

# NEWSLETTER

Boston & Maine Railroad Historical Society

19 *Incorporated* 71

BUDDY WINIARZ, Editor • P.O. Box 2936 • Woburn, MA 01888

This Newsletter printed by All-Print, Salem, N.H.

Meeting/Membership Telephone Number (617) 628-4053

July-August 1996

Opinions expressed in the signed columns or letters of this *Newsletter* are those of their respective authors and do not necessarily represent the opinions of the Society, its officers or members with respect to any particular subject discussed in those columns. The mention of commercial products or services in this *Newsletter* is for the convenience of the membership only, and in no way constitutes an endorsement of said products or services by the Society or any of its officers or directors, nor will the Society be responsible for the performance of said commercial suppliers. We reserve the right to edit all material, either due to length or content, submitted for publication.

## — B&MRRHS CALENDAR —

**JULY 26-28, 1996**

We will be conducting our annual rail-car display as part of the Lowell Folk Festival. Please stop by and say hello.

**AUGUST 10, 1996**

This will be our 19th annual B&M day at the Conway Scenic Railroad. Lots of activities are planned. A flyer containing additional information and ticket ordering instructions was enclosed with the last Newsletter. We hope to see you there!

**SEPTEMBER 14, 1996**

No program set at press time.

## REMEMBER...

**LOWELL FOLK FESTIVAL**—July 26, 27 and 28, 1996 are the dates for this year's Festival. As in the past several years we will be manning the combine on Dutton St. and as in the past we are looking for members to come down and lend a hand. You need not be there all weekend or even a full day but some new faces would be nice to see. Hours are: 26th—set up beginning around 10:00 am until about 6 or 7 at night. On the 27th and 28th 10:00 am till about 6:00pm with a return of Society items cleanup on Sunday.

**B&MRRHS DAY**—August 10, 1996, our annual trek up to the Conway Scenic. This year we will be going through the "NOTCH" and will be having the customary bean supper in the evening. The flyer for this event was in the last issue of the Newsletter and REMEMBER IF YOU DO NOT REPLY BY THE 20th OF JULY YOU WILL NOT BE GUARANTEED A SEAT ON THE "Notch Train."

DEPARTURE TIME IS 11:00 AM

There is a revised menu for the box lunches as follows:

A—Oven roasted turkey w/bacon, lettuce & tomato on a multi-grain baguette

B—Tomatoes, cucumber, red onion, let. & carrots w/roasted red pepper cream cheese on a tortilla

C—Roast beef on a fresh French baguette w/let., tom. & onion

The Society looks forward to seeing everyone at Conway.

## NOMINATIONS FOR OFFICE

Anyone interested in being nominated for office in the B&MRRHS, or in nominating someone else for office, should send a letter to the P.O.Box in Woburn or call the B&MRRHS answering machine. This year there will be three seats on the Board of Directors (all three-year terms) open, as well as two one year terms for Alternate Director, and one each for President, Vice-President, Recording Secretary, and Clerk. Nominations will be officially closed at the August meeting in N. Conway.

We strongly urge all members in good standing to consider running for office. Remember, it is volunteerism that makes our group function. Get involved!

## MEMBERSHIP RENEWALS

Please note that when sending in your renewals for membership that the address is on the form and it is:

B&MRRHS MEMBERSHIP  
P O BOX 9116  
LOWELL, MASS. 01852

## B&M IS NORTHERN NEW ENGLAND ON WHEELS—Part 5

Turn now to the new, pretty blue timetable and you will find on page 6 a run that starts on the B&M and winds up where there really is a winter, arriving at this land of wind and ice five days later. The final stop on this run is well over 1,425 rail-miles from Boston! Is this the longest run listed in an American timetable in terms of time consumed—and listed in one table? Why anyone should want to go to the last stop, at the end of the narrow-gauge line to St. Johns on the Island of Newfoundland, is problematical. At almost 48 degrees north latitude this bleak city stands a thousand miles nearer to Europe than Boston.

That new timetable picturing the new four-unit Diesels and the Boston-Portland "PINE TREE" passenger job, is something different in the line of railroad tip sheets. The road's publicity department is proud of it. This job does show thought, and when thought goes into the make-up of timetables, it's a step in the right direction.

Advertised as "the product of over two years of research by a group of typographical experts headed by Professor Ray \*Nash of Dartmouth College," the issue carries features that make it more readable and understandable than the average table. It is well indexed, properly divided, and has a good explanation on the back page of the correct method to use it.

Despite the "two years of research," we believe the print comes out too spidery for the comfort of citizens who have less than 20/20 vision, and we wonder how many readers can quickly figure out Roman numerals over XXIV, with which the pages are numbered.

Even so, the trim lines of the latest timetable mark another step in the evolution of New England transportation. Back in 1835, when the first passenger climbed into a box behind a locomotive, imported from England, there were neither timetables nor tickets to make the event official. Daniel Webster had only recently said, "the railroads will make possible the unification of our great Nation," and had gone on to boost the construction of the Boston & Lowell, which begin operation June

We are, and always will be, well served by the canals," declared a gentleman of the faction which fought off the B&L charter for two sessions. "Why should we consider such perilous innovations as the railroad? Rather, let us have dug a canal to the West!"

But the enterprising Yankees finally built a railroad, and they built it too well. The original roadbed was broken stone, with granite ties embedded in it. The light equipment of those early days pounded the wooden rails and thin iron straps to pieces, and soon it had to be rebuilt. Nevertheless, for a quarter of a century it paid dividends at the rate of six and three-quarters per annum.

The first two locomotives were English built. A canny Bostonian hid in the engine house one night to watch the English engineer who had crossed the pond to run the new machine. "Only a Britisher," he said "can properly operate a locomotive."

The watching citizen found out why an American could not run one of the locomotives, no matter how he tinkered and adjusted. The English "driver" *secretly disabled* one of the lit-

tle hogs at night and restored her in the morning when he returned to work. The next night two Americans were hidden in the engine-shed. When the Englishman began to put a locomotive out of commission, they pounced on him. That "limey" was the last imported engineer on the Boston-Lowell line.

Actually the Boston & Maine came into being neck and neck with other New England railroads, the Boston & Worcester losing the race to begin operating by a bare week. The story of the early battles between these embryo giants, the camels, the stages, and the railroads, form an interesting chapter in our Nation's history.

(Continued next Newsletter)

Reprinted by permission from Carstens Publishing.

