

Boston & Maine Railroad Historical Society 19 Incorporated 71 NEWSLETTER

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Visit the B&MRRHS on the web at <http://come.to/bmrrhs>

Meeting/Membership Telephone Number (978) 454-3600

January-February 2001

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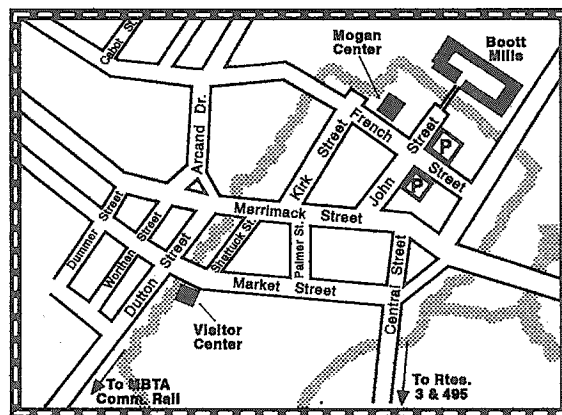
— B&MRRHS CALENDAR —

- January 13, 2001** Carl Byron will be giving us a slide show on the B&M in the 1970's. Carl will be signing copies of latest book, "Trackside Around Boston 1942-1962," as well as copies of his previous books. Copies will be available for sale at the meeting.
- February 10, 2001** Dr. Bruce Heald will be giving a presentation on the history of the MS *Mount Washington*, from the days under B&M ownership down to the present.
- March 10, 2001** Gary Young will show various videos of railroading in New England.
- April, 2001** Our annual Joint meeting with the Mass. Bay Railroad Enthusiasts. Details and date in next Newsletter.

All Lowell meetings are held on the second Saturday of any given month in the BOOTT MILLS THEATER (2nd floor) at 3:30 PM unless otherwise noted. If you forget what the program will be please call the Society's phone line.

DIRECTIONS TO THE LOWELL MEETING PLACE—at the traffic light near the Mogan Center, take a right or left depending on which way you come down French St., go past the little guard shack (Parking lot is on right—Boarding House Park is to the left), Walk over the trolley tracks and bridge. Into the courtyard, bear to the right and go to the end. The doorway will be lighted. Also look for signs.

VISITORS MUST PARK IN THE LOT ON FRENCH STREET—NO PARKING IS ALLOWED IN THE COURTYARD.



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!

Society Addresses

Membership:
B&MRRHS - Membership
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Which address should you use? For membership payments, use the membership box in Lowell. For any correspondence concerning the Newsletter, use the Newsletter box in Gloucester. Everything else should go to the Derry address. This includes catalog orders and correspondence with the Archives, Historian, Bulletin, and Board of Directors. As always, include a SASE or postage if you want a reply to your correspondence.

IMPORTANT MEMBERSHIP NOTICE

IMPORTANT MEMBERSHIP NOTICE

As of September 1, 2000 dues in the following categories will be going up. The B&MRRHS hasn't raised dues since 1988 and with the rising costs of printing and mailing we have to do it. At the May meeting of the Board of Directors it was voted on to do so.

Basic from \$25.00 to \$30.00
Basic + from \$27.00 to \$32.00
Foreign and Canadian from \$35.00 to \$45.00

At the same time, we are raising the newsstand price of the Bulletin to \$10 per issue.

The Board of Directors has voted to institute a \$28 charge for returned checks. This applies to all Society transactions. This reflects the expenses that the Society incurs when a check is returned.

SOCIETY NEWS...

WILDER, GOODWIN RECEIVE AWARDS

The Society presented plaques to H. Arnold Wilder and John Goodwin in appreciation of their continued service to the Society. The presentation was made at the September members meeting when they presented their show on the Stony Brook line. Both of these men have given of their time and knowledge to the Society for many years.

SOCIETY OFFICERS, DIRECTORS AND STAFF

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Vice President	Joseph N. Shaw
Treasurer	Allan Klatsky
Secretary	Buddy Winiarz
Clerk	Richard Nichols

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Bulletin Editor: Andrew Wilson
Layout And Art Director: John Alan Roderick
Contributing Editor: Craig Della Penna, George H. Drury

NOTICE CONCERNING THE ESTATE of HARRY A. FRYE

Avid train collector and B&MRRHS Historian Harry A. Frye of Hooksett, New Hampshire, died on September 2, 2000. The law firm of Sulloway & Hollis, PLLC, has been appointed Administrator of the Estate of Harry A. Frye. Anyone holding items that belong to Harry A. Frye - OR - anyone who can identify items held by Harry A. Frye that did not belong to him should contact Attorney Elise H. Salek of Salloway & Hollis, PLLC, 9 Capitol Street, PO Box 1256, Concord, NH 03302-1256 (603-224-2341) on or before April 13, 2001.

