

Boston & Maine Railroad Historical Society  
19 Incorporated 71

# NEWSLETTER

Patrick Abegg, Editor • P.O. Box 418 • Gloucester, MA 01930 • Email: [bmrrhs@ix.netcom.com](mailto:bmrrhs@ix.netcom.com)

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

Meeting/Membership Telephone Number (978) 454-3600

March-April 2001

Opinions expressed in the signed columns or letters of this Newsletter are those of their respective authors and not necessarily represent the opinions of the Society, its officers or members with respect to any particular subject discussed in those columns. The inclusion 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 —

**March 10, 2001** Gary Young will show various videos of railroading in New England.

**April 19, 2001** Annual Joint meeting with Mass Bay Railroad Enthusiasts, at their place in Newton at 8 PM. See below for directions. There will be no meeting in Lowell this month. The presentation will be done by Preston Johnson, and will be titled "Railroad Wanderings: A 1950's Slide Show."

**May 12, 2001** We're on the road to Ashland, New Hampshire for a joint meeting with the Ashland Historical Society. The meeting will be at 2 PM at the B&M Depot (see below for directions and information on van trip). There will be no meeting in Lowell this month.  
The presentation will be done by Dana Philbrook, titled "Potpourri of Railroad Oddities," presenting many one-of-a-kind objects. We will have an opportunity to explore the restored station, which serves as a museum for the Ashland Historical Society.

**June 9, 2001** Re-dedication ceremony for the 410 locomotive in Lowell. Time and details to follow next issue.

### *Directions to "Away" Meetings...*

#### **April 19, 2001 Meeting With MBRRE**

Newton Highlands Congregational Church, Lincoln & Hartford Sts., one block west of Walnut St. and two blocks north of Route 9 in Newton Highlands. Take a T Green Line "D Riverside" car to Newton Highlands and walk one block west. If you are driving east on Route 9 from Route 128, go under the T Highland Branch overhead bridge; turn left at the first traffic lights (at the top of the hill one mile from Route 128); go two blocks north on Woodward St. to the flashing blinker light; turn right onto Lincoln St. Enter the church basement from the rear (Hartford St.) parking lot.

#### **May 12, 2001 Meeting With Ashland Historical Society**

Ashland New Hampshire at former B&M depot. From I-93 take exit 24 east on US 3. In less than a mile, take State 132 to the right. 132 immediately becomes Depot St. The depot is less than a mile away.

*For members from the Boston and Southern New Hampshire areas, we will run a passenger van from the Lowell area up I-93, with stops to pick up passengers. This trip would leave the Lowell train station at about 12 noon and return to Lowell by 6 pm. If you would like to join the van trip, please send a SASE to the Derry address. Please indicate the number of people and the exit location on I-93. We will split the cost of the trip among the riders.*

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.

## MEMBERSHIP INFO

### Membership:

Dues payment only should be sent to:  
B&MRRHS - Dept. M  
P.O. Box 9116  
Lowell, MA 01852

### Newsletter:

B&MRRHS  
P.O. Box 418  
Gloucester, MA 01930  
E-mail: [bmrrhs@ix.netcom.com](mailto:bmrrhs@ix.netcom.com)

### Business Address:

B&MRRHS  
P.O. Box 469  
Derry, NH 03038  
E-mail: [BMRRHS3718@aol.com](mailto:BMRRHS3718@aol.com) (*Please note change of e-mail address*)

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.

Due to higher mailing costs, **Canadian and Foreign membership has been increased to \$50.**

All Membership renewals will be mailed on the member's anniversary month. Counting that month, the member will have 90 days to renew their membership. If, after the three months, one does not renew they will be dropped from the Membership List.

**EXAMPLE:** April is the members renewal month, he/she will have until the end of June to renew.

Please use the renewal envelope provided with your notice. It has all your information and makes it easier to update.

This was done with the approval of the B&MRRHS Board of Directors.

*Buddy Winiarz,  
Membership Sec.  
B&MRRHS*

## FROM THE EDITOR

As this issue goes together, your editor is just back from the West Springfield train show. It was also good to see many members, especially since I met many of you for the first time.

Preservation efforts of B&M equipment was a visible feature of the show. The groups associated with the restoration of the Flying Yankee and the 3713 were especially prominent.