---



---

### NARROW GAUGE NEWS

Alna, Me.—On March 21, 1996, 600 used standard gauge ties were delivered to the Wiscasset, Waterville & Farmington Museum. These will be cut down to narrow-gauge size and be used to extend the present line another 1200 feet. Much of the rail that will be placed on the ties came from the original WW&F when it was torn up over sixty years ago. This rail was sitting at the Ramsdell Farm in Connecticut and returned to Maine when the museum received the engine #9. Along with these projects is the fact that the former section house from Sheepscot Station is now ready to be placed among the other structures located at the museum. The section house was recently used as a "garden shed" at the Custom House in Wiscasset.

The museum is located on Cross Rd. about 4.7 miles down Rt. 218 from downtown Wiscasset. Take a ride "up" or is it "down East" and check out the museum.

#### BOOK REVIEW

A new book, "Boston's Depots and Terminals," by Richard C. Barrett, is a 240 page, hard bound cover, with over 300 photos, illustrations, and plans complementing the text. It has thirteen chapters, with individual chapters for the larger, well known depots.

As of July 1, 1996 the book will be available for \$54.95 plus \$3.00 s&h from: Railroad Research Publications  
3400 Ridge Road West, Suite 5-266  
Rochester, N.Y. 14626-3495

There was a pre-publication offer of \$49.95 that expired 6/30/96. But this came between Newsletters.

(The B&MRRHS does not endorse this or any other product but merely puts this out as information to its membership.)

## SCOUTING MERIT BADGE

The Boy Scouts of America has embarked on a program to return the Railroading Merit Badge to the 1997 National Jamboree. The program is designed to introduce youth to railroading as both a career and as a lifelong hobby.

In recent years the Railroading Pavilion at the National Jamboree has disappeared and with it a steady decline in the number of Merit Badges issued. BSA is seeking funding of about \$35,000, with \$15,000 earmarked for the construction of the pavilion. The balance will be used to purchase supplies and develop an interactive learning software package.

An estimated 35,000 Scouts will attend the 1997 Virginia

Jamboree. Steamtown hopes to run a steam special to the affair if they can work out logistic problems. Model railroad clubs, modelers and industry people at all levels can help by sending donations to:

Charles A. Anderson  
BSA, Jamboree Chairman  
Railroading Merit Badge  
3925 Ransom Road  
San Angelo, Texas 76903

*(Railroad Model Craftsman)*

## LOWELL NATIONAL PARK RECOGNITION LUNCHEON

The first of June, 1996 saw a buffet style luncheon held in the Moody Street Feeder Lunchroom of the Boot Cotton Mills Museum, in recognition of volunteers to the Lowell National Park. Marcia Dolce was the VIP Coordinator and a program on "Early Lowell History" was presented by Jay Pendergast. Among those feted were the "Railcar Restoration Crew" made up of Society members:

Mike Basile, Scott Batson, Brian Bollinger, Fred Brown, James Byington, James Byington, Jr., Charles Eastman, Ed Felton, Dan Hyde, Paul Kosciolk, William Longmaid, Pat Natola, Dick Nichols, Jim Nigzus, Bob Poore, Joe Shaw, Sandy Shepard, Peter Victory, Ellis Walker, Dave West and Buddy Winiarz.

Pictured left to right are Sandy Shepard, Mike Basile, Jr., Jim Byington, Peter Victory, Michela Hyde, Dan Hyde, Scott Batson, Christine Nigzus and Jim Nigzus. *(Photo by Mike Basile, Jr.)*



## TRAIN OPERATOR MAKES BID TO RESUME HUB-MAINE LINK

Hoping to break deadlocked negotiations, Billerica-based Guilford Transportation Ind. will renew an offer to replace Amtrak as the operator of a new Boston-to-Portland passenger rail service.

Talks on restoring the historic rail link after a 31-year lapse have been stalled because Guilford and Amtrak have disagreed on a number of issues including accident liability.

Maine Gov. Angus King will be hosting discussions between railroad and state officials in his Augusta office in hopes to avoid a collapse of efforts to restore rail service.

"We're interested in finally seeing something happen after more than 3 1/2 years of negotiations with Amtrak and have offered to run the trains," GTI executive President Colin Pease said. An Amtrak spokesman could not be reached. Guilford owns the tracks between Boston and Haverhill now used by the MBTA. (This is not so according to an item I printed in a past Newsletter, the MBTA owns the line as far as the Mass./N.H. border—Ed). Under consideration by Amtrak is an 80-mile Haverhill to Portland continuation over an abandoned railbed that would require a multi-million dollar rebuilding program. (Could this be Bradford to Newburyport (Georgetown Branch), and up the old Eastern Route??—Ed).

Pease said if materials were ordered promptly and reconstruction work started soon, the Boston-to-Portland trains could be running late next year. He said if Guilford did operate the trains

it would extend the service about 20 miles beyond Portland to Freeport and Brunswick. The extended service would allow shoppers to travel to the flourishing L.L. Bean outlet store in Freeport and also help new economic development.

The Boston-to-Portland run would not make scheduled stops in Massachusetts to avoid duplication of commuter service. Maine stops would include Wells, Biddeford/Saco and Kennebunk. The train is also expected to stop in Exeter, Dover and Durham New Hampshire.

Pease said Guilford has been sensitive to recent criticism implying the firm was delaying service resumption by being obstinate in dealing with Amtrak. "We shook hands last July, and since then Amtrak has been backing away from its agreements. Guilford has spent a lot of time, effort and money on this project and we are trying hard not to be adversaries," said Pease.

*(Boston Herald)*

*Ed. Note—They have been many articles submitted on this subject and nothing seems to getting done and when something really concrete is done I feel this subject should be laid to rest. But please keep us informed on anything that appears—Thank you.*

## LOWELL LANDMARK SEES FUTURE IN THE PAST

Lowell, Ma.—Most of the Rialto Building's granite blocks are shiny white again. The Fleur-De-Lis plaques on its front walls shine, as does much of the stonework. The ugly boarding that has hidden the building's center pavilion for years has been removed, once and for all.

The old building will soon be new again, as workers from the National Park Service authentically recreate the facade down to the very last Victorian line. When the restoration is completed, however, most city residents won't recognize it. That's because it's not really the Rialto anymore. It's turning back to the old Boston & Maine Railroad Depot, a landmark in Lowell a century ago when railroads were king.

Recently, Park officials unveiled the new center pavilion of the Rialto. It marked the unofficial start of Lowell's weeklong celebration of historic sites as part of the 23rd Annual National Historic Preservation Week.

"It's the kind of architecture that you don't find anymore," said Stephen Spaulding, chief of building conservation for the Park Service.

