under GRS. NEGS still has a contract to operate freight service over the New Hampshire State owned Concord to Lincoln 72 mile line and has a interchange track with Pan Am at Concord.

Louis Beaudoin via The 470 470 Railroad Club

Rail Fans
Join us!
Saturday
March 19, 2011

**A SPECIAL BENEFIT EVENT
FOR THE FLYING YANKEE**



Keynote Speaker: Jerry Kelley -
HOOSAC TUNNEL - THEN and NOW

Guest Speaker: Mike Tylick -
'Railroads Across New England'

Event starts 4:30 p.m. with a WINE TASTING
Conducted by - Gayle Kelley

Program and Dinner at 5:30 - 9:00 p.m.

Program includes a fun, fast-paced memorabilia event.

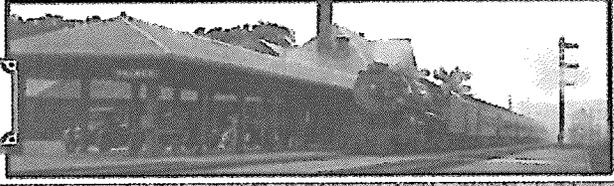
Exhibits by Christopher Iorillo -Technical Illustrator,
Stoddart's Ltd. Rail art and Author - Joe Karas!

Bring family and friends to a fun evening at the Steaming Tender Restaurant in the Historic Palmer Railroad Station!

Watch real trains pass on both sides of the restaurant as you enjoy our Program with a superb, full course dinner!

**For more details and to Order Tickets visit
our website at www.flyingyankee.com**

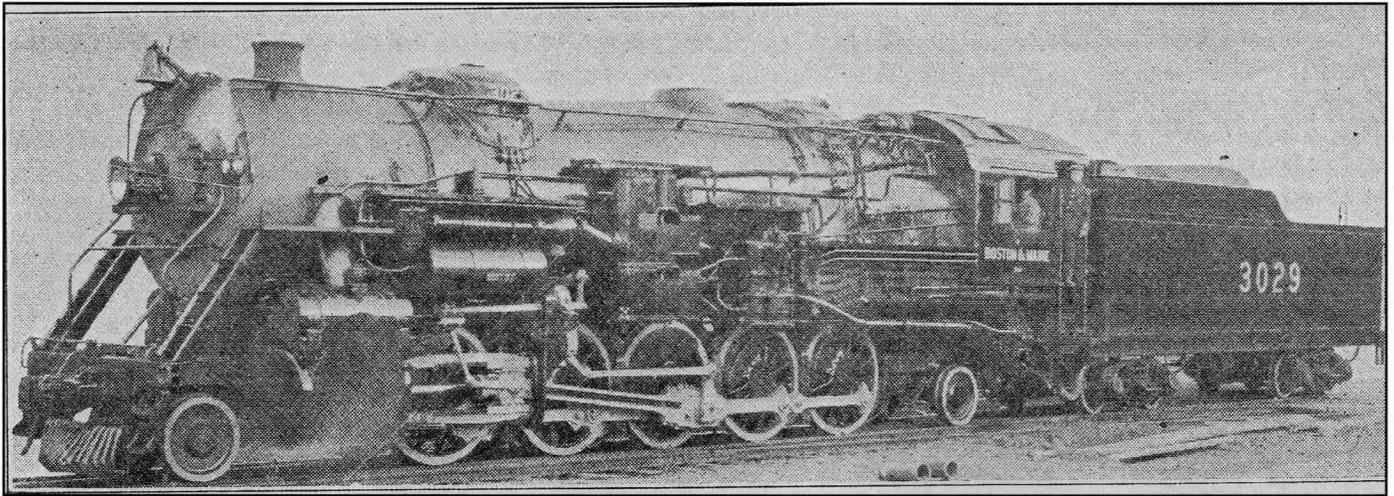
Event is Hosted by Steaming Tender Restaurant, Palmer, MA





STEAMING TENDER
RESTAURANT

- to the Historic Palmer Railroad Station -



Our Santa Fe Locomotives

By C. B. Smith

Number 3029, shown in the cut, is one of the ten 2-10-2, or Santa Fe type locomotives delivered to the Boston and Maine last October, for service on the Berkshire Division. They are like the twenty engines delivered in 1920, except that the latest are equipped with feed Water heaters shown in the cut over the middle driving wheels.

These thirty locomotives, which are among the most powerful and up-to-date in service on the New England Roads, have made an excellent performance in freight service on the Berkshire Division. These engines have eliminated the 'use of double-heading, with the consolidation, or 2-8-0 type locomotives, and permit a reduction of train expense, and easier operation of one locomotive in place of two.

In the design of these engines, great attention was given to confining the various appliances. Within the clearance lines of the Hoosac Tunnel, as so large a capacity loco- motive usually exceeds their dimensions in height and Width. They were also designed to run smoothly on curved track, with which the Berkshire Division is bountifully supplied, and although these Santa Fe's have five pairs of coupled driving wheels. There has been, thus far, no noticeable increase in track maintenance due to their operation. The forward pair of driving wheels is permitted to have two inches of lateral play, controlled by suitable resistance. So that the rigid wheel base of the driving wheels is but 16 feet-one foot less than our consolidation engines having four pairs of driving wheels.

Some of the interesting dimensions of these locomotives are:

Weight on driving wheels	302,700 lbs.
Total Weight of engine	361,200 lbs.
Weight of tender	706,000 lbs.
Cylinders	29" dia., 32" stroke
Driving wheels	61" diameter
Tractive effort	71,300 lbs.
Total wheel base--engine and tender	79'-1"
The grate surface is 10 ft. by 8 ft. .	
Length over couplers	89'-6"
Tender--water capacity	12,000 gals.
coal capacity	16 tons

Coal is fed by a mechanical stoker which conveys the coal from the tender to a hopper under the cab deck, thence lifting it through two elevators on either side of the fire door discharges the coal through openings into the firebox, scattering it uniformly over the grate surface. A very thin fire can be carried. The regular fire door opening is available for hand Bring, if necessary. The grates are rocked in four sections operated by a steam grate shaker.

A power reverse gear, operated by air, also by steam in case of emergency, permits easy handling of the valve gear and should promote economical adjustment of the steam cut 05.

These locomotives are equipped with a superheater to deliver high-temperature steam to the cylinders and avoid condensation when engine is in full operation. The feed water heater is of the "open" type drawing exhaust steam from the cylinder passages, through a check valve and oil separator into the spray chamber of the heater, Where contact with the water, jet condenses the steam and raises the temperature of the water to about that of the exhaust steam, when the feed pump delivers it into the boiler. The pump is operated when the locomotive is working steam. At other times the injector is used when necessary. A fuel economy, depending on the service rendered, should range from 8 to 12%.

The cab is of vestibule type similar to those in use in Canada, providing warmth in the winter season, while summer conditions are made quite comfortable by the removal of side doors and back partitions.

On account of their heavy weight, the Santa Fe's are limited to service on the main line of the Berkshire, and portion of the Fitchburg Divisions.

April 1924, (Vol. 1, No.1), Employees Magazine.

Correction

The January-February Membership Meeting presentation "tour of a quarry in the Redstone, (N.H.) area," credited to Mal Sockol was actually presented by society member Bob Farrenkopf.

Thanks to those that submitted material for the Newsletter.

Please keep it coming.

Bob