

Boston & Maine Railroad Historical Society  
19 *Incorporated* 71

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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July - August 2017

Bob Warren, Editor (bmbobwarren@comcast.net)

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## B&MRRHS CALENDAR

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

### Calendar for July - Aug 2017

**Saturdays** only from July 8 through August 26. Dutton Street, Lowell, Mass. B&M Combine No. 1244 will be open to the public from 11 AM to 4 PM (contingent on volunteers). B&M artifacts and memorabilia. Model railroad.

**Saturday and Sunday** July 29 and 30. Dutton St., Lowell, Mass. Combine No. 1244 will be open all day in connection with the Lowell Folk Festival.

### Meeting Saturday, September 9, 2017 at Rogers Hall. Commencing at 3:30 PM.

Presentation by Henry Marrec, resident of Woburn and well traveled railroad video photographer. Henry leads with digital video of Super 8 films that feature B&M, MEC, BAR, D&H and E-L during the 1960's and 70's. These have voice narration and visual captions. He concludes with fully digital action along the Columbia River highlighting U.P., BNSF and Amtrak in a display of modern railroading in majestic scenery, shot in 2007.

## MEMBER INFORMATION

**Newsletter**

Correspondence concerning the Newsletter can be sent to michael.b.shavelson@gmail.com

**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  
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	Frederick N. Nowell, III
Vice President	Paul T. Kosciolk
Treasurer	Paul T. Kosciolk
Secretary	Wayne M. Gagnon
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Richard K. Hurst, Kathy Winiarz

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## 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

**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

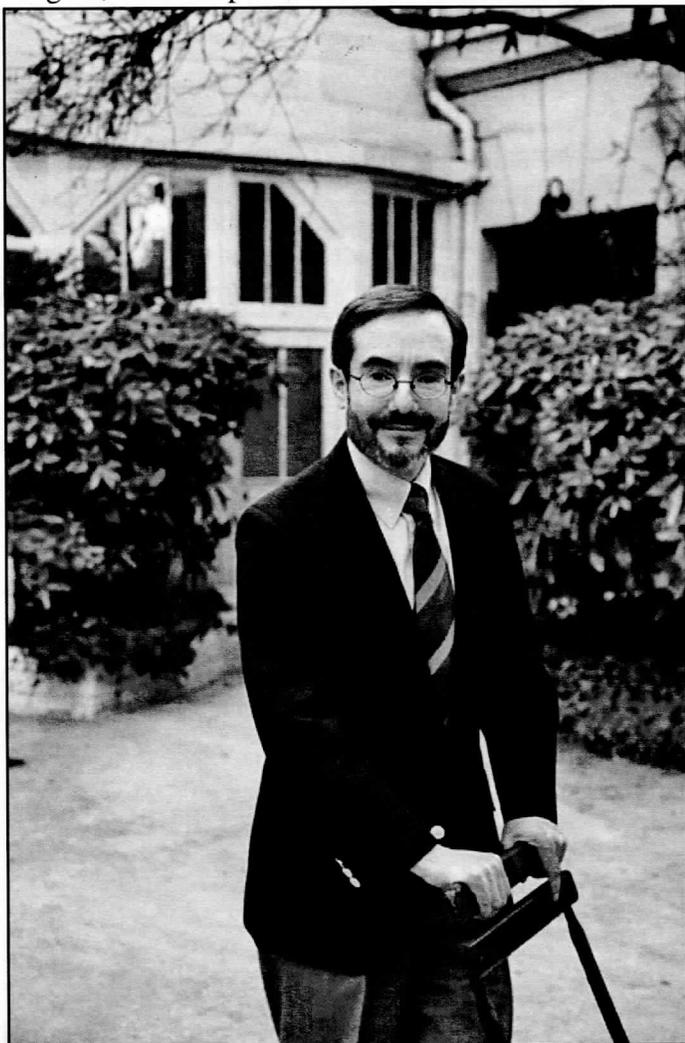
### Michael Shavelson Appointed *Newsletter* Editor

March 26, 2017 – Michael B. Shavelson of Northampton, Mass. has been appointed by the B&MRRHS Board to succeed Bob Warren who has retired after 13+ years as Editor of the *B&MRRHS Newsletter*. The change will be effective with the September - October 2017 issue.