The Rialto's architecture of the 1920's is being demolished in favor of the buildings designs from the late 1880's. "We've eliminated all the changes they made in the '20's, and recreating the fine detail that was once there," said Peter Aucella,

assistant superintendent of the Lowell National Historic Park.

The building was constructed in 1876 in flamboyant High Victorian Gothic style, with masonry supports as a depot for the Boston & Maine railroad. But at the turn of the century, when steel construction became more prevalent, the building's owners removed the stone supports and installed steel girders. The roof was also altered and squared.

In 1921, the building was converted into the Rialto Theater, which became well known to generations of Lowell residents for its second-run and Saturday children's features. The theater closed in 1961, and the building went on to house retail stores, offices, a bowling alley and the local humane society. The building has been vacant for the last 13 years.

The Lowell Historic Preservation Commission took over the building in 1989 when a developer couldn't find a tenant or buyer. A year ago, the commission decided to renovate and transform it back into the Boston & Maine building.

Some of the work done is that the steel girders have been removed and replaced with masonry. The granite blocks were replaced with locally mined new ones. And the new roof will be ready before winter.

*(Lowell Sun)*

---

## A NEW RAILROAD PARK IN THE OFFING?

Marshfield, Ma.—John Flagg, a local railroad enthusiast, is trying to get the town officials support to build a railroad park near the former Old Colony station site.

Under his plan the park would include a 1926 200-ton steam engine, an 85-foot passenger car that would be converted into a museum, a flatcar that could serve as a stage and a caboose that would serve as headquarters for the Marshfield Chamber of Commerce. "This park would become a focal point of the business center and give some identity to the town," said Flagg who owns about a dozen old railroad cars. He usually shows up at town outdoor celebrations hauling one of his many old railroad cars and antique vehicles.

Town officials gave a "thumbs up" to the idea, but acknowledge there are many issues to be discussed. Flagg, said he

would like to be compensated for the equipment and the costs of hauling the equipment here, some of which is stored in Maine and New Hampshire. Fund raising would be a way to raise the funds according to chamber officials.

The park would be on a site that is a parking lot, owned by the town, by Webster and Ocean sts. The railroad cars would rest on 300 feet of rail on the former right-of-way. The park would have a railroad type atmosphere with landscaping, benches, old time lights and granite posts. "Everyone in town who wanted to could participate in the project by helping lay the track, helping landscape and other aspects of the park," said Flagg

*(Quincy Patriot Ledger)*

---

## DRUG STORE SHOWS INTEREST IN STATION SITE

Meredith, N.H.—Three partners of a Maine firm have announced their agreement to purchase the lot housing the burnt Meredith Station Restaurant.

Town Code Enforcement Officer Jack Dever confirmed that officials of the Rite-Aid drug store chain will meet with the town about development plans for the prime commercial lot. Rite-Aid currently operates a store at the Old Province Common shopping center.

According to John Gendron, one of the partners, said, "we've just executed an agreement with the owners and now we're getting our plans together." For now his group says that plans are still being worked out for the property and he was not prepared to comment on the tenant that will occupy the site.

The existing building, once a historic landmark in town as

Meredith's first railroad station and later moved to it's present site, will be torn down prior to development; the building was accidentally destroyed by fire in September 1994.

The structure has remind standing since the fire because former town ordinances could not consider it a threat to public safety. In March, residents voted for zoning ordinance amendment requiring all structures accidentally destroyed to be repaired or removed within a year.

Earlier, Town manager Peter Russell explained that the town has been patiently waiting for pending court cases over ownership of the property and it eventual sale before ordering a clean-up of the site. Recently town Selectmen supported the order to have the building destroyed.

*(The Meredith News)*

# MODELERS NOTES

Bruce Bowden, Co-editor  
 P.O. Box 4997  
 Calabash, NC 28467  
 Compuserve #74221,1762

ISSUE # 43  
 July – August 1996

Bob Warren, Co-editor  
 1201 Kapok Circle  
 Clearwater, FL 34619-3210  
 Compuserve #71564,3142

"The mention of commercial products in this issue of the B&MRRHS Modeler's Notes is for the information of our membership only, and in no way constitutes endorsement by the B&MRRHS, or any of its Officers or Directors, nor will the B&MRRHS, or any of its Officers or Directors endorse any products other than our own. The B&MRRHS will not be held responsible for the performance of any commercial supplier mentioned within. No compensation or expenses can be paid for any submitted, or published material. All submissions to the Modelers Notes are gratis and become property of the B&MRRHS unless return postage is provided."

Good news for O scale fans! In addition to the MTH (Mike's Train Shop) BL-2 announced in the last issue, also cataloged for 1996 is the F-3 A-B-A set decorated for the B&M in the classic B&M maroon and gold. Both models are in MTH's full size Premier Line.

Scott Whitney advises that in order to be correct those who have purchased the new Life-Like loco #1231 should install MU equipment on the cab end. LL makes the MU handrail parts available separately but before we can recommend getting the set we need to know what the B&M did. Does anyone have a cab end shot of B&M #1231? Regarding the comparison of the NW-2 and the SW-9 in issue #41 seems that #1201 wore all three B&M paint schemes and was the only one of it's type to do so.

Walther's will release their snowplow decorated for the MEC in September and the Divco Dump Car in Amtrak colors in November. Also this winter they'll have the Horizon Fleet cars out in the ConDot scheme.

Microscale releases since the first of the year in case you missed any are as follows: 87-885 B&M FT locos 1943-50, 87-903 MEC cabeese 1955-75, 87-909 B&M E & F units maroon & gold, 87-910 MEC E&F's m & g or green & gold, 87-919 B&M GP-7 m&g 1950-60, 87-920 MEC & PTR GP-7's 1950-60, 87-934 B&M late blue 1978-85, and 87-935 MEC harvest gold 1974-85. For N scale use prefix '60' instead of '87'.

## A Review of Yankee Clipper Models' B&M 92000 Series GS Gondola

Charles C. Harmantas

It's been a long time in coming, but we HO modelers finally have a very nice model of a unique B&M car, the drop-door all steel gondola car, series #92000-93249, built in 1937 and 1943. *Modelers Notes* #39, October 1995, has a photo of the pilot model and some prototype data. Good prototype data, along with several prototype photographs, are also supplied with the kit.

