

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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September – October 2016

Bob Warren, Editor (bmbobwarren@comcast.net)

Visit the B&MRRHS on the web at: [www.bmrrhs.org](http://www.bmrrhs.org)

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## B&MRRHS CALENDAR

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

### Lowell Folk Festival July 30 and 31, 2016

Once again the society took part in the annual Lowell Folk Festival. This event is a wonderful opportunity for us to show off our restored B&M #410 steam locomotive and B&M combine. People are fascinated by the history of the B&M that they discover in photos and artifacts in the coach. Children and adults always enjoy watching our HO scale train display. As an added benefit to the society we always sell many B&M t-shirts and often gain some new members. Putting on a show like this would not be possible without the help of our dedicated society volunteers. I would like to thank:

Carl Byron, Russ Monroe, Dan Hyde, Paul Kosciolk, Dave Hampton, Sandy Shepherd, Rick Conard, Peter Victory, Donald Hampton, Cliff Temple, Rick Hurst and Rick Nowell.

Sincerely,  
*Jim Nigzus*

**Sept 17** – We will be meeting at the Nashua Valley Model Railroad Club's layout in Shirley, Mass. They are graciously allowing us to come and enjoy running trains on their layout. Please note September – October 2016, scheduled to avoid conflict with other September activities. See enclosed flyer for details and directions

**Oct 15** – Once again we will return to Plymouth, NH for our extremely popular meeting at the railroad station. Gregg McFarland will be presenting. The Winnepesaukee Scenic Railroad will be stopping by during the meeting. See enclosed flyer for details.

**Nov 12** – We will be back in Lowell. Details to follow.

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Have slides, photographs, hardware you'd like to donate to the society? Send those items to Rick Nowell, B&MRRHS Archives, PO Box 9116, Lowell, MA 01853.  
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## 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.

PO Box 469  
Derry, NH 03030  
bmrrhs@gmail.com

In all instances involving money DO NOT send cash as the society will not be held responsible for if lost.

Make checks, etc. payable to **B&MRRHS**

**Address Change:** if you change your address please let the Society know by mail or email. When you do not let us know, it costs extra for postage: first mailing, returned postage and second mailing, i.e., three mailing costs to one person.

**Society Officers, Directors and Staff**

President	Rick Nowell
Vice President	Paul Kosciolk
Treasurer	Paul Kosciolk
Clerk	Michael Basile
Secretary	Wayne Gagnon

**Board of Directors**

Carl Byron	Robert Farrenkopf	Rick Hurst
Dan Hyde	Russ Munroe	Jim Nigzus
	Mal Sockel	

**Alternate Directors**

Dave Hampton	Jerry Kelley
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**Staff**

410 Project Chairman	Jim Nigzus
Archives Chairman:	Rick Nowell
Bulletin Editor:	Andrew M. Wilson
Bulletin Distribution:	Dan Hyde
Hardware Chairman:	Dan Hyde
Historian:	Russ Munroe
Membership Secretary:	Kathy Winiarz
Modelers Notes Editor:	Bob Warren
Newsletter Editor:	Bob Warren
Program Co-Coordinator:	Mal Sockol and Jim Nigzus
Show Coordinator:	Jim Nigzus
Webmaster:	Jimmy Nigzus

www.bmrrhs.org

**MEMBERSHIP**

- **Please renew your membership within the ninety-day renewal period or you will be deleted from the membership list.** All renewing members are provided a preaddressed renewal envelope, containing your membership data on the flap.

Please **DO NOT** over tape the flap.

- **Write any address changes on an additional piece of paper and include within the renewal envelope**
- **Payment is by check or money order ONLY... please do not send cash.** You may pay by cash if you attend a Membership meeting or train show at which the society has a presence.
- **If you do not get society publications after renewing contact the society at the address below.**
- **Prior to moving, please notify the society to insure continued receipt of society publications, etc.** Failure to do so requires additional expenditures to have returned mail forwarded to you if your new address becomes known.
- **A RED DOT on your address label indicates that this is the last item you will receive from the Society, as you have not renewed within the allotted timeframe.**
- **All questions regarding your membership should be addressed to:**

**Membership**

c/o B&MRRHS, PO Box 469  
Derry, N.H. 03038-0469

Kathy Winiarz, Membership Sec.