Michael has career experience in the publication field as editor of the Columbia University and Boston University alumni magazines. He is a lifelong B&M railfan, having grown up in Peabody and Marblehead, Mass.

Bob will remain Editor of *Modelers Notes* for the foreseeable future.

Articles and items for the *Newsletter* may be submitted to Michael B. Shavelson, 301 Prospect Heights, Northampton, MA 01060-1612.



### Boston & Maine Boxcar Can Stay In Backyard

A fifteen-year-old boy, Orion Vuillemot, recently purchased a decrepit car from the Naugatuck Railroad for a \$1 (See Jan-Feb 2017 B&MRRHS's *Newsletter*), laid 50 feet of rail and ties in the family backyard, and brought the car home to Woodstock, Conn.

A neighboring family took exception to a rail car sitting in the yard and complained to the town that the car should not be allowed in the yard, it poses a danger from lead paint, and that the town was wrong to issue a zoning permit last month. By unanimous vote, the board rejected the complaint saying the permit is supported.

Howard Pincus, president of the nonprofit Naugatuck Railroad, which sold Orion the boxcar from the surplus rolling stock in its Waterbury yard spoke in favor of the high school sophomore's project to fix what Pincus called a piece of history.

The neighbors and family attorney spoke about the request to revoke the zoning permit. The permit allows the boxcar as an accessory building to be used for temporary storage. Each of the three admired Orion's zeal, dedication and goal but feel the possibility of lead paint and dust could be distributed during the repair work and contaminate water and soil in the area. The attorney said after the ruling, his clients will decide if they will appeal the decision in Supreme Court.

Orion raised more than \$4,000 to get the boxcar disassembled, put on trailers, moved to Woodstock, placed on the 50 foot of rails near the driveway, and next to a small working sap house. A local restaurant business, housed in the old train station in Putnam, staged a fund raiser for Orion, worth \$1,000. The owner, Keith Barnes, said, "that kid's got gumption." Pincus added, "He's an extraordinary young man.

*EDITED FROM THE HARTFORD COURANT Thanks to the CALLBOY*

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### History: Where was Wilmington Junction?

By Larz F. Neilson

Few people today have ever heard  
of Wilmington Junction.

100 years ago, there was a small village by that name, with two railroad stations and a tower. By today's landmarks, Wilmington Junction is near the Route 93 bridge over the railroad track in North Wilmington, about a half mile north of the Route 125 interchange. Or you could say it's about a half mile up the tracks from either of the railroad crossings on Salem Street, just north of where those two rail lines meet.

In historical terms, Wilmington Junction was where the Salem and Lowell Railroad crossed the Boston and Maine's Portland Division. That line, which runs through North Wilmington, is now called the Haverhill Division.

The Salem & Lowell was built when Lowell was in its heyday as a manufacturing city and Salem was a busy seaport

eager to compete with Boston. Trains would haul raw cotton to Lowell, and finished fabric back to Salem.

When the Boston & Lowell Railroad was built in the 1830s, the developers were able to secure an exclusive license to run trains between Boston and Lowell, or anywhere within five miles of Lowell. That led to the building of rail lines to other areas nearby. There was the Lowell & Lawrence, the Lowell & Andover, and the Salem & Lowell.

At Wilmington Junction, there was a small village where railroad people lived. Art and Ethel Williams lived there when they were first married. Ethel grew up on a farm on Ballardvale Street which later became Friend's Farm. The Friend brothers had a chain of 48 bakery stores and two beaneries. They would cart stale baked goods to the farm and feed them to the pigs, which in turn were used in Friend's Pork and Beans. They built a large brick silo with the Friend's logo in the lower field next to the railroad tracks, a landmark for train passengers for decades.