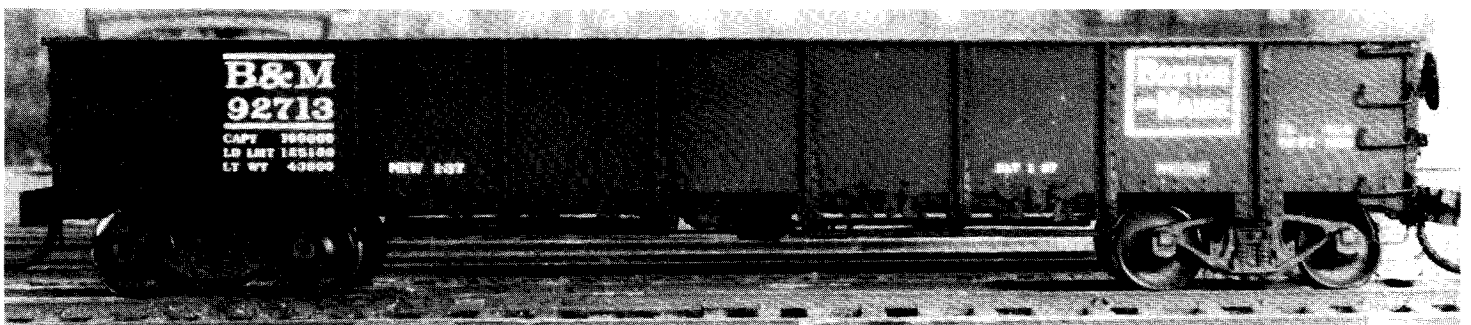
To my knowledge, this is the first model of this car available. There have been releases of painted and B&M lettered mass-produced ready-to-run gondolas in the past, but these were feeble attempts in replicating the prototype. The Yankee Clipper Models kit is composed of flat cast resin car components, detail parts and wire, and a complete set of decals. Although definitely not ready to run, nor a quickie shake-the-box kit, it does assemble without too much difficulty into a realistic rendition of the real car. The modeler must supply his own trucks and couplers, which is common with this type of car kit.

Yankee Clipper Models has its casting done by Funaro and Camerlengo, and although this firm's offerings several years ago were re-

garded by modelers to be of questionable quality, the recent offerings by Funaro have greatly improved. This kit utilizes a newer white styro-urethane material, along with well executed molds, producing crisp and well defined castings and what I consider to be the best quality Funaro product yet, easily on a par with Westerfield or Sunshine. This kit also goes further than a "typical" gondola craftsman kit by providing castings for complete interior floor, side and end detail--the first gondola kit to do this of which I'm aware.

The completed model captures the look and feel of the prototype to a very high degree. The only criticism I have (and it's a minor one) is that the castings for the Wine door lock hardware appear to me to be slightly larger than scale. Purists might want to substitute Westerfield #1171; however, I didn't do this on my kits.

I deviated from the instruction sequence in two places. First, I like to get couplers and trucks mounted and adjusted for proper height as early as possible in the assembly process. Thus, I did this on the basic assembled car before applying the details. Second, adding weight to a gondola car after assembly can be



tricky. I feel it best to add weight during the construction process. I utilized a sheet of "Heavyweights" lead (at hobby shops, supplied by T & J Rail Services) sandwiched between the floor/ underframe and the interior floor panel. I thinned the rather thick floor casting in order to at least partially accommodate the weight.

At some time after the prototype's release, towing plates were attached under the edge of the truck bolsters. They are not included in the kit. They don't appear on the builder's photo, and I assume this modification was done by the B&M sometime in the 1950's, and decided not to add this detail to my model.

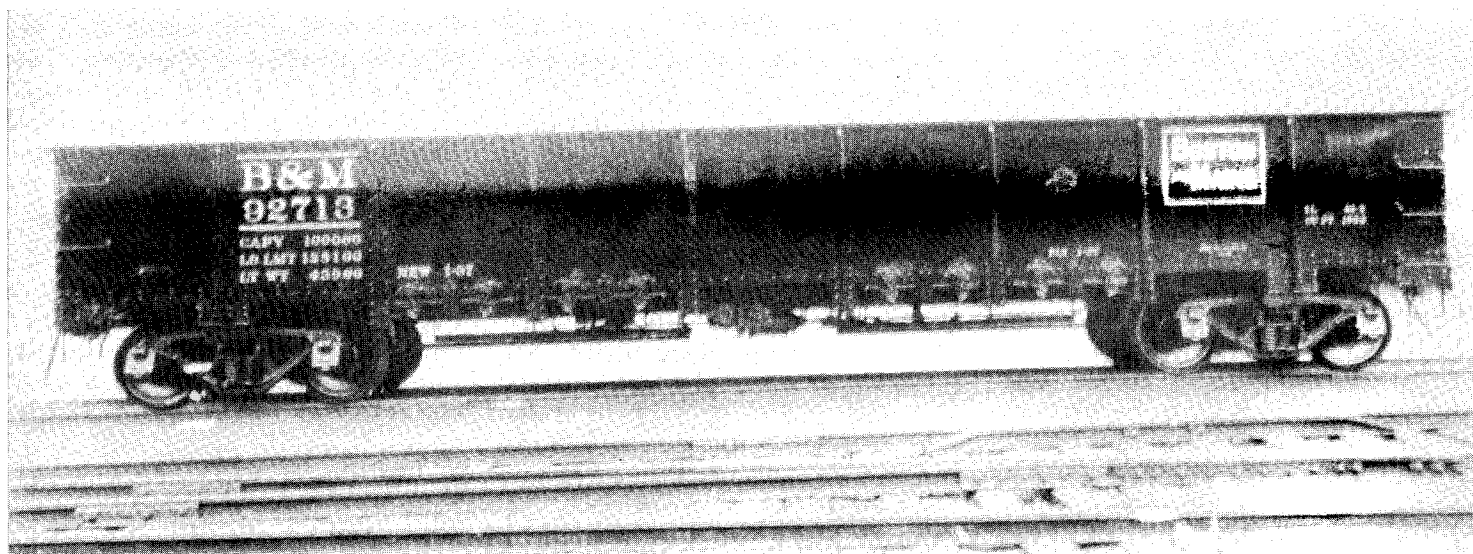
The only portion of the construction I found challenging was the door stop hardware, consisting of the three door stop mounts and door stop angle bar for each of the four pairs of drop doors. The door stop mounts are

complex angled castings, and it's not clear from the diagram on the instruction sheet how they go. I'm still not sure about the middle mount, but from my own photographs of the underbody of the prototype taken a couple of years ago, I'm sure that both of the end mounts have their mounting flange on the body facing outward (away from its associated pair of drop doors), while the portion of the mount that attaches to the door stop angle bar faces inward (toward its associated pair of drop doors). All of this sounds complicated, but it becomes readily apparent when you are in the midst of this phase of construction.