**B&MRRHS Membership Dues**

All values in US dollars. Dues are payable by check, money order, postal money order or cash. Sorry, but we are unable to accept charges. Please allow 4 to 6 weeks for processing.

Please send membership requests to:

B&MRRHS - Membership  
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

### **B&MRRHS Receives Bequest**

The Boston & Maine Railroad Historical Society, Inc. has received an exceptionally generous bequest from the estate of longtime member Preston S. Johnson. The bequest, in excess of \$100,000, is a moving confirmation of Preston's regard for the B&MRRHS, and his wish to further the Society's educational and historic preservation programs and activities.

Born in Lawrence, Mass. in 1923, Preston Johnson grew up in Andover and began working for the Boston and Maine Railroad on December 25, 1939 before he graduated from high school! He dedicated his nearly 5-decade long career to the B&M, rising to the position of Chief Dispatcher before retiring in 1984. His depth of knowledge about trains and railroading made him an unofficial historian for the B&M. He loved sharing his years of experience and knowledge with fellow train enthusiasts and travelled extensively by train across North America, documenting and photographing his travels for railroad publications. He served as president of the Old Railroad Wheels, the B&MRR retired employees' organization, for 20 years.

Preston filled his retired years with community service. He was President of the Melrose Chapter of AARP, served on the Board of the Milano Senior Center, and was a longtime member of the Wakefield Retired Men's Club. He donated his extensive collection of railroad literature and hardware to the B&MRRHS prior to his death in 2015.

The Boston & Maine Railroad Historical Society, Inc. was founded in 1971 for the preservation of materials related to the history of the Boston and Maine Railroad and its predecessor lines. The Society has 950 members worldwide. The group maintains its Archives at the Center for Lowell History, part of the UMass Lowell library system, and holds a collection of railroad hardware and artifacts. It also preserves B&M steam locomotive No. 410 and combination coach-baggage car No. 1244 which are on permanent display in Lowell. The Society publishes a journal, known as the *B&M Bulletin* and presents monthly educational programs for its members on a variety of topics related to railroading. The B&MRRHS board of directors has designated part of the bequest to be used for digitizing items from its collection of railroad photos, documents, and drawings.

### **Providence & Worcester Railroad Announces Proposed Acquisition By Genesee & Wyoming.**

G & W announced it has agreed to acquire Providence and Worcester Railroad Company subject to satisfaction of customary closing conditions. Headquartered in Worcester and operating in Rhode Island, Massachusetts, Connecticut and New York, P&W is contiguous with G&W's New England Central Railroad and Connecticut Southern Railroad.

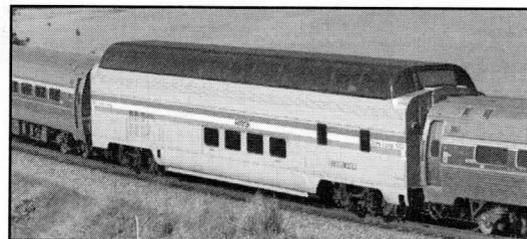
Approximately 140 P&W employees provide rail service with 32 locomotives across 163 miles of owned track and over approximately 350 miles under track access agreements, including exclusive freight access over Amtrak's Northeast Corridor between New Haven and Providence and trackage rights over Metro-North Commuter Railroad, Amtrak and CSX between New Haven and Queens, NY. P&W interchanges with G&W's NECR and CSO railroads, as well as with CSX, Norfolk Southern, Pan Am Railways, Pan Am Southern, the Housatonic Railroad and the New York and Atlantic Railroad, and also connects to Canadian National and Canadian Pacific via NECR. P&W serves a diverse mix of aggregates, auto, chemicals, metals and lumber customers in southeastern New England, handling approximately 43,000 carloads and intermodal units annually. In addition, P&W provides rail service to three ports (Providence, Davisville and New Haven) and to a U.S. Customs bonded intermodal terminal in Worcester, receives inbound intermodal containers for distribution in New England. Upon approval by the Surface Transportation Board, P&W would be managed as part of G&W's Northeast Region. The addition of P&W to G&W's existing presence in the region substantially enhances G&W's ability to serve customers and Class I partners in New England, which is a highly competitive rail market with a premium placed on timely, efficient and safe rail service.