*Pat Abegg*

## SOCIETY OFFICERS, DIRECTORS AND STAFF

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

### *Board Of Directors*

James Nigzus, Jr  
Brian Bollinger  
Russell Munroe, Jr.  
Daniel Hyde  
John Goodwin  
Wayne M. Gagnon  
Fred Brown  
George "Sandy" Shephard  
Buddy Winiarz

### *Alternate Directors*

Ellis Walker  
Allan Klatsky

### *Staff*

Historian: Vacant  
Membership Secretary: Buddy Winiarz  
Archives Chairman: Frederick N. Nowell III  
Show Coordinator: James Nigzus, Jr.  
Program Chairman: Vacant  
Bulletin Technical Assistant: David A. Fletcher  
Bulletin Production Asst. : Brian Bollinger  
Bulletin Distribution: John A. Goodwin  
Newsletter Editor: Patrick Abegg  
Modelers Notes: Bruce Bowden, Robert Warren  
Model Projects Coordinator: Vacant  
Bulletin Editor: Andrew Wilson  
Layout And Art Director: John Alan Roderick  
Contributing Editor: Craig Della Penna, George H. Drury

## B&MRRHS Elections

There were a total of 126 Votes Cast

President		
Paul T. Kosciolk	124	
Vice President		
Mike Basile	124	
Treasurer		
Allan Klatsky	124	
Secretary		
Buddy Winiarz	122	
Don Valentine	1	
Clerk		
Richard Nichols	119	
Board Of Directors		
Russell Munroe, Jr.	124	
Patrick Abegg	122	
George "Sandy" Shephard	122	
Alternate Directors		
Ellis Walker	123	
Allan Klatsky	121	
Joseph Shaw	1	

### *From the January 1951 B&M Employees Magazine:*

In October 1950, the B&M's financial situation was:

Income	
Freight	\$6,207,832
Passenger	\$954,712
Mail, Express, Milk, Incidentals	\$867,619
Expenses	
Wages	\$3,991,056
Material & Fuel	\$1,230,441
Other Operations/Maintenance	\$556,772
Taxes	\$1,003,085
Interest & Rental	\$773,946
Balance	\$474,903

...which was used to pay the mortgage, improvement, and return to stockholders.

## SOCIETY SHORTS

Membership today stands at 1250 members

The Society did over \$3,000 in sales at the Springfield show. We added twelve new members and gave out many membership applications.

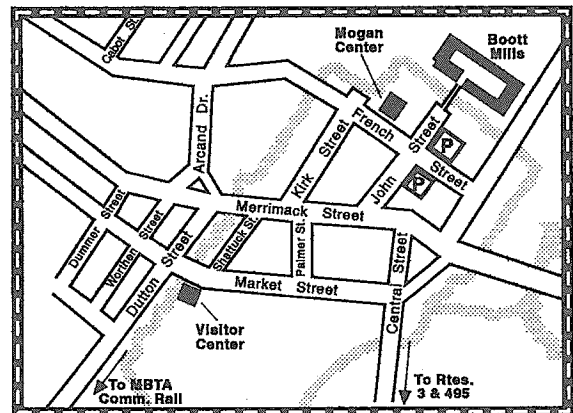
The Society introduced a new pricing policy for sales of the back issues of the B&M Bulletin at the Springfield show. We will now sell back issues of the Bulletin to non-members at the current cover price (now \$10) instead of the original cover price. Members will continue to be able to buy the Bulletin at the original cover price, as a benefit of membership.

We will have tables at the Haverhill, Topsham, and Bolton shows this spring.

The Merchandise Flyer that went out with the Nov-Dec/2000 issue has generated \$2,400 in orders as of early February. The new Fitchburg RR models are about half sold already. Thanks to members for their continuing orders.

Courtesy of many donations, the 410 Committee has over \$10,000 as they prepare for spring and the start of the work season. Thanks to all members who have contributed time and money to this effort. We look forward to the re-dedication ceremony to be held in June.

The late Harry Frye created and served as Historian since the early days of the Society. The Board of Directors has decided to create a History Committee to assume the role, rather than a single member. The details and membership are not yet finalized at this time. The Historian serves as a resource for members and non-members alike who are researching the history of the B&M.



**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.**

## FROM THE ARCHIVES

Boston and Maine Railroad Historical Society  
Report of Archives Committee  
January 13, 2001

During 2000 the Committee held 6 meetings. Attendance at meetings averaged 4. The work at these meetings consisted of sorting, listing, conserving, and filing new materials, pursuing requests for information, and rearranging shelf space. Attendees have included, in addition to your chairman, John Barr, Len Batchelder, Vin Bernard, Rick Conard, John Goodwin, Allan Klatsky, Ron LeBlond, and Ellis Walker. We encourage prospective volunteers to request inclusion on our mailing list.