With the release of this car, B&M modelers (in HO scale, at least) now have available to them three scale models that represent over 70% of the B&M car fleet in the late 1940's, and probably 50% during the early to mid- 1950's. These cars are the XM-1

40' box car (from Yankee Clipper Models as well as from Funaro and Camerlengo), #'s 71000 and 72000 (later 70000); the 8000-series 70 ton 1930 AAR four-bay hopper car (from Athearn); and now the 92000-series gondola. I think it safe to say that there are few other groups of railroad modelers replicating small regional railroads that have such depth of coverage of their prototype for this time period. Yes, two of these are craftsman type kits that take some effort to construct, while the Athearn car is shake-the-box (and available painted in B&M from Salisbury Point RR Historical Society), requiring upgrading to match the detail level of the box and gondola cars. However, if you're interested in replicating the flavor of the B&M in its heyday, you're going to need several "home road" cars of these three prototypes in your fleet. We now have them available.

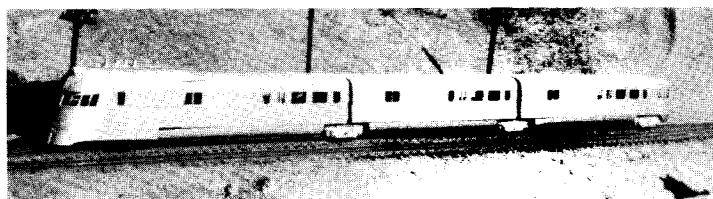
Photos by Charles Harmantas



**HOT news for N Scalers! Fine N-Scale Products**, 1517 Via Boronada, Palos Verdes Est., CA 90274, phone 310-373-6658 will be producing a powered model of the Burlington Zephyr utilizing resin shells in the \$150>200 range. They will consider doing the Flying Yankee if sufficient demand exits. So it is important that you drop them a line. Also check in with a hobby shop that specializes in N scale such as Neal's N-Gauging Trains, (1-800-Buy-Neal's).

The Zephyr will be offered in the original 3 unit configuration but the fourth car will be available. The kit will have resin shells and belly pans, power pick-up throughout the train

and include motor, trucks, wheels, decals, wire, windows and photo-etched details all in a presentation box.



## QUESTIONS & ANSWERS

**Q10** What happened to Athearn's molds for the B&M P4 Pacific that was offered back in the late 50's and early 60's?  
Bruce B.

**Q11** Ken Hammarstrom of 2871 W. Westview Street, Springfield, MO 65807 wants to know (1) if any snowplows were ever done in an all black paint scheme and (2) how many blue/black combinations are still around. He's interested in Ringling Bros & Barnum Bailey circus trains for the late '40's to the early '50's. He wants to know if anyone might have photos of the trains/wagons in the Boston or Worcester area during that period.

**IF YOU JUST CAN'T HIDE YOUR B&M PRIDE...**

**— Distinctive Tee-Shirts —**

**BOSTON-MAINE AIRWAYS**

You can no longer fly B&M Airways' Stinson Tri-Motors to Bangor or St. John, but this striking tee-shirt will help you relive that exciting era.

Printed in Orange and Black on White, you'll be the hit of the flight line or the photo line with this colorful tee designed by our own Richard Symmes. Made in USA and available in Medium, Large, X-Large and XX-Large.

**\$9.95 + 3.50 P&H\***

**SAFETY FIRST!**

Back by popular demand! This time we are offering this shirt in sky blue with white lettering.

Made in USA and available in Medium, Large, X-Large and XX-Large.

**\$9.95 + 3.50 P&H\***

**B&MRRHS SPEED LETTERING**

Back in the days 'When Steam was King,' the B&M applied this unique shadow-scripted 'Speed' lettering to some of its handsomest classes of locomotives.

Now, thanks to the artistic talent of Rob Quagan, we are happy to offer an attractive variation of this elegant lettering style in a tee-shirt, by tastefully incorporating 'Historical Society, Inc.' below. Done in the classic Red, Gold and White on Black background, this is perhaps the prettiest shirt design we have ever offered!

Available in Medium, Large, X-Large and XX-Large

**\$9.95+3.50 P&H\***

*\*Up to 2 shirts may be shipped for \$3.50*

**NORTHEAST RAIL ATLAS**

**Steam Powered Video's Comprehensive Railroad Atlas of North America-Northeast USA.**

Designed to provide a single-source of reference to the North American rail network, past & present, in greater detail than has been available until now.

All extant rail lines are shown, together with stations, junctions, yards, principle bridges and tunnels, etc. This is a "must have" item!

**\$ 19.95 each, plus \$2.50 P&H**

**"McGinnis" Herald  
Sweatshirts**



Recollect the era of "Bluebird" Geeps and Buddcars on the Boston & Maine in one of these heavy 9 oz. 50/50 blend Sweatshirts. Blue with black and white herald, these promise to be a big hit with the winter railfan. Made in USA and available in Large and Extra Large for \$18.00 each plus \$3.50 P&H (for up to 2 shirts) or in XX-Large for \$20.00 each plus \$3.50 P&H (for up to 2 shirts)

**B&M 410 Restoration Effort**

*Help support the ongoing cosmetic restoration of 0-6-0 No. 410—All proceeds from the sale of the items advertised below go directly to the 410 Restoration project.*

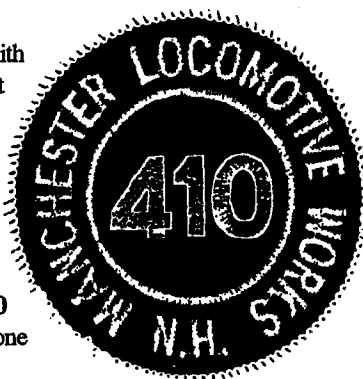
**PATCHES**

**410 "Manchester Locomotive Works" Cloth Patch**  
2 1/2" Round embroidered cloth sew-on patch. Blue with silver trim. **\$2.50 each plus .50 P&H (up to 3 patches)**

**TEE-SHIRTS**

Screen printed front and back with original drawings, sketched at Iron Horse Park by our friend Sandy Shepard, these distinctive shirts are available in either Ash (light gray), Jade Green, or Paprika.

Sizes M (Jade Green only), L, XL and XXL **\$12.00 plus \$3.50 P&H (up to two shirts or per one shirt and one hat combination).**



**BASEBALL HATS**

Made in U.S.A. Blue with custom-embroidered 410 logo, Manchester Locomotive Works, B&M Lowell on front. Available in the following styles:

Corduroy	<b>\$13.00</b>
Twill	<b>\$12.00</b>
Mesh Blue	<b>\$12.00</b>

All hats are "One-size-fits-all". Please add **\$3.50 P&H** (for up to two shirts, or per one shirt and one hat combination).