*Submitted by Randy Kotuby*

### **Downeaster To Sport Full Dome Car During August And September**

Amtrak has announced that its last remaining full dome car, the ex-Great Northern 'Great Dome Lounge' *Ocean View* will operate on certain Downeaster trains from August 13 through September 18.

*Amtrak submitted by MassBayRRE.org*



**WELCOME NEW MEMBERS**

The following individuals joined the society since January of this year.

Name	City/Town	State
Tom Ambrose	Minnetonka	MN
Douglas A Baldinelli	Wilmington	MA
Philip D Baldinelli	Londonderry	NH
David Bernstein	Fort Worth	TX
James M. Beverley, III	Scotia	NY
Barry Boyce	Danvers	MA
Richard Allen Breton	Haverhill	MA
Ross Chapman	Plymouth	MA
Allan Clarke	Parker	CO
Michael Connolly	Porter	IN
Eric Cunningham	Malden	MA
Tim David	Chesterfield	U.K.
Richard Faucher	Windham	NH
Edmund Finn	Manchester	NH
Tom Fuller	Woburn	MA
Paul F. Gelinas	Windsor	CT
Joe Anthony Geronino	Endwell	NY
Jim Haines	N. Billerica	MA
Ray Hill & Kolten Guthrie	Toledo	OH
John & Pauline Johansen	Troy	NH
Ed Kelly	Norton	MA
Fred Kippen	Beverly	MA
Anthony M. Komlyn	Tallahassee	FL
Michael Kuchlewski	Malden	MA
Steve Lattimore	Santa Paula	CA
William H Lee	Knoxville	TN
John E. Minitier	Ipswich	MA
Michael J Nolan	Athol	MA
Robert Porter	Devens	MA
Mark E. Raymond	Mansfield	MA
Tom Rayner	Walpole	MA
Eric Reuter	Kittery	ME
Andrew Riedl	Somerville	MA
John Schnabel	Champlin	MN
Alexander Snow	Seattle	WA
Ted Snow	Bellingham	WA
David Swinford	Rochester	NY
Gareth Thomas	Fitzwilliam	NH
Christopher Thompson	Needham Heights	MA
Earl S. Tuson	Loudon	NH
David Twombly	Pensacola	FL
John Van Denburgh	Rotterdam	NY
Leah Anne Weston	Durham	NH

### FRA Approves Passenger Rail Blueprint To Connect Boston And New Haven To Montreal, Add Service To Central Massachusetts

The Federal Railroad Administration recently announced a Finding of No Significant Impact on the Northern New England Intercity Rail Initiative. The finding clears the way for states and the federal government to invest in future passenger rail service in New England. The Initiative proposes to restore service between Boston and New Haven through Springfield and Hartford and add new service between Boston and Montreal.

“Existing passenger rail service through New England is limited and already at capacity for a region that is growing,” said U.S. Transportation Secretary Anthony Foxx. “With an approved blueprint in hand, New England can now move forward to connect people to key job centers and allow students to easily travel to and from New England’s numerous colleges.” FRA awarded \$942,775 to the Massachusetts DOT and the Vermont Agency of Transportation (VTrans) through FRA’s Next Generation High-Speed Rail Program to study potential service options and complete the Tier 1 Environmental Assessment, in accordance with the National Environmental Policy Act. FRA found that no significant environmental impacts would result from adding more frequent and higher speed intercity passenger rail service, in large part due to the use of existing operating rail lines within existing rights-of-way. The proposed infrastructure improvements also would be located within existing right-of-way along areas that were in the past double or triple tracked. “More than two million people live within three miles of a station along this corridor,” said FRA Administrator Sarah E. Feinberg. “For everyone to move safely and efficiently, the region needs a robust rail system, and this blueprint will help achieve that goal.” MassDOT and VTrans will coordinate the Initiative with other projects, including NEC FUTURE, FRA’s ongoing comprehensive planning effort to define, evaluate, and prioritize future investments in the Northeast Corridor NEC.