From the Board...

The Board of Directors would like to ask all members who have borrowed Society materials to return them when they are finished with them. This will ensure that these materials are available to other members of the Society, and that the Society's ownership of such material will not be called into question if circumstances arise.

FROM THE ARCHIVES

Resources for Modelers

The Archives Committee handles many modeler inquiries during the course of the year. Modelers are welcome to visit the Archives and browse through the wide variety of materials that is available. When information is needed, the following sources often prove helpful.

B&M Bulletin. The Bulletin has been the Society's premier publication since 1971. Its issues contain many photos and drawings of trains, locomotives, cars, and structures. Also, many maps and equipment rosters. An index is available for volumes I through XX and a reprint of volumes I through V will soon be available.

Modelers Notes. This series is a regular feature of the Society's Newsletter. Contains, photos, drawings, operating details, and modeling instructions.

Photographs. Structure photos are filed by location; locomotive photos by railroad, class, and road number; rolling stock by type. (We need good freight car photos from all eras).

Boston and Maine Railroad Employees Magazine. Published several times a year between 19xx and 19xx. Contains photos and detailed articles about structures, locomotives, cars, equipment, signal systems, etc. Also a large amount of operating information. Unfortunately, there is no index

ICC Valuation field notes. ICC field engineers made an extensive physical survey of the B&M beginning in xxx. The Society holds detailed field notes for many B&M valuation sections. These notes contain dimensional and component information about many B&M structures including floor plans of many stations.

Locomotive and car records. We hold extensive steam locomotive roster material and card file service records for steam and diesel locomotives and passenger cars. Of particular interest is the Leroy Hutchinson collection of passenger car information. We are thin on freight car and caboose data. (Send it in if you have it).

Drawings. We have good coverage in the areas of track profiles, signal plans, and steam locomotive and component drawings. We hold a comprehensive collection of system maps. You will find large-scale valuation maps for many B&M valuation sections. We have less extensive coverage in the areas of diesel locomotive, car, station, and yard drawings. (We can always use more material in these areas).

Time tables. We hold a large collection of employee and public time tables that contain station lists and interesting operating details.

Freight train symbol books. Contain symbol descriptions, routes, and schedules of B&M/Guilford freight trains from the 1920s to the present.

Operating rules. Modelers will find early operating rules in employee timetables. Later, separate rule books were published. The Archives has an extensive collection of them.

File cabinets. "Vertical Files." Subject, e.g. air brakes, bridges, curves and turnouts, cars-passenger, cars-freight files material, cars-work.

Good luck with your modeling projects. Hope to see you at the Archives soon.

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.

BOARD OF DIRECTOR MEETING MINUTES

OCTOBER 14, 2000

In attendance: Paul Kosciolk, Jim Nizgus, Alan Klatsky, Wayne Gagnon, Dan Hyde, Fred Brown, Ellis Walker, Buddy Winiarz, John Goodwin, Rick Nowell, Andrian Gintovt

REPORTS

No Reports from V. Pres., Clerk, Archives, Hardware, 410, Shows, and Program.

PRESIDENT

John Reading is handling the Society's interest through Nixon & Peabody of Concord, NH in the Harry Frye Estate. Salloway & Hollis of Concord, NH are handling the Estate.

TREASURER

As of 9/25/00 we have \$36,011.33 in the Savings account, \$5,300.61 in the Checking. Interest earned was \$101.52. 5 K transferred to CD for renewal. 15 K 5.95% 10 K 5.93%

MEMBERSHIP

Renewals (102) were mailed to 1999 members and 50% have renewed. Those not renewed by Nov. 2000 will be deleted.

NEWSLETTER

John A. Roderick has and will be sending to printer. We no longer have Gnomon Copy as our printer but Bellview of Lowell. Newsletter envelopes to be returned to Buddy W. from Gnomon. Louise will label and stuff envelopes and Paul K Will deliver and pickup from Louise for mailing.

BULLETIN

Rough draft at printers.