**8" X 10" PHOTO**

(Black & White) of engine 410 under steam at Middlesex Enginehouse, Lowell, Mass. during the 1940s.

**\$6.00 plus \$2.00 P&H**





## TIMETABLE FOR STEVENS STATION

\*\*\*BOSTON—DANVERS—LAWRENCE\*\*\*

PM	PM	PM	AM	AM	M		AM	AM	PM	PM	PM
516	352	225	550	—	0	BOSTON	805	936	315	538	740
551	429	307	653	550	0	SALEM	729	906	240	531	656
558	435	314	700	556	2	PEABODY	721	900	230	454	649
604	439	319	704	603	4	DANVERSPORT	714	854	224	447	642
608	443	323	709	609	5	DANVERS	711	851	222	445	640
609	—	325	711	—	6	DANVERS JCT.	708	848	220	—	638
612	448	—	714	613	7	FERNCROFT	703	845	216	—	636
615	451	331	717	615	8	HATHORNE	701	842	213	430	633
618	454	—	719	618	9	HOWE	658	839	209	—	630
625	457	337	722	621	10	MIDDLETON	656	836	206	424	628
635	504	—	729	—	14	INGALLS XNG.	—	829	158	—	620
639	610	—	735	—	17	MARBLE RIDGE	—	823	151	—	614
642	613	—	737	—	20	STEVENS	—	819	147	—	611
645	616	—	740	—	20	MACHINE SHOP	—	816	144	—	609
648	618	—	742	—	20	N. ANDOVER	—	813	140	—	607
656	625	—	749	—	22	S. LAWRENCE	—	—	—	—	—
700	530	—	753	—	23	N. LAWRENCE	—	805	132	—	600

From passenger listing of August 15, 1915.

Stevens was on the Lawrence Branch, Portland Division and First Operating District. The stations were as follows:

0.00	Salem	3.86	Danversport	9.52	Middleton
0.46	North Street	4.89	Danvers	13.38	Ingall's Xng
0.85	Carltonville	5.09	Danvers Jct.	17.01	Marble Ridge
1.56	Grove St.	6.31	Ferncroft	18.14	Stevens
1.99	Peabody	7.22	Hathorne	19.07	Machine Shop
3.24	Waters River	8.43	Howe	19.64	N. Andover

From the Station listing of July 1, 1923.

There were 4 stops in Salem, 2 in Peabody, 5 in Danvers, 2 in Middleton, and 5 in North Andover.

## RAILROAD FESTIVAL IN VERMONT

September 14, 1996 is the date of the 4th annual "GLORY DAYS OF THE RAILROAD FESTIVAL" along with the Smith-Thompson Model Railroad & Railroadiana Show being held in White River Jct., Vt. The show will be held in the American Legion Hall on South Main St. The usual type of show with layouts, vendors and historical organizations will be in attendance.

The Glory Days Festival will feature a street fair, live steam, equipment from Amtrak, New England Central and Green Mountain railroads. The Friends of 494 will be raffling a genuine B&M Railroad #3 Caboose Stove.

Admission for the Festival is FREE and \$2 for adults \$1 children and \$5 Family to the train show. Hours are 10-5.

For further info write to Smith-Thompson, PO Box 828, White River Jct., Vt. 05001 for the show and to Karen Songhurst, White River Chamber of Commerce, Po Box 697, White River Jct., Vt. 05001 (802)-295-6200.

## CITY APPROVES CASH FOR BIKE PATH

Salem, Ma.—Plans to build a city-wide network of bicycle paths are pedaling along. The city was awarded \$270,000 to acquire easements along a former railbed that runs from behind the Candlepin Bowling Lanes on canal St., past Salem State College and along Forest River. (This is the old B&M's Marblehead branch—Ed.)

Pending approval of an additional \$492,000 in federal grant funds, work could begin on a trail spur that would run from the Marblehead line to the Salem Depot by next spring, according to planning officials.

Eventually, officials hope to have a network of bike/pedestrian paths stretching from downtown Salem to the Salem Willows, Beverly, Peabody and Marblehead.

"It's being done in a piecemeal fashion," said Steve Dibble, an assistant city planner. "it just depends on what funds are available.

The Canal St. portion of the path was the subject of a South Salem neighborhood meeting recently. Part of the work along the road will include moving a chain-link fence by the MBTA's tracks, landscaping and irrigation of the area.

(Salem Evening News)

## RAILROAD TRACKS REMOVED

Gardner, Ma.—Motorists who frequent downtown Gardner will have a smoother ride, due to the removal of tracks on Park and Central sts.. They were removed by the B&M Railroad of Billerica on 5-28, 1996.

"The city has wanted to remove them for a long time," said Director of Public Works, Randall Heglin. "At one time the B&M was reluctant, but I guess if you're persistent enough, they'll let you do it." Heglin said the tracks haven't been used in many years.

He also stated that he would like to see the tracks on Pearson Boulevard removed, but they only gave us permission to remove these. "It's obvious that these tracks are dead and it's a pretty safe bet that you'll never see anything down here again."

The B&M agreed to remove the tracks but will retain the right of way. The tracks were removed by a B&M crew and the road around the tracks was done by city workers.

(Gardner News)

### "There's No Business Like Show Business..."

If you or someone you know would like to do a slide or movie presentation for the B&MRRHS, please contact our Program Chairman, Jim Byington. He can be reached through the Society's telephone at (617) 628-4053, or by dropping a line to Jim at the B&MRRHS P.O. Box in Woburn.

---

## SIDINGS...

Operators of the Channel Tunnel (Chunnel) reported losses more than doubled in 1995, a performance even worse than experts had predicted in Eurotunnel's first full year of business. Eurotunnel's British chairman, Sir Alastair Morton, said business is picking up and the worst may be over for the company, which last year lost 925 pounds—about \$1.44 billion.

*(Boston Globe)*

Fifty years ago this past June the Boston and Maine Railroad dieselized the Fitchburg Division and thus eliminated the electrification of the Hoosac Tunnel.

While perusing one of the state of New Hampshire's summer booklets I came upon this gem of a typo: "The Sugar River trail is an off-road mountain bike ride of 20 miles round trip, for the novice or intermediate rider. It follows a former railroad bed (Concord & Claremont RR) from which most of the "TIDES" have been removed." Does any of our "historians" know which body of water flowed along this line to have "TIDES?"