*Hot News via Railpace*

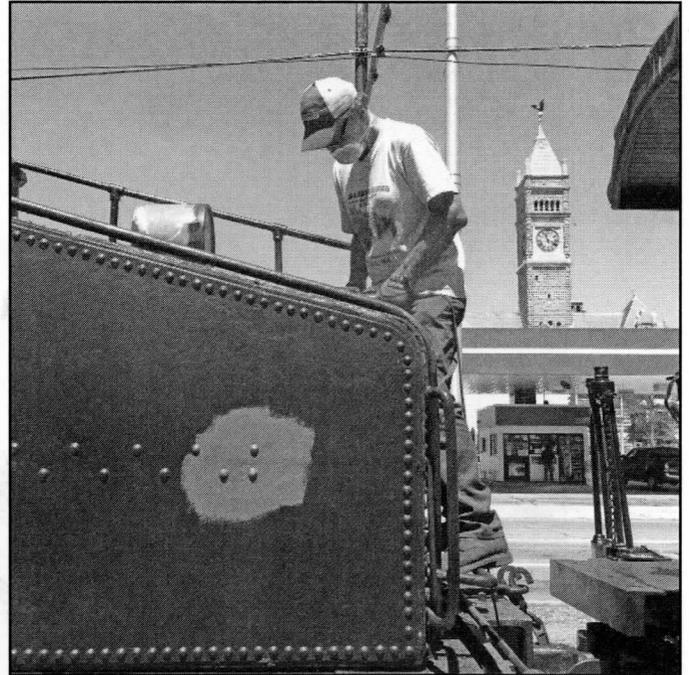
#### NOMINATIONS

Nominations for Officers and Directors of Boston & Maine Railroad Historical Society, Inc. are due at the Society’s post office box no later than September 30, 2016. If you **nominate** someone other than yourself, be sure to **get** an OK from that individual before **submitting** his or her name. Submit nominations to B&MRRHS–Nominations, P. O. Box 9116, Lowell, MA 01853

## U.S. DOT Announces \$10 Million Tiger Grant To Extend Amtrak Service To Burlington

U.S. Department of Transportation will provide \$10 million to extend Amtrak's Ethan Allen Express passenger train service all the way to Burlington, Vermont. Currently, the service begins in New York City and stops in Rutland, Vermont. "Transportation is always about the future. If we're just fixing today's problems, we'll fall further and further behind. We already know that a growing population and increasing freight traffic will require our system to do more," said Secretary Foxx. "In this round of TIGER grants, we selected projects that focus on where the country's transportation infra-structure needs to be in the future: safer, more innovative, and more targeted to open the floodgates of opportunity across America." The \$10 million grant will fund approximately 11 miles of new rail track along the state-owned line and three passenger platforms in Middlebury, Vergennes, and Burlington. The project will also reduce long-term maintenance costs for the state, allow passenger trains to operate up to 60 miles per hour and enhance safety at multiple railroad crossings.

"This is a day Burlington has been waiting a long time for - this funding will help not only take us back to a time when passenger rail extended to Burlington, but more importantly, it will take us into the future," said FRA Administrator Sarah E Feinber



Here is a view of Jim Nigzus removing paint from back of No. 410's tender. Bob Farrenkopf took the picture on June 18, 2016.