There was a dirt road from Ballardvale Street, just before the farm, running out to the junction. It ran through what is today the Target store property.

The Salem & Lowell was shut down in 1922 after the large cotton mills pulled out of Lowell and moved south. The tracks remained for many years. In the late 1920s, water main pipes were delivered to the Brown's Crossing pumping station, next to the old rail line.

Some remains of the railroad can still be seen today, but the construction of Route 93 in the late 1950s obliterated much of the old railroad in North Wilmington. One prominent section is today called Ainsworth Road, off Andover Street, near Brown's Crossing, on the east side of Route 93.

After the construction of Route 93, it was possible to drive to the site of Wilmington Junction from the southbound lane, until a fence was installed about 1970. There were still a couple abandoned houses at the junction at that time.

At Wilmington Junction, however, the old roadbed has disappeared. The land around the old Junction is landlocked, blocked by the railroad, by Route 93 and a large swamp. Railroad passengers passing the spot see nothing but trees.

*Wilmington Town Crier*

*Submitted by Jon Salves*

### **Double Trackage Progress In Andover, Mass**

The project of double tracking in the Andover area arises from a grant to the Northern New England Passenger Rail Authority and, together with MBTA funds, became the beginning of this worthwhile project. Its purpose is to reduce delays and travel time from Portland, Maine to Boston caused by the shared operation on a single track by the MBTA, Pan Am Railways and Amtrak. The first part of the shovel-ready stimulus funded project, starting with ground breaking in

2010, is nearly complete. The project length is 4.5 miles and extends from Tewksbury St. in Andover to Lawrence, where one project ends and another begins. The problem is, it still has a half-mile of track those dead ends 500 feet from the Ballardvale Station. This short section of new track needs to pass through the station, with removal of a temporary asphalt platform that the B & M placed there when they single tracked the line decades ago.

There is speculation that the Ballardvale station may be closed or relocated due to its confined space.

Andover and Lawrence stations are on this same line, served by only one track, the former single track.

Ballardvale station is on the opposite side of that single track, forcing MBTA trains to cross over to service all stations. The Haverhill station has an at-grade walkover. The Downeaster and MBTA trains stop there so there's no danger of 70-80 MPH trains passing through. At Ballardvale this would be a definite safety hazard. Work continues on other sections of the project, but some issues persist, and are being studied.

*Railpace Newsmagazine*

### **60th Anniversary Of The Last Run**

We are on the eve of the 60th Anniversary of the last run and eventual retirement of Budd # 6000 (Boston and Maine Streamliner, 1935-1957) aka "Flying Yankee, Minuteman, Cheshire, Mountaineer, and Newsboy".

She made her last run with no fanfare, no publicity. She arrived at North Station, disembarked her passengers, backed out of North Station, across Drawbridge #4, out to BET (Boston Engine Terminal), Charlestown Engine house, up the Fitchburg Division lead, and then headed onto the track behind the engine house and shut down, engine crew did their normal shutdown activities, what was in train remained in train until cleaning. Paperwork came out saying FY #6000 was now out of service, stored serviceable.

The rest is history. 1957. Here we are now in 2017. Happy Birthday, old girl, you served your owners well.



## Acquisition Of Property For Commuter Station

The Town of Ayer officially and legally acquired the Depot Square Access Property and Advocates Building by eminent domain.

At the May 9, 2016 Ayer Annual Town Meeting, Town Meeting overwhelmingly approved two Articles authorizing the Board of Selectmen to acquire the property by eminent domain for the purposes of constructing an approximately \$4.2 million dollar Ayer Rail Trail Commuter Surface Parking Lot and Access Improvement Project.

At a meeting of the Board of Selectmen on June 1, 2016, the Board of Selectmen voted unanimously to execute the Order of Takings for the Depot Square Access Property and the Advocates Building.

