

Boston & Maine Railroad Historical Society 19 Incorporated 71 NEWSLETTER

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This Newsletter printed by Gnomon Copy of Lowell

Meeting/Membership Telephone Number (978) 454-3600

January-February 1999

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— B&MRRHS CALENDAR —

- JANUARY 9, 1999** We'll gather in the Boott Mills at **3:30 PM** for a meeting and presentation by our own **Carl Byron** who'll be giving us a photo and slide presentation on the construction and operation of the Hoosac Tunnel. Carl will also be available to autograph copies of "A Pinprick of Light," his classic book on the Hoosac Tunnel and the Troy and Greenfield Railroad.
- FEBRUARY 13, 1999** A mix and match Railroad Video presentation is planned.
- MARCH 13, 1999** **Bob Poore** returns with a new presentation on the **Maine Central**.
- APRIL 1999** Will be our **joint meeting with the MassBay RRE in Newton**. More details next Newsletter.
- MAY 8, 1999** TBA.
- JUNE 12, 1999** **Joe Balsama** will present a slide and video program on the **Boston, Revere Beach & Lynn Narrow Gauge RR**.
- JULY 1999** No regular members meeting, but the Society will be at the **Lowell Folk Festival**.
- AUGUST 1999** No Membership meeting.

**All meetings are in the BOOTT MILLS THEATER at 3:30 PM unless otherwise noted.
If you forget what the program will be please call the Societys phone line.**

WINTER MEETING CANCELLATIONS

With the winter months upon us again, we remind everyone that if a snowstorm or other serious weather situation warrants such, the B&MRRHS meeting will be cancelled or postponed. To find out whether the meeting has been called due to weather, we ask that you call the society's answering machine after 12:00 p.m. on the day of the meeting.

And as usual, we ask that when in doubt, you should use discretion—if you don't want to drive in it, we probably don't either!

PROGRAM CHAIRMAN NEEDED

The B&MRRHS is posting a notice for a Program Chairperson. Needed is someone who will be willing to introduce and set-up potential presentors. Anyone interested in this position please contact the Society at the Woburn PO Box. Outside of being at the meetings to introduce the presenter, the ground-work can be done from one's home by phone, mail or e-mail.

ZIP CODE CHANGE

Once again this notice is being given to the membership. All members that live in the following cities or towns PLEASE submit your NEW ZIP CODE to the Membership Secretary PO Box 9116 Lowell, Mass. The Post Office has changed your zip codes and has a deadline for not forwarding any type of mail. If you do not know what it is call your local Post Office and they will tell you.

ARLINGTON	BELMONT
BROCKTON	BROOKLINE
LEXINGTON	NEEDHAM
NEWTON	WALTHAM
WELLSLEY	WESTON

WEST END WORK PROGRESSING

Work continues on the Hoosac Tunnel at the North Adams end. GRS hi-rail pickups, a small black hi-rail flat bed truck with staging and several times GRS GMC 6X6 hi-rail dump truck.

Also, in reference to other operational changes under way on the West End, Alden Dreyer writes...

"... I visited the location of what I presume will be CPF 402 located at the west end of the old Buckland Middle. The masts are up and the switch machine totally installed so verbal operation of track 1 could start at any time, but it looks like wiring and signals will come not before mid-1999.

This switch will double GRS's "West End" capacity from 5 trains a day to about 10 with minimal delays.

CPF 402 is located at the end of Purington Road which is the second right off Route 112 south from Route 2. Good for afternoon photography. Operations wise, the location is perfect. Good riddance to Rices!!"

NOTICE OF ARCHIVES HOURS

The B&MRRHS archives are located in the Patrick Mogan Culture Center at 40 French St., Lowell, Ma. They are generally open Mon.—Fri. 9 to 5 and Sat. 10 to 3. Closed Sun. and holidays. For further information and to see if they are open call 978-934-4997 or 4998.

LCL*

•Grade crossings have been installed in Greenland on the Portsmouth Branch.

•Word has it that Guilford has a new car on it's system--- a blue "PanAM" car.