MODELS

Heritage boxcars are in. Cost is \$12.95 per car 4 for \$45.00

OLD BUSINESS

We will republish the Bulletins including #2

NEW BUSINESS

We were asked to move our Hardware to the basement of the Mack building - will not do so.

Dr. Heald made a presentation to the BoD for publication of two books - American Images - of the B&M. Book #1 The B&M in the 19th Century Book #2 B&M in the 20th Century.

Publisher holds copyright to context, Dr. Heald to the text and the Society to the photos. This will be a 50/50 split of profits. Society will provide photos and Dr. Heald the text. The Society will be acknowledged.

Motion by Gagnon 2nd by Hyde to authorize Dr. Heald full access to get material from the Archives for books. Motion carried.

Motion by Hyde 2nd by Gagnon that the B&MRRHS enter into a contract with Arcadia printing of books after legal council with John Reading. Carried.

Respectfully submitted,

Buddy Winiarz, Sec. B&MRRHS

DEPOT FOR RENT

Salem Evening News 10/10/2000
By SUE ELLEN WOODCOCK
News correspondent

SWAMPSCOTT - There's one heck of a rental opportunity waiting for the right person and the Historical Commission would like the Board of Selectmen to help in getting the word out.

The old railroad depot has been vacant for many years. 1998 the Historical Commission with the help of \$23,000 in donations from businesses and individuals, renovated the exterior and removed debris from the interior.

The building is owned by the Massachusetts Bay Transit Authority (MBTA), which rents it to the town for a \$1 a year and pitched in \$3,000 for the renovation project.

Soon after, the 1868 Victorian building was placed on the National Register of Historic Places.

A call went out for tenants and about 10 people responded. Historical Commission Chairwoman Sylvia Belkin said the spot would be ideal for a business.

But the hitch is the interior needs electrical wiring, plumbing, walls and ceilings. So far no estimates have been placed on the work.

"Occupation of the depot is essential for keeping it in good condition," Belkin said. "The building itself invites you to look inside."

She added negotiations about the rent are flexible considering the work needed. Parking would have to be worked on.

A letter will be sent to the selectmen asking for their assistance in getting the building occupied.

"I think it would be prestigious to have a business in a building like this," Belkin said.

During the exterior renovations, gingerbread decorative trim was installed, stairways and rails were repaired, the original windows were recovered and installed with Plexiglas over them, a planting area was established, doors were repaired and two clock faces were installed and are now running.

"If it's not inhabited it will fall into disrepair and have to be restored in a few years," Belkin said.

It's really a wonderful opportunity.

TRAIL PROPOSED ON OLD RAIL LINE

SOUTH BERWICK, Maine (AP) - The Eastern Trail Alliance wants to put bikes, pedestrians and horses on the Eastern Branch of the Portland-Boston Railroad.

The group wants to create a trail along the unused line from Kittery to South Portland.

"The railroad line was discontinued in the late 50s," said David Webster, a member of the Eastern Trail Alliance and a South Berwick town councilor. "With the exception of the part between South Berwick and Kittery that was made into Route 236, the rest still exists."

The stretch goes through 12 communities. South Berwick is the first to join.

The trail could cost \$5 million to \$10 million overall, not including maintenance.

410 RESTORATION SEASON CONCLUDES

The 410 restoration season has concluded with continuing progress on the locomotive. Over 9 work sessions this summer, 393 man hours were contributed by the volunteers. We look forward to having safety glass installed in the cab in 2001.

THANKS

Thanks this issue go to: Dave Dragan, William O'Connor, Robert Wilner, Richard Muse, Robert Terhune, David Strom, Theodore Manning, Peter Victory, Michael Lennon, Albert Garneau, Roger Bruns, Bob Warren

NEXT ISSUE

The deadline for the March/April Newsletter is February 4, 2001. Please send all items to the Newsletter address or E-mail. News items, especially local items not likely to be reported in Boston, will be greatly appreciated.

B&MRRHS WEB SITE

For those that are computer connected, the B&MRRHS has a web-site. The address for it is:

<http://come.to/bmrrhs>

This is the "Official Web Site of the B&MRRHS." Any other sites are not sanctioned by the B&MRRHS. Thanks go to Jonathan Miner, the webmaster of the site.

TAKE THIS DEPOT AND MOVE IT

New Hampshire Sunday News 11/19/2000

By ROGER AMSDEN

Sunday News Correspondent

GILFORD - A bit of history that has been stored near the town stump dump here for more than eight years - a 1900 railroad station once was known as 'the pride of Lakeport' - is free for the taking.