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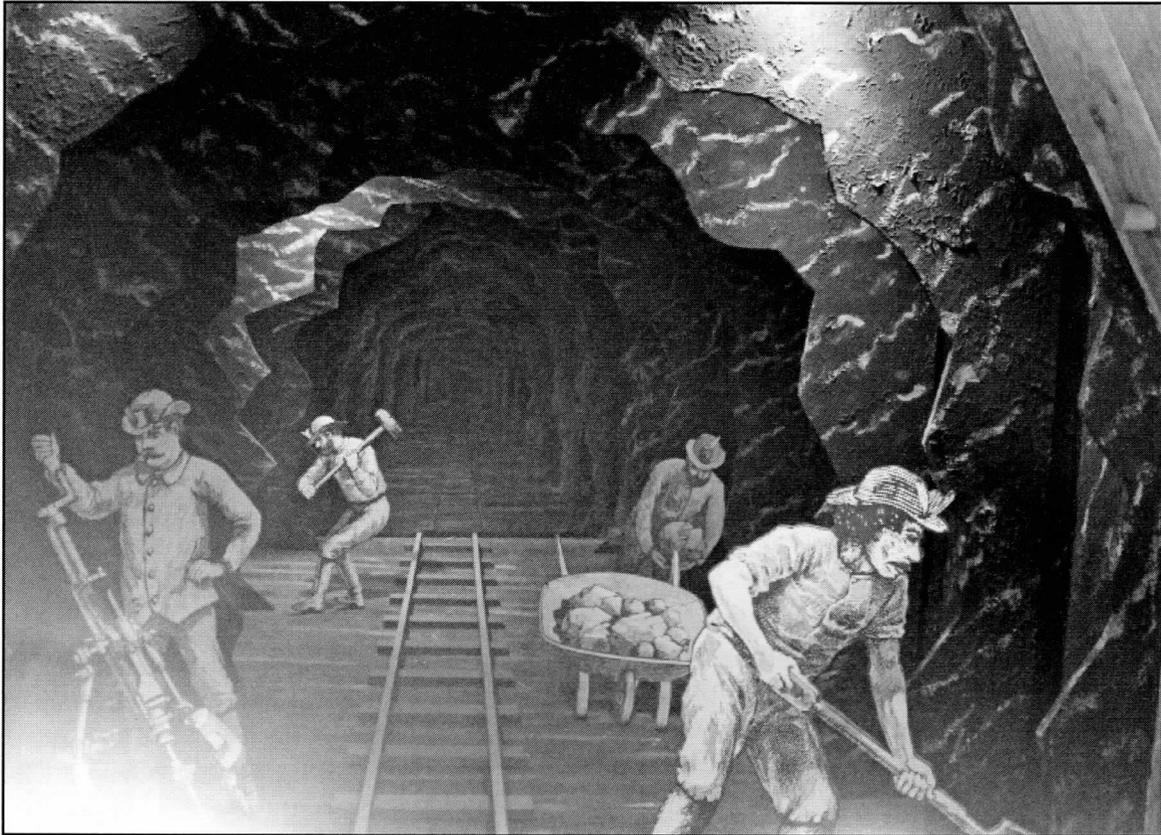
## Local freight on the B&M

A local freight with soon-to-be replaced 0-6-0 No. 443 switches cars at Reading, Mass., on a cold February day in 1953.