* Less than Car Load

THE INTERCHANGE

FOR SALE B&M, B&A, Rutland, other Northeast RR public timetables, 1920s and up. Also NYNH&H, BAR, CN, CP, NYC, china silver and miscellaneous. LSASE for list. A. Benedict 13 Central Way #307 Kirkland, Wa. 98033 or e-mail: sankat@compuserve.com

LOOKING In search of a copy of "Moguls, Mountains and Memories." Please contact Jacqueline W. Smith PO Box 800 Bolton, Ma. 01740 e-mail:70473.1000@compuserve.com

FOR SALE Annual reports for sale 1955-66 send LSASE (\$.55) for list. Also buying collections of rail historical association publications, employees magazines, annual reports, railfan periodicals and books. Paul Gibson 11 Downingwood Dr. Franklin, Ma. 02038

THANKS

Thanks for their contributions this issue go to Theodore Manning, Linda Weeks, Jonathan Miner, Peter Victory, Richard Muse, Jack Armstrong, NERAIL, Trains Magazine, Alden Dreyer, and Laurel Lines Newsletter.

NEXT ISSUE

The deadline for the March/April Newsletter is February 6, 1999. Please send all items, articles and notices to the Newsletter at the Woburn PO Box or e-mail them via CPC835@JUNO.com.

EMPLOYEES REPRESENT 19 PREDECESSOR LINES

The current employees of at least the portion of Conrail going to Norfolk Southern come from a background as diverse as its many predecessor lines, at least 19. The greatest number of employees with prior service on a predecessor line is 8,533 originated with the Pennsylvania, while a single current employee had prior service on the Lehigh & Hudson River.

Here's a road-by-road list of Conrail predecessor companies and the number of present CR-to-NS.

Pennsylvania-8,533

Erie-Lackawanna-1,243

Lehigh Valley-400

CNJ-146

Penn Central-82

Penn-Reading Seashore-43

Akron & Barberton Belt-15

New York & Long Branch-7

Cleveland Union Ter.-2

Lehigh & Hudson River-1

NYC-2,398

Reading-630

Monongahela-158

Indiana Harbor Belt-97

Merchants Dispatch-50

Chicago Riv. & Indiana-25

Detriot Termnal-10

Dayton Union Ter.-4

Penn Truck Lines-3

(Trains Magazine)

MORE DERAILMENTS

PORTSMOUTH, N.H.--Two rail cars filled with dangerous chemicals jumped the tracks at the B&M (GRS) railyard here (11-2-98), authorities said. The cars carried methyl methacrylate, a monomer inhibitor used to process plastic.

The cars jumped the tracks but remained upright, said Captain Vassilios Pamboukes of the fire department who was called as a precaution. Each car carried about 200,000 pounds and is a flammable material and contains harmful vapors.

(Union Leader)

E-MAIL CONNECTION

Next issue of the Newsletter will have a listing of those members who want to be contacted by e-mail to discuss various subjects of railroading, whether it be modeling, history, or whatever phase.

There are a few ground rules that should be followed. The first and foremost is please be courteous and do not use it as a way to vent personnel problems or "gossip."

Anyone who does so will be removed from the list and should be reported to the e-mail carrier if possible.

You the membership have asked for this and please make it fun.

Additional names will be added when sent to the Society mailbox, please do not take it upon yourself to be added to the list--let one and all be able to contact you and share in your interests. And finally--have fun.

3713 UPDATE

Work on the B&M's #3713 has been put on hold until July 1, 1999. The reason Steamtown's Chief Mechanical Officer Chris Arhens gave is that work has to be finished on the PRR K4 and repairs to the Baldwin #26, CP 2317, and the CN #3254.

CROSSING WORK IN DOVER

DOVER, N.H.-The railroad crossings in Dover at the intersections of Chestnut and Third and Fourth and Central were recently reconstructed by a private contractor hired out by Guilford Rail Systems.

The construction included modern crossing materials, new crossing gates, a state-of-the-art signal system and improvement to the drainage and adjacent streets.