"We're taking one last crack at finding someone who is interested in saving it," says Don Leavitt of Historic Inns of New Hampshire. Unless the station can be moved from Laconia Airport Authority-owned land by the end of the month the station will have to be dismantled.

The station will have to be moved to make way for a new aircraft hangar, said Diane Cooper, airport manager.

She said the airport authority originally granted permission for the railroad station to be stored at the airport for one year and now wants to lease the land.

Leavitt said that Historic Inns had originally hoped to use the railroad station as part of its restoration of Kimball. Castle, a stone structure modeled after one that railroad magnate Benjamin Ames Kimball had seen next to the Rhine River in Germany.

"We had thought it would be nice to incorporate the station as part of the restoration," said Leavitt, noting that Kimball

had been president of the Boston, Concord and Montreal rail line and had played a role in having the station built in Lakeport.

"People had petitioned the rail line for a new Lakeport station to replace the old one that was in the basement of a building near the railroad tracks. They had pleaded with the rail line saying that Lakeport was 'worthy of something far better' than the station it had. And when it was built in 1900 it was known as the pride of Lakeport because of its elegance," said Leavitt.

But as plans for restoration of the castle evolved and the size of a proposed addition to it went from 20 to 40 moons it became apparent that the station would no longer fit into development plans, said Leavitt, noting that an additional problem would be moving the 30-by-40-foot structure up the steep and winding road to the castle.

He said that the station, which was newly dismantled in the mid-1980s and was saved by the efforts of a Lakeport group, 'looks like a wreck' but is still structurally sound and has many fine qualities, including matchstick paneling, which make it appealing.

"It's a piece of history which would be nice to save. If, free but it will have to be moved," said Leavitt.

He urged interested parties to contact his Historic Inns partner Rick Miller at 279-7001.

YES VIRGINIA, THERE WAS A GIRAFFE CAR!

(From the September 1929 Boston & Maine Employees Magazine)

"GIRAFFES PROVE OUR CLEARANCES"

When the Hoosac Tunnel enlargement was completed, the Publicity Department implored the Purchasing Department (in vain) to buy us a giraffe which could be sent through the increased bore and prove graphically to the public that anything at all could be shipped via the sub-Berkshire route. But all things comes to those who wait. We were rewarded with a pair of giraffes - for shipment from the animal farm of John P. Benson at Hudson NH to the Detroit Zoo via the Hoosac Tunnel. And we hereby announce that the giraffes went through with about a foot to spare - though giraffes are well known for holding their heads high before the whole world.

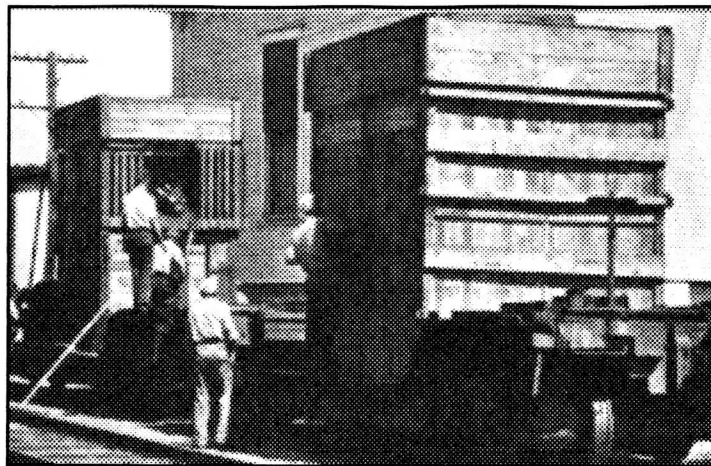
While the shipment occasioned much discussion in the press, it occasioned considerably more in the Transportation Department. Assistant General Manager S.E. Miller's gang had to move them safely - and they did not have the familiar excuse of the farmer who looked them over and said "There ain't no such animal!" After much headwork and more neck-work with a tape as well as some slide rule manipulation, Nelson E. Kidder, Inspector of Freight Transportation, went to Hudson and laid before the startled carpenters specifications for a couple of giraffe drawing rooms - superimposed on the lower stages of two transformer cars - and entered the reservation for Mr. and Mrs. Zarafah.