The acquisition of the property now enables the Town, working with MART and the MBTA, to construct the \$4.2 million dollar transportation and infrastructure improvement project. The projects consists of expanding the existing rail trail parking lot on Park Street from 70 parking space up to 210 parking spaces, as well as pedestrian signalization from the rail trail across Main Street with a dedicated access through Depot Square to the MBTA Commuter Rail Platform.

The project will improve the public access and safety to the commuter rail platform while also improving the amount and quality of parking in Ayer for commuters, residents, and businesses. The surface parking lot and access corridor will include improved lighting and security, as well as professionally designed streetscape and features.

Next the Town will be working with MART to hire a design-engineering firm to develop conceptual designs and engineering for the project. The Public will play a role in the design development phase with the Ayer Board of Selectmen ultimately authorizing the final design. Additionally MART is currently working on the acquisition of three properties on Park Street needed for the project. Project completion deadline is estimated by spring of 2018.

Looks like the Advocates Building, next to the B&M tower, is slated to come down now that the town has taken surrounding land via eminent domain. The Ayer website also states that they are still looking forward to expanding the commuter parking across the road by the rail trail.

Incidentally, that building is where one of the 2 stations once sat! And this means that UGLY mural will soon be GONE!!! Hopefully the B&M tower will stay intact.

*Submitted by Jonelle DeFelic*

## Membership Badges Now Available

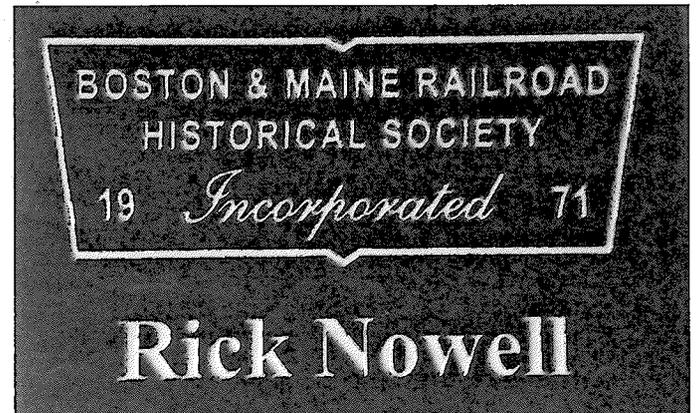
B&MRRHS members are entitled to wear the official membership badge at all Society events. The badge is a nice shade of blue with white letters, 3 inches wide by 2 inches tall. It has a magnetic attachment system that eliminates pinholes in shirts and sweaters.

We sell and mail membership badges at cost. Make check for \$12 payable to B&MRRHS and send to:

**Name Badge, B&MRRHS, P.O. Box 9116,  
Lowell, MA 01853.**

Please specify name for badge. Get yours now.

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



## "Mystery Sounds In The Night".

During the late 1950s, mother and I made a winter trip to see my grandparents and uncles near Bangor, Maine. The journey by B&M and MEC was slow with numerous stops along the route, made more so by occasional holds on sidings to clear for freight trains. On one such stop, I heard the freight's diesels approaching and tried to view the train as the main was on my side of the car. It was well after dark and all I could do was listen as the power roared past. However, I then heard what sounded like many more locomotives in the freight's consist. "One right after another"! Helper engines-engines en route shops-what? Completely baffled! Many years later, as my knowledge of prototype railway equipment increased, I made the startling discovery that mechanical refrigerator cars could generate heat as well as cold. The Bangor & Aroostook RR had numerous such reefers which would have their heaters working during cold weather to prevent that Maine county's cash crop, potatoes, from freezing! I must have heard the heaters on a long cut of potato reefers heading southbound during that frigid night so long ago. Mystery solved!

Often remember that trip each time I am asked. "Want fries with that"?