Guilford replaced the rails, base materials, signal poles, arms and conduit, and install grade crossings.

During construction a snag happened when the contractor accidentally uprooted a telephone line the served ten local customers with Wentworth-Douglas Hospital the biggest. The contractor was leveling the roadbed when a cable was wrapped around what was thought to be a tie but was actually a telephone company system conduit. The error was repaired quickly and no major mishaps occurred.

(Fosters Daily Democrat)

RAIL CLUB MUST MOVE

CONCORD, N.H.-After eight years of rent-free space, the Concord Model Railroad Club is being force out of it's home at the Laundromat on 228 Loudon Road. The landlord, Paul Messier, Jr. has refused to comment on the issue. The Club will be dismantling it's 30' X 60" layout.

The layout depicts the railroad lines running north out of Concord. Photos of the layout may be seen on the Clubs web page at <http://www.concordnh.com/trains>.

The Club hopes to locate at a suitable space in the Concord area and requests that anyone who may be able to help with this situation to contact any of the officers listed on the web page.

The Concord Model Railroad Club is a non-profit organization, registered inn the state of New Hampshire. The Club sponsors the annual fall railroad show in the Everett Arena.

Jonathan Miner, President-CMRRC-
(e-mail) Jonathan.W.Miner@imco.com)

PLANNERS AGOG OVER GOTHIC GARAGE

SALEM, MA.--Riders thought it was dirty, commuters said it was unpractical. But as new plans for an MBTA garage show, the old Boston & Maine Railroad Depot was an architectural gem that many wish the city hadn't demolished.

"It was one of those classic buildings Salem identified with," said former Mayor Jean Levesque. "I heard more laments about the decision to tear that down than any other building in Salem save the old Paramount theater.

City planners want to recreate elements of the old station in the MBTA garage being planned for the commuter rail station. The agency said last week it would consider the city's ideas after withdrawing the original plans.

The old station, with its granite facade that resembled a medieval castle, sat at the corner of Washington and Norman streets where Riley Plaza is today. (Riley Plaza named after Salem's recipient of the Congressional Medal of Honor--Ed.)

The building had its origins in drawings by Capt. D.A. Neal, the second president of the railroad, who had seen buildings like

it in England, according to the Essex Institute. It was designed by prominent Boston architect Gridley Bryant and built in 1847.

The station was the key North Shore destination on the B&M line that ran from Boston to Ipswich. Much of it was destroyed by a fire in 1882 but was quickly rebuilt. And was spared destruction in the great Salem fire in 1914 when the fire went around it.

By 1952, however, state and city planners had decided the depot and the railroads downtown crossing, stood in the way of the effort to ease traffic congestion. The station was razed that year to make way for the Plaza. (I will beg to differ as I took many a train out of there as a youngster in the early 1950's to Boston--Ed.)

"People thought of it as grimy and dirty," says John Carr, former Historical Commission member. Today the closet residents can come to seeing the station is in Old Town Hall where a model sits on display.

(Salem Evening News)

FIRE DESTROYS HISTORICAL COMPLEX

CHICAGO, IL.--Fire destroyed the last remaining structure of the Pullman Works, the railroad car factory where one of the most important battles of the American labor movement was fought in the 1890's.

The factory once was famous for its elegant railroad cars, and the company was also at the heart of a dispute that increased the status of black workers. The neighborhood itself was once a city created and owned by the company.

"It all started there," said Leslie Orear, President of the Illinois Labor Historical Society. "You can't talk about the history of the labor movement, the civil rights movement or even the Democratic Party without talking about Pullman."

An extra-alarm fire on Dec. 1, 1998, tore through the 220,000 square-foot administration building that was the capitol of George Pullman's one-time empire beginning in the 1880's, toppling its landmark clock tower and collapsing the roof. Police charged Anthony Buzinskis, who they found at the scene.

The building had been empty since Amtrak stopped manufacturing sleeping cars in 1982, but served as anchor of the historic Pullman district on Chicago's South Side. The state of Illinois bought the building in 1990.