S. K. Bolton Jr. photo

**North Adams train festival**

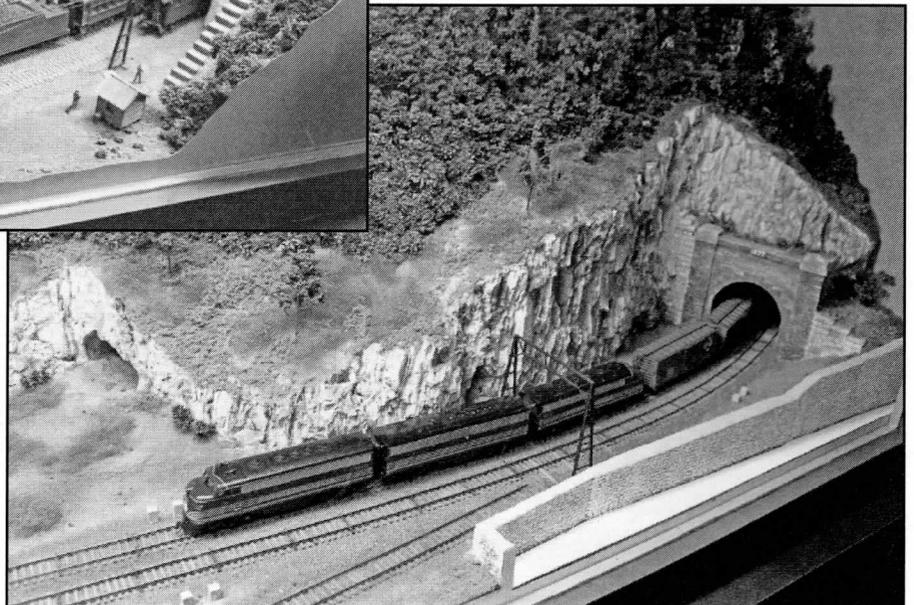


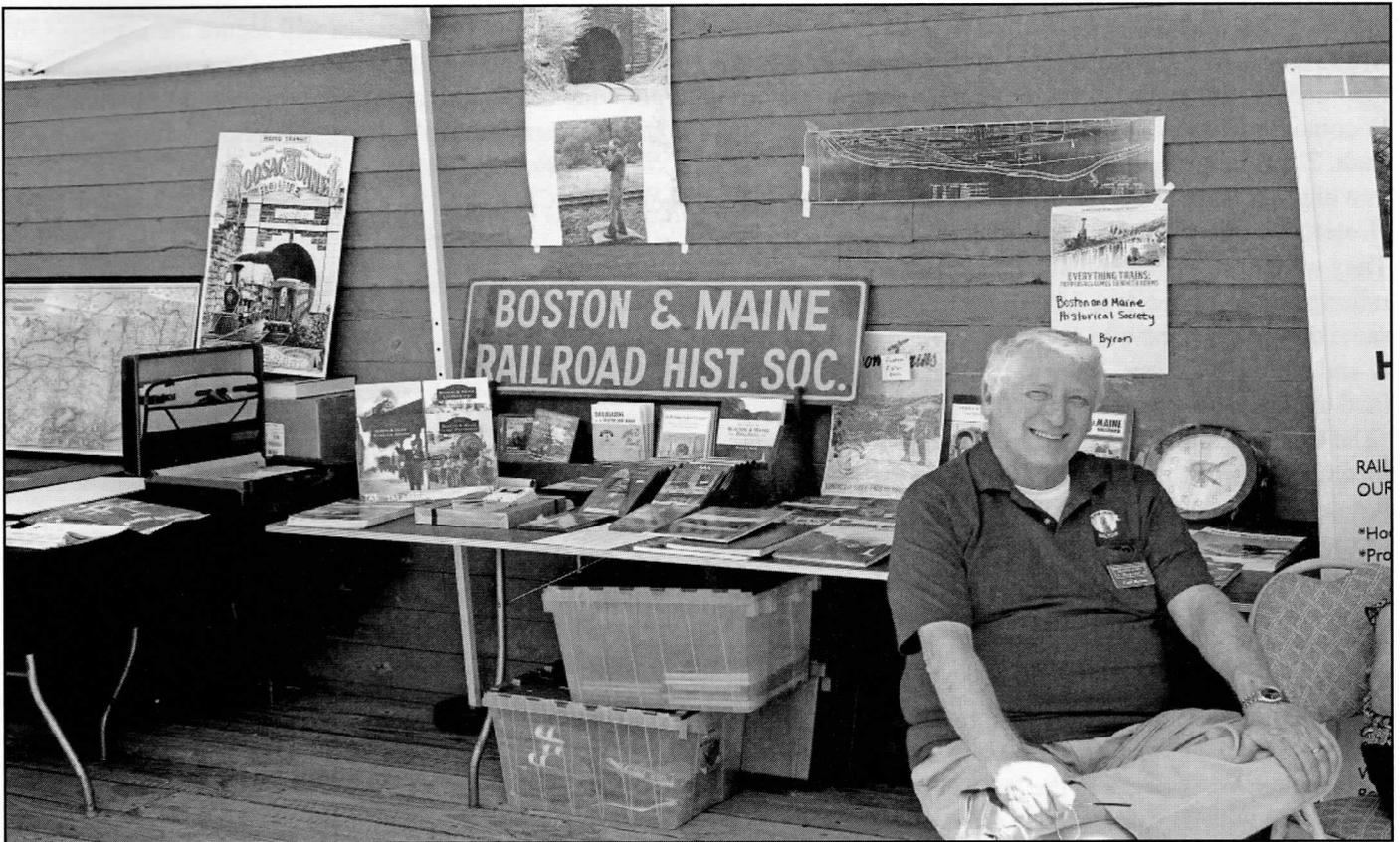
Artist rendering of pre-TNT digging in the tunnel