*Submitted by Mal Sockol*

*addendum on "Mystery sounds in the night"*

I neglected to add that the New Haven RR also had many mechanical reefers which were employed to move Maine potatoes to the New York area. These were actually painted in the well known BAR red-white-blue paint scheme.

Routing of these trains would have been via the so-called "State of Maine Route", Lawrence, Stoney Brook, Ayer, Worcester, Providence, etc.

**Mal Sockol****RDC 1 For Sale**

Built in 1955 by the Budd Company as an RDC1 for the Boston & Maine Railroad, retired by B&M and sold to the Massachusetts Bay Transit Authority and operated in commuter service out of Boston, MA. Retired by MBTA and sold into private ownership and operated in excursion service until 2005. Car is in operating condition and has been stored serviceable.

It is a very original and complete car that would work great on any tourist railroad. Some of the mechanical details include: Excellent stainless body, last date on Blue Card 2005, grease bearings, original D/C electrical system, holding tank on toilet, overhead water tank, good glazing, seats 86 with room for wheel chair, D-22 brake valves, disc brakes, ditch lights, equipped with both engines but one engine is removed from car and stored nearby, repainted interior, all seats have been reupholstered, PA system, car is equipped with heat & air conditioning, walk over seats, GM pancake style engines.

NOTE: Car was retired by MBTA with only one engine, owner purchased a second engine to be installed on car (not installed yet) and it will need to be tested before installation, the car is equipped with Detroit 6-110 which are easy to maintain and get parts for.

Submitted by **Scott Whitney**

**Teenagers Accused Of Planting Homemade Bomb Along MBTA Tracks**

Two Massachusetts teenagers have been accused of placing a homemade explosive device along MBTA's Fitchburg Line, temporarily suspending service on Wednesday.

According to MBTA Police, the Concord, Mass., Fire Department responded to a small brush fire along the Fitchburg Line on March 7. In the process of putting the blaze out they discovered an "incendiary" device on the main line. MBTA Transit Police's Explosive Detection Unit responded to the scene and disabled the device. The homemade bomb was made up of a plastic bottle with two chemical liquids that when combined can heat up and cause a flash fire.

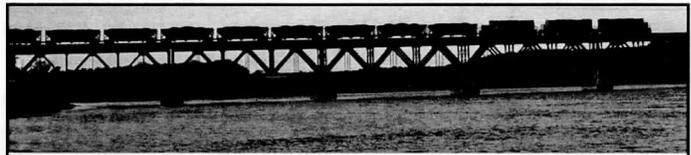
The two teens, ages 14 and 15, have been charged with possession of incendiary devices and interfering with public transportation.

"Based on what we know, at no time was the safety of our passengers, residents of Concord or the buildings-residences in harm's way," officials said of the incident.

*Trains Newswire*

**Bituminous On The Boston & Maine**

B&M solid coal train crossing Hudson River at sunset en route Bow, New Hampshire. May 1984. Location is Mechanicville, N.Y.



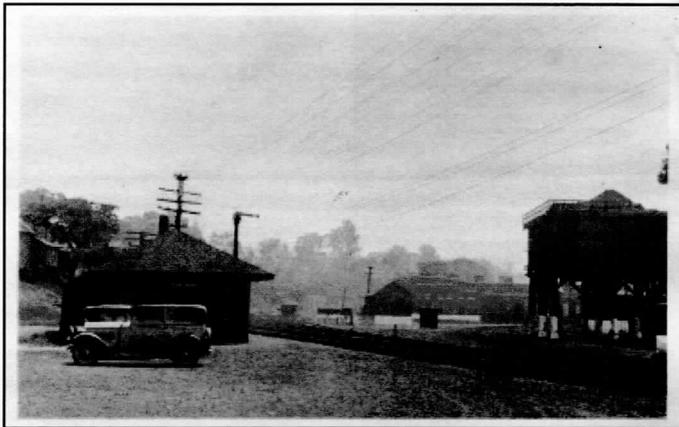
Possibly the last "Bow Coal" eastbound passing through Orange, Massachusetts April 30, 2016. Train designated as Pan Am Southern "BOMO". Norfolk Southern power.