Thousands of people visited the neighborhood yearly, mostly to see the architecture of the community Pullman designed to house workers from the new factory complex he began building in 1880. On empty land south of Chicago, the sleeping car mogul built one of the finest 19th century company towns---with comfortable homes for some 2,500 workers, schools, parks, churches and even an elegant hotel---the Hotel Florence named after Pullman's eldest daughter. Although the homes weren't large, their harmonious red-brick architecture,

reminiscent of Baltimore or Philadelphia rowhouses, offered a charming relief from the chaos of early Chicago.

Pullman the man, was hailed as a benevolent industrialist; and Pullman, the neighborhood, was annexed by Chicago in 1889 as the "jewel" of the South Side. But when a recession hit in 1893, Pullman cut wages at his plant while leaving rents in the community at boomtime levels. The workers rebelled and about half of the 6,300 workers went on strike. Pullman responded by locking them out.

The American Railway Union, under the leadership of Eugene Debs, then refused to handle any trains containing Pullman cars. The railroads countered the move by coupling mail cars to the Pullmans and President Grover Cleveland, over the loud protests of his fellow Democrat, Illinois Gov. John P. Altgeld, ordered federal troops onto the trains to ensure that the mail got through.

"There was a great deal of violence around the country, but none in Pullman itself," said Orear. About 13 people were killed before the strike collapsed.

The second Pullman labor struggle was a longer and less spectacular affair, but resulted in a victory for the union and increased status for black workers. Pullman began hiring freed slaves to work as porters and attendants in his cars as early as 1867, possibly choosing them because they would work for low wages. These wages were still low in 1925, when Philip Randolph made his first efforts to unionize the porters, despite the company's opposition to organized labor. The workers prevailed and the Brotherhood of Sleeping Car Porters signed a contract with Pullman on August 25, 1937.

(AP via NERAIL)

LOCOMOTIVE EXCHANGE

LINCOLN, N.H.--It was a quite exchange of pastures for two iron horses whose history is rooted in the regions' vivid logging history. When Clark's Trading Post (Porter) and Loon Mountain (Baldwin) traded engines it brought out not just rail buffs but brought back memories for residents of the days when time in Lincoln was told by the mill whistles.

For years the Baldwin plied the tracks carrying logs on the East Branch & Lincoln line from deep in the western White Mountains to the mill yards of timber baron J.E.Henry. Local historians say the locomotive was built brand new for the mill and never left town.

Crews from the White Mountain Central RR rolled the Baldwin from its place at Loon Mountain and brought it to the rail yard at Clark's. They brought the Porter to Loon the next day.

If all goes according to plan the Baldwin will once again ply the rails. "We'll inspect the boiler this winter and deem whether it's cost worthy for restoration," said David Clark of the WMCR. "This is a great piece of history," said Rick Kelley, general manager of Loon Mountain.

The Porter arrived in town after WW II, said Alan Thomas of Woodstock, who purchased it some years ago. "At the end of the war, there wasn't much available and this was purchased by the mill from the government at the Watertown, Mass. Arsenal," he added. It ran until the 1950's at the mill but never ran a logging train. It was used for switching at the mill, shunting cars, paper and coal.

(Manchester Union Leader)

UPCOMING EVENTS OF INTEREST...

- Jan. 9, 1999 Winthrop School on Bay Rd., Rt. 1A Hamilton, Mass. 10 to 4, Fares are \$3 Adults, \$1 Children 6-14, \$7 Family. Sponsored by the Wenham Museum.
- Jan. 17, 1999 Durfee High School Field House, 10-4, on Elsbree St. in Fall River Fares \$3 Adults \$1 Children.
- Jan. 24, 1999 Leominster Italian Cntr. 10000 Lancaster St. 9-3, Fares \$3 Adults under 18 years FREE. Leominster, Mass.
- Jan. 30/31, 1999 Amherst Show in Springfield, Ma. 9-5 both days. Fares \$6 Adults \$1 Children under 12 years old.