Steam and electric at West portal  
HO model

Diesel at East portal note  
boring machine-test hole at left  
HO model

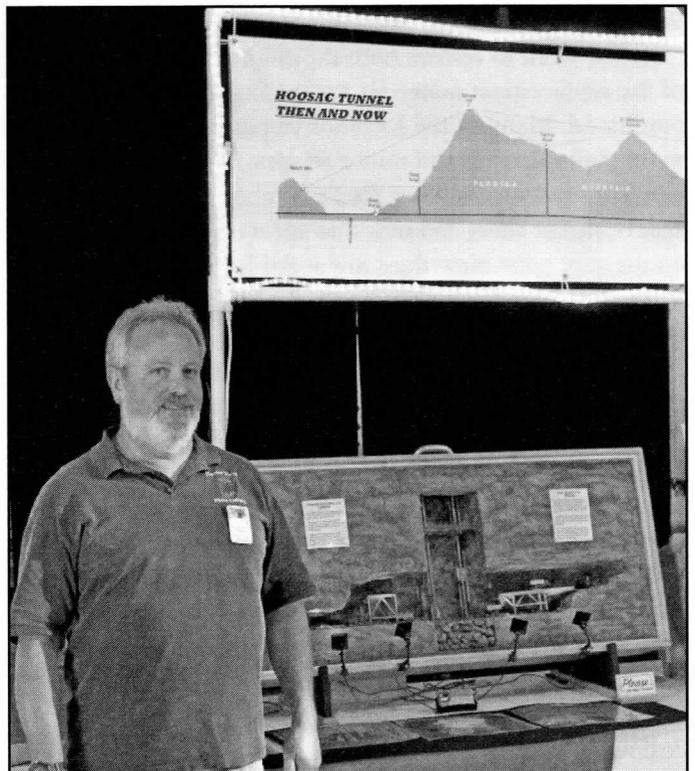




Carl Byron at the train festival



Jerry Kelley's display of Central Shaft and air pipe used.



### **Boston & Maine #3713**

In 1934, B & M Railroad purchased five steam locomotives, numbers 3710 through 3714 from Lima Locomotive Works of Lima, Ohio at a cost of \$100,000 each. These new engines had the latest improvements such as a high-pressure boiler, an embedded Coffin Feedwater Heater, oversize firebox, superheaters and thermic siphons. They were designed to pull and heat a 14-car train at 70 miles per hour. When B & M purchased five more of the same design a contest was sponsored with school children in and around the Boston area to name the ten Pacific's (and ten other passenger engines). 3713 was named "The Constitution #3713 served as a mainline passenger locomotive through World War 2 and into the 1950s. Her last service was during a flood in 1958 (diesel-electric locomotives with electric traction motors on the axles, are not good at wading).

F. Nelson Blount acquired the locomotive about 1960 and placed it on exhibit in South Carver and Wakefield, Massachusetts, then North Walpole, New Hampshire and finally Bellows Falls, Vermont. The management team of Steamtown NHS made a decision to restore #3713 to operation. Work began in the late 1990s through a partnership with the Lackawanna & Wyoming Valley Railway Historical Society. The partnership involved two aspects: The society raises funds and awareness of the project, while the National Park Service developed the scope of work. The Society's team of contractors resumed work to restore both the engine and tender. Most of the replacement materials for the firebox and boiler are purchased. Many of the locomotive parts require not much more than cleaning and minor repairs. Work includes a new combustion chamber for the firebox (crown sheet, side sheets, throat sheet and rear flue sheet) plus extensive work on the stay bolts New flues are at the locomotive shop. Roller bearings for the tender trucks were recently donated by the Timken Company and Brenco Inc.

Steamtown NHS is not currently operating mainline steam locomotives. They are in the process of major maintenance and rebuild of their locomotive power fleet, with a focus on a 1929 Baldwin Locomotive Works engine #26, a 0-6-0 switcher, that will be motive power for short train rides. BLW #26 may also see duty for an occasional special excursion on a portion of the former Delaware & Hudson Railroad mainline to Carbondale.

Next steam locomotive to return to service is expected to be B & M #3713, which will replace #325, 4-2-8-2, a Mikado-type locomotive for mainline excursion power. Following completion of these projects, plans are to repair and restore 1923 Canadian Pacific #2317 to operating condition. It will be used for motive power on mainline

excursions. The Park Service will secure the resources to restore these historic locomotives to operating condition, allowing the Park to continue its mission of providing "live steam" interpretive programs well into the future.