Old Man Zarafah scraped the sky at 14 feet and the missus at 13 and a half. But when the great boxes in which they rode were done, there were clearance both for their foreheads inside the compartments, and for the compartments themselves. Each box had an opening through which the animal could exercise its neck and take air, food and water. Then (after the accompanying photos were taken - attached to this email) were added two "piazza roofs" over each opening, and the openings were carefully padded. Next was added a smaller shelter on one of the cars in which the giraffe's keeper lived en route.

The shipment left July 30 (1929) via Nashua, Ayer and East Deerfield on CM-1 (one of the last uses of the WN&P as a through route) and LR-1 to the New York Central connection at Rotterdam Junction. After a comfortable ride, unmarred by mishap and untroubled by stiff necks, the giraffes disembarked on schedule in the Michigan Central's Detroit Yards.

Not the least interested in the shipment (according to ex-B&M Telegrapher turned Construction Engineer Joseph Matte Jr., of Detroit, was the DETROIT NEWS which dubbed the giraffes "Neck and Neck", their special cars "Tonsillitis" and "Laryngitis," and the train en route "The Larynx Limited." The NEWS writers even became lyrical,

O'er the bounding B&M, we sail with lurching gunwale:
As we reef our tonsils in as we near each bridge and tunnel.



B&M's "Giraffe Car" (photo from B&M Employee Magazine)

MORE ON THE MTC CARS

Tim Gilbert has sent along the following update to his story on the MTC cars from the last issue.

- A) 25 Boxcars, Steel Center Sills built 1902-1907 (B&M #47000-47999, #60000-64679, SC #540-789 later B&M #46843-46976).
- B) 50 Boxcars, Steel Underframes built 1908-1914 (B&M #65688-68247)
- C) 25 Boxcars with 40-Ton Trucks built 1908 (B&M #64680-64687)
- D) 25 Boxcars, ARA New built 1919 (B&M #70000-70499)
- E) 25 Steel Gondolas with 40-Ton Trucks built 1909-1910 (B&M #80000-80999)
- F) 25 Steel Gondolas with 50-Ton Trucks built 1913-1914 (B&M #81000-81499)
- G) 25 USRA Coal Cars built 1919 (B&M #90000-91499)
- H) 25 Flatcars built 1923 (B&M #33500-33799)
- I) 34' WUF Coal Cars built 1899 & 1906-1908 (B&M #21400-24987)

NEWS FROM ALONG THE LINE...

NEW RAIL LINK SEEN AS MORE THAN JUST A COMMUTER RUN

By Associated Press, 11/21/2000 15:21

WELLS, Maine (AP) The passenger rail service scheduled to begin in April between Boston and Portland will look beyond the commuter market for the biggest share of its ridership.

Non-commuters are expected to account for 70 percent of the ridership on the eight trains that will run each day between Boston's North Station and St. John Street in Portland, Moulton said.

Marketing efforts for the new service will soon pick up steam, he said, with timetables and ticket prices available within eight weeks. Round-trip tickets will cost about \$30 to \$35 from Portland to Boston and about \$21 to \$25 from Wells to Boston. "There'll be discount packages and there may be a monthly pass," Moulton said.

Officials broke ground Oct. 25 for a \$1.9 million transportation center to be built on a 25-acre lot near Exit 2 of the Maine Turnpike in Wells. Parking lots and the 4,200-foot train platform are expected to be completed in the spring and the station building by next fall. The center will accommodate passenger trains, buses, vans, taxis, trolleys and bicycles.

3713 PROGRESS REPORT

Notes from Along the Line, via our members

Mike Lennon adds:

Bob Wilner visited Steamtown on October 25th to see the progress on the restoration of B&M 3713. Some of his observations are included here:

Wednesday, October 25th, I made my visit to Engine 3713 in Scranton. Time of visit 9:15 am to 10:30 am...Escorted by Park Ranger Ken Ganz.

We passed Pennsylvania's K4 1361 sitting alongside of 3713...Priority has switched from 1361 to 3713 for return to service.

Some welding was in progress on 3713, in the fire-box area, by Bill Frederickson, the man in charge of restoration.

Ranger Ganz then took me on a tour under the engine. Ken explained to me that as an engine went into the shop for repair work, wheels were interchangeable. If a wheel needed work, it was removed and replaced with another. Whatever engine the replacement was installed on, the engine number was punched on the wheel near the axle and counter weights. From my angle, I could only see the bottom half of the wheels, so there may be more engines these wheels hauled in service.