Eighty-three donations were logged in 2000, including some unrecorded donations made in prior years, compared to 65 total in 1999. Donated material included books, magazines and newsletters, maps, tickets and passes, telegrams, videotape, drawings, photographs, clippings, rosters, timetables and Official Guides, locomotive classification books, punch cards, a zip disk of photographs, ledgers, letters, reports, waybills, brochures, and flyers.

A major donation of Boston and Maine and New Haven material was received from Samuel Vaughan, Jr. Mr. Vaughan is an outstanding supporter of the Archives through this and previous donations.

It is important that all donations be labeled with the name and address of the donor, the source if different, and the date of the donation. This permits us to properly acknowledge the donation and helps us to accurately catalog the material.

Major cataloging work this year involved Dana Goodwin's collection of railroad ephemera, and the Charles A. Brown and Glenn Kidder collections of photographs. Ron LeBlond continues to perform the unheralded but very important work of preserving and cataloging our growing collection of large format blueprints. John Goodwin has worked tirelessly to inventory several large collections of photos and paper materials.

We responded to 63 requests for information compared to 53 in 1999. These requests covered all aspects of B&M history with emphasis on stations, locomotives, rolling stock, and track profiles and location maps. We received more requests for genealogical information in 2000 than in past years. Vin Bernard, Rick Conard, and Ron LeBlond have given great assistance in the fielding of reference questions.

We completed a project to microfilm back issues of the B&M Bulletin. We now have the protection of offsite backup, and those who wish to use the Bulletin on microfilm may now do so at the Center for Lowell History. Shortly, we will make available an inexpensive 450-page photocopy reprint of the first five volumes of the Bulletin.

We respectfully but firmly remind everyone that the Society does not authorize any person or organization to publish our materials on the Internet and that the Society does not permit electronic scanning of its materials. We have adopted these policies to preserve the value of our collection for all Society members.

The Committee again furnished archive items for display in the Society's combine at the Lowell Folk Festival.

During the year we completed a collection needs survey to

help the Center for Lowell History to assess the current and future needs of their partners and collection storage requirements.

We continue to be grateful for the use of the space at the Center for Lowell History under our agreement with UMass Lowell. The staff of CLS has been most helpful in directing visitors to research materials and referring their technical questions to members of the Committee.

We will gladly mail a copy of our "Guide to the B&MRRHS Archives" to any interested member or prospective researcher.

We encourage our members to donate material and to refer us to possible donors. We welcome all material about B&M and its predecessor and successor railroads. We particularly need freight car data, station and rolling stock photos, biographical records, 19th Century items, original railroad records and correspondence, and Guilford items.

Respectfully submitted,

*Frederick N. Nowell, III*  
Chairman, Archives Committee

*Correction. In the "From the Archives" column in our January-February 2001 Newsletter, Rick Nowell reported on Resources for Modelers. The Boston and Maine Railroad Employees Magazine was published several times per year between 1916 and 1960. ICC field engineers made an extensive physical survey of the B&M beginning in 1914. These dates were omitted in the column as published.*

### 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.

### THANKS

Thanks this issue go to: Peter Victory, Albert Garneau, Roderick Hall, Richard Muse, Roger Bruns, Ellis Walker, Michael Lennon, Steve Meyers, Andreas Kuehnpast, Bob Warren, Tim Gilbert, Thomas Pearson

### NEXT ISSUE

The deadline for the May-June, 2001 Newsletter is April 7, 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 CURRENT FINANCIAL STATEMENTS

Boston and Maine Railroad Historical Society

(Cont.)

Current Month

Year to Date

Balance Sheet  
December 31, 2000

## CURRENT ASSETS

Current Assets  
Total Current Assets 73,679.61

Property and Equipment

Prepaid Federal Income Taxes 18.06  
Total Assets 73,697.67

## LIABILITIES AND CAPITAL

Sales Tax 87.77  
  
Total Liabilities 87.77  
Capital  
Retained Earnings/Fund Balance 71,302.17  
Net Income 2,307.73  
Total Capital 73,609.90  
Total Liabilities & Capital 73,697.67