*(New Hampshire Outdoor Companion)*

A commuter trying to catch his ride on the train from Providence to Boston had his ear injured when he hit the coach. He boarded anyway and rode to South Attleboro where he detrained and went to a local hospital for treatment.

*(Boston Globe)*

Rabat, Morocco—A horde of snails swarmed onto the rails of the Casablanca-Fez line, halting an express train that lost its grip on the slime, a Moroccan newspaper reported (5/15/96). The incident occurred near Menkes, 87 miles north of the old capital, Rabat.

*(Boston Globe)*

**CORRECTION:** In the last Newsletter I mentioned a book review of "A HOGHEAD'S RANDOM RAILWAY REMINISCENCES". The correct publishing company is VANTAGE NOT VINTAGE—BW.

---

## Random Reminiscences...

**100 YEARS AGO**—The White Mountain Division work train was getting the Franklin and Tilton road into condition for the traffic which will be occasioned by the addition of the "cannon ball" and "paper trains", which will be run over this branch. It is expected that the new arrangements will cause several changes. The engines will be kept at Tilton instead of Franklin Jct., as heretofore. Some of the employees will move to Tilton.

*(Laconia Democrat)*

**75 YEARS AGO**—The Boston & Maine Railroad had made arrangements with Capt. Leander Lavallee to furnish transportation on Lake Winnepesaukee this season over the route for so many years covered by the B&M steamboat Mt. Washington, serving Alton Bay, Wolfboro, Center Harbor, Bear Island and the Weirs. Lavallee would make the long distance trips from Alton Bay and Wolfboro with the

steamer Gov. Endicott, which has been thoroughly overhauled and put in first-class condition at an expense of over \$5,000. Capt. Lavallee has leased the wharves and landings owned by the B&M and the new service will go into effect when the railroad inaugurates its summer time-table.

*(Laconia Democrat)*

**50 YEARS AGO**—James R. Irwin purchased 600 feet of waterfront property from the Boston & Maine Railroad at Lakeport. Irwin and his sons purpose to erect a 240 by 60 foot fireproof building with 24 boat slips and room for a "year-round" boat showroom.

Consent of the B&M Railroad to permit removal of a third sidetrack at The Weirs—creating additional parking spaces for automobiles—was announced by Mayor Malcom E. Barney.

*(The Evening Citizen)*

*(From The May 1996 Laconia Citizen)*

According to a publication called "Rumors & Sightings On and Around Springfield Terminal" the steel bridge spanning the Fitchburg Div. near the former site of Tower H was recently dismantled plus the consideration of selling Yard 7 to BFI, a trash removal company.

And in the last Newsletter items from this publication were credited to "terwilli@yankee.com via the Internet and Bob Warren" when they should have been credited to "Rumors & Sightings On & Around Springfield Terminal." This was done by the associate editor because it was submitted to him that way and not the Editor.

Ten matching and restored bronze lanterns that had hung in the underground train station beneath the Biltmore Hotel in New York topped a recent auction at Bob Courtney's in Worcester at a price of \$79,750.00.

*(Boston Herald)*

A train and bus collided on the outskirts of Mazatlan, Mexico on May 31, killing 33 people and seriously injuring 13 more people. The only person on the bus not hurt was a 4-year-old child. The driver of the bus did not see or hear the train coming at a crossing and his bus was dragged over 300 yards before coming to a stop.

*(Boston Globe)*

Recently there have been several derailments in the North Adams area on Guilford lines. Back in February several cars derailed on a siding track. And in April a coal train coming from Pennsylvania to Bow, N.H. derailed outside the North Adams tunnel. There were no injuries in either derailment and was caused by poor track conditions.

*(The Transcript and the Williams Record)*

Speaking of derailments: On May 13, 1996 twelve cars of a freight train derailed in the east end of Lawrence yard between the footbridge and the White Pups vehicular bridge. There were no injuries but two 500-gallon diesel fuel cars on a refrigerator car were torn open spilling its contents onto the right-of-way. The derailment did not affect commuter rail trains and the cause was not known.

*(Eagle-Tribune)*

**60 YEARS AGO**—Meredith, N.H.—The Boston & Maine Railroad has filed a request with the ICC to abandon the line from Concord to Plymouth and from Plymouth to Lincoln on its Pemigewasset Valley line and also abandon the line from Tilton to Franklin Falls, according to a notice received by local Board of Selectmen. The notice stated that the proceedings will be handled by the ICC without a public hearing unless protests are received.

"Abandonment of the line could seriously affect the operation of the Prescott Lumber Co." according to president John Anderson. He also reports that over 150 cars a year are received by the firm. "If the request is approved, then all freight will stop at Concord and it would be necessary to truck it north."

*(Meredith News)*

## LOCAL FREIGHT TRAINS

TRAINS	LEAVES	SERVICE	TRAINS	LEAVES	SERVICE
<b>AYER</b>			<b>FITCHBURG</b>		
AY-1	Ex. Sun.	06:00 Fitchburg-S. Acton-Hollis & Greenville Brs.	FI-1	Ex. Sat./Sun.	16:00 S. Acton/Gardner
AY-2	Ex. Sat./Sun.	18:00 Same as AY-1, add Lowell.	FI-2	M-W-F	07:00 Athol
AY-3	Ex. Sat./Sun.	14:00 Worcester.		T-Th.	07:00 Jaffrey & Waterville Br.
<b>BOSTON (MYSTIC)</b>			<b>GROVETON</b>		
BO-1	EX. Sat./Sun.	07:30 Ayer-Central Mass. Br. to Hudson, Lexington, Bemis Br. & Freight Cutoff.	GR-1	Ex. Sun.	09:00 Jefferson-Barrett
BO-2	Ex. Sat./Sun.	08:30 Same as BO-1 with Hastings.	<b>LAWRENCE</b>		
BO-4	Ex. Sat./Sun.	10:00 Lowell & Woburn & Stoneham Branches.	LA-1	Ex. Sat./Sun.	09:00 Lowell-Oak Grove -Wakefield Ctr. & Manchester via M&L Br.
<b>BRATTLEBORO</b>			<b>LOWELL</b>		
BR-1	M-W-F	09:00 Windsor	LO-1	Ex. Sat./Sun.	09:00 Lawrence, Oak Grove, & Wakefield Ctr.
	T-TH	09:00 Keene	<b>MANCHESTER</b>		
	Sat.	08:00 Keene.	MA-1	Ex. Sat./Sun.	10:00 Concord-Lowell
<b>CONCORD</b>			<b>NASHUA</b>		
CO-1	Sun.	08:00 Ayer	NA-1	M-W-F	10:00 Antrim
	Mon.	10:00 Manchester, Portsmouth Br. to Epping & Goffstown Br.		T-Th.	10:00 Winchester-Ayer
	T-Th.	10:00 Manchester & Goffstown.		Sat.	09:00 Winchester-Ayer
	Wed.	10:00 Potter Place & Manchr.	<b>WHITE RIVER JCT.</b>		
<b>DOVER</b>			WJ-1	M-W-F	10:00 Apthorp-Blackmount
DO-1	Ex. Sat./Sun.	08:30 Ossipee, Gonic & Farmington Brs.		T-Th.-Sat.	10:00 Bellows Falls South Whitefield
DO-2	Ex. Sat./Sun.	09:30 Same as DO-1	WH-1	Ex. Sun.	13:00 Groveton-Berlin
<b>EAST DEERFIELD</b>			<b>WILMINGTON</b>		
ED-1	Ex. Sat./Sun.	06:30 E. Northfield, Sprgfield, E. Hampton Br. & Wheelwright Br. to Hadley	WI-1	Ex. Sat./Sun.	12:30 Boston-Lowell, Stoneham & Woburn Brs. & Lowell via Wildcat.
ED-2	M-W-F	10:00 East Gardner.	<b>WORCESTER</b>		
ED-3	T-Th.	10:00 Hoosick Jct.	WO-1	Ex. Sun.	06:30 Fitchburg-Lowell & Hollis Br.
	Sat.	08:00 Hoosick Jct.			