*National Park Service via Ron Palmquist 470 470 Railroad Club*

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### **Trains And Teens**

By Mal Sockol

On April 14 of this year, my wife and I were returning from a visit with our son in New Jersey. We usually drive from our home in Natick, Ma. but wanted to go by rail this time. On that Thursday, NJTransit took us to New York's Penn Station, where we would board Amtrak No. 176 for our return to Route 128 station. In spite of originating down in Lynchburg, Va., No. 176 arrived Penn Sta. on time at 3:20 PM and left directly at 3:30 PM (no kidding!). It would make nine stops en route the 128 station.

I noted that the engineer was running as fast as was allowed and I occasionally detected brake shoe odor as the train braked for a stop or curve. However, I was quite surprised when I realized that, after clearing Canton Jct., we crossed over to the left or westbound, track. The train was "wrong iron" from there into Route 128 station. Upon stepping out onto the platform, I realized why the left-hand run; there, a few cars ahead of our car, was a horde of teenagers emerging from the train. The shouting, laughing and cheering was deafening as the (very) happy crowd of kids slowly moved across the platform and into the now over crowded station. A young adult standing at the rear of the group explained that this was the Wayland, Ma. 8th grade class trip and was returning from four days in Washington, D.C. He was one of twenty-four chaperones, (six per car), with 220 8th grade boys and girls. Wow!

I could then understand the left hand running on the westbound main: our train was able to stop adjacent to the platform directly in front of the station waiting room. The normal eastbound track was separated from the station by fences, necessitating a stairway, escalator or elevator to reach the overhead walkway. Then passengers need to go back down to the station level again. Amtrak did not need to have 220 rambunctious teens climbing up and over the two mainlines. As it were, it took 15 minutes for wife and I to follow the kids into the station where we got our car and finally drove home.

A quite interesting experience! Hats-off to those who arranged for the train to stop at the station platform rather than the "up, over and down" side. It must have been a thrill for those 8th graders to visit our nation's capitol and also to enjoy riding Amtrak on the Northeast corridor.

# BOSTON <sup>AND</sup> MAINE RAILROAD.

GENERAL SUPERINTENDENT'S OFFICE.

ORDER No. 208.

BOSTON, February 4, 1897.

**To Passenger Conductors, Baggage Masters, Brakemen and Porters:**

It is desired by the Management of the Boston and Maine Railroad to obtain a standard style and color for both uniforms and caps for all passenger Conductors, Baggage Masters, Brakemen and Porters, and a committee was recently selected from among your number to look into the matter, obtain prices, samples of goods, and select a suitable place for you to purchase such uniform suits.

The committee so appointed, after having thoroughly investigated the matter, has decided to deal with Messrs. Miner, Beal and Company, No. 63 Summer St., Boston. You will, therefore, procure your uniform suits from the above-named firm until further notice, but no uniform suit or part of suit will be worn until the same has been presented to your Train Master or Division Superintendent for inspection and approval.

The uniform suits are to be procured at the following prices, cash on delivery:—

Conductor's suits	- - - - -	\$17.00
Baggage Masters and Brakemen's suits	- - - - -	16.00

The description of suits follows:—

Material: Slater cloth. Color: Indigo blue.

Coat: Single breasted sack, moderate cut-away, stitched edge, short roll, with four Boston and Maine Railroad buttons on front, and two on sleeves.

Pockets in coat: (Outside) Two hip pockets, one right hand money pocket. (Inside) Two breast pockets, one change pocket.

Vest: Single-breasted, without collar, stitched edge to match coat, and six Boston and Maine Railroad buttons.

Pockets in vest: (Outside) Two breast, two hip. (Inside) One breast.

Trousers: Plain seam. Same material as coat and vest.

Pockets in trousers: Two side, two hip, one watch.

Material for pockets in coat and trousers to be of bed ticking.

In effect Monday, February 8, 1897. Revoking all previous orders pertaining to uniform suits.

D. W. SANBORN,

*General Superintendent.*