Right side: 3713, 3714, 3716, 3715, 3717

Left side: 3713, 3717, 3714, 3711

Engine built by Lima. First wheels in lead truck with Alco name, rear set Baldwin.

Ken said that they won't be installing Skyline Casing, or Smoke Detectors, because it would only cause more maintenance costs, but then said that they want to rebuild the snow melting equipment.

Last month I attended the Association of Railway Museums annual convention at Steamtown. I got a chance to look at B&M 3713 (we had free access to the back shop with our convention badge), most of the current work is on the boiler staybolts. Many are being replaced. Other boiler work is progressing, however, due to the lack of funding for the project, it is only worked on ONE day a week by a paid person along with the volunteers. I would like to see this change so I am sending Lackawanna & Wyoming Valley Group \$37.13 per month until the restoration is finished. Maybe we should encourage our members to do the same. \$37.13 per month is not a lot of money these days!

WANTED: FLYING YANKEE INFO

Brad Sears, author of this continuing series about the Flying Yankee, has been named by the Flying Yankee Restoration Group, Inc., as the official archivist of the project. The Claremont Concord Railroad in Claremont, owned by the LaValley family interests, is the project site. Anyone with pictures, schedules, or anecdotal information about the early running days of the streamliner is welcome to contact Brad at Wicked Good international headquarters in Newport:

Ph: 603-542-1520/Fax: 603-542-1903

E-mail: cargab@sugar-river.net

Snail mail: 355 Chandlers Mills Rd

Newport, NH 0773

Thanks to Michael Lennon for sending copies of the Wicked Good Calendar, a monthly publication in New Hampshire that has been running reports on the restoration of the Flying Yankee as described previously.

THE FLYING YANKEE RESTORATION PROJECT

A Brief History

In the dreary years during the great depression, America searched valiantly for ways to inspire and urge its people to look ahead once again to a time of optimism and greatness. Certainly one of the most influential creations to come out of that time was the streamliner train, a marvel of American ingenuity even today. The year was 1935, and the Boston and Maine Railroad, close on the heels of the successful launch of the Midwestern Pioneer Zephyr, created the Flying Yankee, an articulated train that would soon revolutionize and re-energize rail travel in northern New England. At various times during its career, the train ran from its home station of Boston to Portland and on to Bangor, Maine; to Littleton through the White Mountains of New Hampshire; to White River Junction, Vermont; and through the Berkshires to Troy, New York. In its celebrated 22 year career, B&M #6000 was known as the Flying Yankee, the Mountaineer, the Cheshire, the Businessman, and the Minuteman while swiftly traveling over 2.7 million miles in high style and at extraordinarily low cost.

Retiring in 1957, the Flying Yankee was "spotted" on the sidelines at the Edaville Railroad Museum in Carver, Massachusetts. It sat quietly for 36 years before being rescued and brought back to New Hampshire in the Fall of 1993 by Robert S. Morrell, founder of Heritage New Hampshire.

In 1996, Heritage New Hampshire sold the train to the State of New Hampshire for the princely sum of \$1 with the proviso that a nonprofit corporation be formed to oversee the restoration effort, and that the train would be operated as an educational and economic development icon.

The Opportunity

We believe participating in the restoration is a unique opportunity for enthusiasts to bring to life again one of the giant innovations of America's golden age of industrial preeminence. More importantly, it is an opportunity to contribute to

FLYING YANKEE UPDATE...

Carl Lindblade, The Executive Director of the Flying Yankee has offered and we've accepted to update members on the restoration status of the Flying Yankee.

Carl's report:

It's three years since the train was moved by the New Hampshire National Guard from it's temporary safe haven in the sand pit in Glen to the shops of the Claremont Concord Railroad at Claremont Junction New Hampshire (just opposite the Amtrak Station).

The shops of the Claremont Concord are open and you are welcome to visit anytime.

The train has been completely disassembled, inventoried, and all the parts cleaned. A plan has been put together that call for reusing or ordering new components so that the train can be

the education of our youth as we integrate the fundamentals learned in the classroom with the practical application achieved by visiting an operating train. Thus we turn to those who love trains, and to those who appreciate the tremendous contribution this train made to railroading technology.