(This was found in a magazine I purchased at a train show, any ideas on the year???—BW)

## CONWAY SCENIC NEWS

Locomotive Fifteen Corp. has purchased, with the intent to lease, Maine Central GP7 #573 from Guilford Rail System, for use on the Conway to Bartlett run and as backup power for the Crawford Notch run. This unit was probably one of the most repainted locomotives on the railroad, due to its being the last locomotive fitted with a serviceable steam generator for use on inspection specials and passenger extras, it also received a series of one-of-a-kind paint schemes. For a time it had an unusual "layer cake" scheme of "forest green," which was followed by the unique "reversed" application of the GP38 paint scheme. After carrying this arrangement for several years, it was repainted in the maroon and gold multistripe scheme to match GP7 #572 for paired use on passenger extras in the summer of 1982. This was painted over in the winter of the same year by Guilford in their colors. This last MEC scheme differed from the original maroon and gold by having full heringbone striping on the pilots, pine tree heralds on both hood ends, and white background numberboards.

Once on Conway Scenic's roster, it will be repainted in its orig-

inal maroon and gold Maine Central scheme. It will M.U. with any of the other three CSRR General Motors diesels, all controlled from one cab. No. 573 shares many engine components and control parts in common with #'s 6505, 6515 and 4266.

*(Locomotive Fifteen Corp. Letter)*

### A REMINDER...

The deadline for the September/October issue of the Newsletter is **August 10, 1996**. Please send all items for the Newsletter to the Woburn PO box in care of "Newsletter."

*(BW)*

## MEMBERSHIP MEETINGS

In May, Society Historian Harry Frye, took us on a trip from Manchester, N. H. up the line of the New Hampshire Division to Concord and back down to the Suncook Valley Loop on a trip through Central New Hampshire. Shots of freight, passenger and remaining points of interest were among the slides shown by Harry.

June had a repeat performance by one of our elder statesman, Arnold Wilder. Titled "Railroading Through the Canadian Rockies." This trip was taken back in the early 1960's and we saw motive power of the Canadian Pacific, Canadian National, Great Northern and a few rare shots of Quebec Central and Northern Pacific. Spectacular views of the Canadian plains, Rockies, waterways and the Canadian rail lines were shown.

## Thanks...

Thanks this issue to the following contributors: Theodore Wells, Mike Basile, Steve Cook, Mike Lennon, Paul Kosciolk, Howard Sands, Jonathan Miner, Jim Nigzus, George Gherkin, Carl Faulkner, and Jim "Gilligan" Byington.

—BW

We thank both of these gentlemen for their programs.

Remember there will be no regular members meetings in Lowell during the months of July and August but we will be back in Lowell come September.

---

## UPCOMING EVENTS OF INTEREST...

- JULY 4, 1996            Our country's birthday—have a safe one.
- JULY 4, 1996            Hobo RR "Weirs Beach Fun Train." 7:30 pm departure from Tilton, N.H. to Weirs for fireworks return by 2:30 am. Adults \$10 children \$5. Call 603-745-2135 for more details and reservations.
- JULY 4, 1996            Hobo RR "Family Party Train" from Lincoln, N.H. 7:00 pm departure and return for fireworks. Call 603-745-2135 for details.
- July 26-28, 1996        Lowell Folk Festival. Come on down and lend a hand for your Society. Call the Society phone 617-628-4053 or drop a line to the Woburn PO Box.
- AUGUST 3, 1996        Live steam & diesel train rides sponsored by the Salisbury Point RRHS. Location is Rt.110 and Mudnock Rd., Salisbury, Ma. 10-4, \$1.00 per ticket.
- AUGUST 5, 1996        Conway Scenic 22nd Birthday Celebration with special fares for rides to Conway and Bartlett. Call 603-356-5251 (NH) or 1-800-232-5251 for details.
- PLEASE NOTE: This years Wolfboro train show has been cancelled due to health problems of show Chairman Dave Collinge.**
- AUGUST 10, 1996       B&MRRHS Day at Conway Scenic. Flyer was in last issue of the Newsletter and further info in this issue.
- AUGUST 14-19, 1996    "Adventure Tour of Maine RR's. Write to: Maine Railwatch Tour '96 PO Box 941 BM Yarmouth, Me. 04095.
- SEPT. 1, 1996           Conway Scenic "Inaugural Run" to Fayban Station with LIMITED seating. Call CSRR for details.
- SEPT. 1, 1996           Hobo RR Labor Day Weirs Beach Fun Train, \$10 and \$5 respectfully. Call Hobo RR for details.
- SEPT. 7, 1996           RUTLAND LIMITED sponsored by Green Mountain RR. Call 802-463-3069 for info and reservations.
- SEPT. 14, 1996        White River Jct., Vt. 4th annual Glory Days of Railroading.
- OCT. 12, 1996        25th Anniversary of the B&MRRHS. See enclosed flyer for details.
- OCT. 19, 1996        22nd annual Railfan's Day at Conway Scenic RR. Call for details.