*Mal Sockol photos*

### Westboro Station – The and Now

By George Dutka

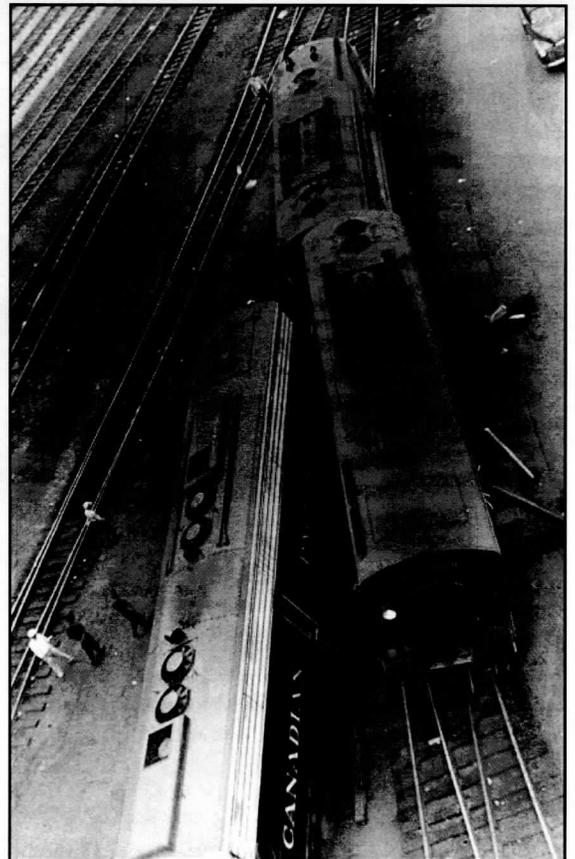
I stopped by Westboro, NH a number of years ago to take a good look and a few measurements as I planned on modeling the B&M shop track area on my White River Division layout. Surprisingly, there was a lot still standing and in pretty good shape, one such is the old station, which was moved off the property but still in view of the tracks. A local group is looking to restore this building. My most current view was taken on Oct. 15, 2011. Since then I acquired a group of vintage B&M photos, which included this view of the Westboro station in the 1930's. It will be nice to visit this location once again and see how the station has progressed.



Westboro, NH ex B&M station Oct. 15, 2011  
George Dutka photo



Westboro, NH station while in use, c1930's, William Monypeny photo George Dutka collection.



Early morning mishap at BET

**Poland Springs Unit Train.**

The March 2017 issue of *TRAINS Magazine* features a superb, two-page picture of a Pan Am Railway, fifteen-container train crossing the Fore River in Portland, Maine, en route Rigby Yard. A discussion of this solid container consist carrying Poland Springs water leads the article written by Dan Machalaba, page 34, entitled *FINDING A NEW WINNING FORMULA*. Since April 2016, containers of Poland Springs water have moved by rail, from Maine to Massachusetts, over the former Maine Central and Boston & Maine, for distribution and/or continued rail shipment.

Submitted by *Mal Sockol*

As follow up on my report of TRAINS photo on pg. 34-35 of March 2017, I found WAYO moving west through Willows Jct. into Ayer yard (3 miles away). Train consists of 3 box at head end, followed by around about 30 Eimskip containers. Each container carries bottled P.S. water for shipment west/south from Ayer. Train runs Waterville, Maine to Ayer, Ma.

Engines are former CSX C40-8s, acquired from G.E., via Larry's Truck Electric in Lordstown, Ohio. Pan Am bought 20 of these engines, as reported by RAILPACE magazine; pg. 37 of the February 2017 issue. Willows, as you know, is junction of the Boston commuter line with the Stony Brook freight line. Both were busy B&M routes and continue to handle many trains daily.