The Plan

The plan is simple. We have engaged The Claremont Concord Railroad Corporation, of Claremont, New Hampshire, to undertake the restoration. The first step has been to remove the General Motors Winton diesel engine and the General Electric generator and traction motors. It was determined to restore these key elements, which are the very heart of the Yankee. This is being completed. Systematically all other systems, such as the Westinghouse Air Brakes, the Pittsburgh Plate Glass Windows, the art deco styling of the interior, etc., have been removed and are being repaired or replaced, as necessary. When complete, the restored Flying Yankee will offer the safety and convenience common to modern day train travel, while providing an inspirational example of the innovative technology of the 1930s that we can celebrate today.

In addition to our contract with The Claremont Concord Railroad Corporation, we are working with a large cadre of other New Hampshire vendors.

We continue in pursuit of the resources required to bring this restoration to fruition. In the meantime, the opportunities for educational experiences aboard this shining stainless steel icon are being explored with our State economic and educational agencies.

PO. Box 6000
Glen, NH 03838
1-877-6YANKEE
Email: fygroup@ncia.net
Visit our website at www.flyingyankee.com

restored to as near original operating condition as possible.

After the restoration began the Board voted to, if feasible, to not only restore the look of the original, but to make # 6000 Amtrak compatible. This means that when done the Yankee should be able to travel anywhere that Amtrak goes.

This means among other structural enhancements, cab signaling and new wheels that meet today's standards. Of course some components will have to be grandfathered. Building to these standards takes time.

We are at a critical phase right now. The good news is that all the pieces needed to finish the train are either in sight or in hand.

Restoring the Winton 201 A has been a major challenge but as of this report we have the way clear to restore it the prime mover to roll the Yankee at 90 mph again.

In our next report we'll have a better handle on completion dates.

CEL
Claremont NH 12/00

RAILYARDS KEPT CITY ON TRACK

Concord Monitor, 8/14/2000

By COURTNEY WEILL Monitor staff

Just a few hundred feet off South Main Street, a remnant of Concord history hides behind overgrown shrubs, stacks of corroded wood and relics of failed business ventures.

Vines wrap around the deserted Boston & Maine repair shops, winding their way in and out of oversized windows with granite sills.

The dilapidated buildings impose an eerie silence, acknowledging the absence of the whistle of a steam engine, the rumble of a tractor and the pounding of thousands of hammers.

In fact, the roar from the now idle shops left many of its 1,300 employees deaf, said former shop carpenter Kenneth Mayhew, pointing to his two hearing aids.

Mayhew worked in the shops for 85 cents an hour from 1942 until they closed in 1955. His father carved the wood parts for the trains for 20 years before him.

During the railroad's heyday from the turn of the century through World War II, the shop — the only one between Boston and Montreal — was the city's largest employer.

"In everybody's family, somebody worked for them," state historian Elizabeth Muzzey said. "The neighborhood in the South End was built to house these railroad workers."

Sixteen of the 36 Boston & Maine buildings remain on the 35 acre tract bound by the South End Marsh and South Main, Hall, Water and Gas Streets.

Two of the buildings have been remodeled and are occupied by Steenbeke & Sons Building Supplies and Nancy Carlisle Interior Plantings.

A Massachusetts company wants to build a 300,000-square-foot retail development on the site, demolishing all but one of the shop buildings and cleaning up the environmental hazards left behind.

The developer has hired a historical consultant to examine the buildings, said John Sokul, local lawyer for the developer.

The removal of most of the track and all of the original railroad equipment somewhat compromises the complex's historical integrity, according to a preliminary report from the state Department of Historical Resources.

Yet even Mayhew, who spent 13 years working in the passenger car repair shop, doesn't seem to see the buildings' value.

Mayhew, 82, only remembers the hard work, the friendships and the smoky windows.

He would arrive at the shop's guarded gate off South Main Street at 7 a.m. for work. The guard tried to prevent runaways from sneaking in and riding off on the repaired cars, Mayhew said.

When he arrived at his workstation, Mayhew would punch the time clock, pair up with another craftsmen and start working on their assigned car.

"It could be the roof, the windows, the seats, the floor," he said. "We repaired it."

The car then went through an inspection and was pulled by tractor out to the turntable that moved the car into a paint shop.

For several years, Mayhew transformed box cars to refriger-

ated milk cars, working with tin and a small 4 cylinder engine.

He enjoyed interacting with so many types of men from stock boys to engineers during the workers' frequent breaks.

"You never heard of a woman working in that kind of stuff," he said. "Everything in the railroad wasn't clean. It was a bunch of men from all walks of life."

When asked about their conversations and adventures, Mayhew just gave a youthful smile and said "it's not fit to be printed in a newspaper."

Promising more pay and better hours, the union leadership offered protection from top managers when their pranks and scuffles got out of hand.

"If someone got into trouble, one of the union members would pull you out," Mayhew said.

But some like Roland Boulet say the union did more harm than good.

Boulet, 76, worked as a yard laborer at the shops from 1950 to 1953.

"What killed this is the union," said Boulet, leafing through a well-worn 1953 issue of the Boston & Maine Railroad Magazine.

Boulet enjoyed his time at the repair shops but doesn't see the point of trying to preserve the shop.

"As far as saving the buildings, it's too late," he said. "They let them go too far."

But these last remnants of Concord's railroad history could be eligible for the National Register of Historic Places, Muzzey said.

If they are eligible, the developer must first try to avoid harmful impacts to the buildings or try to mitigate them, she said.

The Boston & Maine attained a monopoly of the railroads in New Hampshire in 1895 and opened the new repair shop the next year to build locomotives and maintain passenger and freight cars.

An article in the December 1, 1900 issue of the Boston & Maine Messenger heralded the shops:

"Of all the possessions of the Boston & Maine Railroad there is none in which the management is justified in taking a greater degree of pride. than the new repair shops at Concord. This plant has been in operation less than two years, but already its fame as one of the most complete and effective departments of its kind has gone abroad throughout the land."

The railroads flourished until shortly after World War II when the overland trucking system emerged, causing decreases in railroad freight traffic.

With sparse population and little industry, the services in New England suffered greatly, and the Boston & Maine was forced to drop passenger service and abandon tracks to survive.

Changes in railroad car construction and the decline of service led to the closing of the Concord shops in the late 1950s.

BACK TO THE RIVER...

10/9/2000

WHITE RIVER JUNCTION, Vt. (AP) -White River Junction is returning to its roots as a railroad enter and is once again becoming a true junction of railroad line.

Two different railroads currently operate switching yards in the town of Hartford, a third has signed a contract to operate there and a fourth railroad is expected to sign a similar contract soon.

The most recent addition is the Northern Vermont Railroad, which after months of negotiations signed a 10-year contract with the state to operate a 40-mile line running from White River Junction north to Wells River.

The influx of railroads will provide businesses with a new way to ship goods to and from the Northeast Kingdom and beyond to Canada.

In addition, Amtrak is looking to add a shipping service for finished and perishable goods from the region. Although the service is aimed at businesses, passengers may also benefit. If hauling freight proves profitable. Amtrak might add passenger cars to the line between White River Junction and Montreal.

"I think it's safe to say that by the end of this month, you 11 see our first train into White River Junction," Northern Vermont District Manager Bill Magee said last week. "In the beginning, it will probably be a mixture of some intermodal (piggy-backed trucks and containers), some lumber and some paper. It'll start out slow and small and hopefully grow rapidly."

The Northern Vermont, which is part of the Maine-based Bangor & Aroostook Railroad system that includes the Canadian American and Quebec Southern railroads, already reaches Montreal and northern Maine.

Now the Northern Vermont expects to bring traffic from its northern operations to White River Junction to transfer it to the New England Central and Boston & Maine railroads, which already serve the area. The Claremont Concord Railroad plans to operate in White River Junction by mid-November.

Northern Vermont won the routines in a heated bidding war between a half-dozen railroads that expressed interest in the long-dormant line after the state agreed to pay \$3.3 million last December to buy the right of way.

The 40-mile line, named the Berlin Branch because it once was the main link to the paper mills of Berlin, N.H., fell into disrepair during the 1990s. Despite extensive repairs this

spring by the Green Mountain Railroad, the line still needs considerable improvements, Magee said.

Along with the miles of track, the Northern Vermont also acquired the South Yard in White River Junction.

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ITEMS OF INTEREST

- February 3-4, 2001 Big Railroad Hobby Show. Eastern States Exposition Center, West Springfield, MA. 9am-5pm both days. Adults \$6.00, Children (5-11) \$1.00.
- February 11, 2001 Mystic Valley Railway Society's Rail-a-Rama XXXIII. Ramada Rolling Green, 311 Lowell St., Andover MA. Exit 43 on I-93. 10:00 AM-4:00 PM Adults \$3.00, Children (5-12) \$1.00.
- March 11, 2000 10th Annual Haverhill Train Show. Haverhill High School, Monument St., Haverhill, MA. Exit 50 on I-495. 10am-4pm. Adults \$3.00, Children (5-12) \$0.50.