## Boston and Maine Railroad Historical Society Income Statement For the Six Months Ending December 31, 2000

	Current Month	Year to Date
Revenues		
Membership Income	917.00	17,436.36
Show Receipts	0.00	514.05
Misc	190.50	385.11
Interest	197.11	1,095.20
Donations	0.00	16.50
Archives	32.00	232.45
Bulletin	1,912.85	7,132.51
Ho Kits	414.00	1,225.92
N Scale	0.00	8.25
Video Tapes	659.00	875.89
Tic Tacks	3.00	10.00
Hats	0.00	221.00
Maps	0.00	0.00
T Shirts	43.90	578.64
Mugs	10.00	64.35
Dividend Inc. /		
Tucker Anthony	1.25	13.49
B&M Book	270.75	851.45

Acct 556	0.00	0.00
Whistle	0.00	41.00
Buttons	0.00	0.00
Royalties	0.00	70.00
Sweatshirt	20.00	39.00
Total Revenues	4,671.36	30,812.07

## EXPENSES

Bulletin	-42.50	14,511.10
Newsletter	0.00	4,347.86
Membership Admin	0.00	0.00
Rent -		
Boott Storage Area	875.00	875.00
Office	145.40	1,317.85
Postage	354.04	2,684.02
Shows	0.00	349.73
Telephone	0.00	58.08
Society Phone	19.38	38.75
Bank Charges	3.00	41.00
Video Expense	0.00	329.75
HO Kits	0.00	0.00
Mugs	0.00	0.00
Refunds	4.70	4.70
4 10 Restoration	15.88	1,000.00
Misc	0.00	188.55
T Shirts	0.00	0.00
Archives	0.00	171.98
Accounting	0.00	939.25
Books	649.72	1,192.72
Taxes	0.00	35.00
Insurance	0.00	419.00
Mail Box Rental	0.00	0.00
4265 Restoration	0.00	0.00
Refunds	0.00	0.00
Federal income tax	0.00	0.00
Interest expense	0.00	0.00
Tape transfer		
expense - CD's	0.00	0.00
Total Expenses	2,008.74	28,504.34
Net Income	2,662.62	2,307.73

# B&MRRHS DIRECTORS MEETING MINUTES DEC. 2000/ JAN. 2001

DECEMBER 9, 2000  
BOOTT MILLS, LOWELL, MASS.

In attendance: Paul Kosciolik, Jim Nigzus, Dan Hyde, Ellis Walker, John Goodwin Sandy Shepherd, Allan Klatsky, Buddy Winiarz, Pat Abegg, Joe Shaw, Michael Basile, Rick Nowell, John Alan Roderick

Meeting Called to Order at 1:20 P.M.

November minutes accepted on a motion by Jim Nigzus, 2nd by Dan Hyde.

Agenda accepted as modified from the regular agenda. Motion by Wayne Gagnon, 2nd by Sandy Shepherd.

President Kosciolik opened the discussion with regards to the Harry Frye Collection. There is a general consensus that there will be consortiums bidding on the collection. JW Auctions will be holding the auction around March 2001. The Society may wish to concentrate on the internal correspondence & various projects that Harry was involved in as well as any negative lots which may become available.

Treasurer Klatsky brought up that the Society has a Certificate of Deposit coming due in December. Motion By Hyde, 2nd by Nigzus to renew the certificate of Deposit.

President Kosciolik read a very detailed letter from John Roderick which covered many internal issues of the society. It was suggested that modelers notes be included in the bulletin. There was further discussion that the hobby dealers have been hurt by the internet.

After much discussion the following motion was made by Joe Shaw and seconded by Dan Hyde:

The B&M Bulletin will be sold at a cover price of \$10.00 to all non-members of the Society. All members of the Society will be able to purchase the B&M Bulletin at the cover price listed on the magazine cover. Motion carried.

A second motion was made by Joe Shaw and seconded by Dan Hyde. That one exception will be made that bulletins will be sold at the cover price only at the Springfield train show. Motion carried,

The next directors meeting will be held on January 13, 2001 @ 1:00 p.m.

Motion for adjournment made by Gagnon, 2nd by Goodwin. Motion carried,

Meeting was adjourned 3:20 p.m.

*Respectfully submitted,  
Paul T. Kosciolik Secretary Pro-Tem*

JANUARY 13, 2001  
BOOTT MILLS, LOWELL, MASS.

In attendance: Paul Kosciolik, Jim Nigzus, Buddy Winiarz, Dan Hyde, Mike Basile, Rick Nowell, Pat Abegg and Wayne Gagnon.

Meeting called to order at 1:50 PM

Dec. 2000 minutes read and accepted with the following changes/additions: Letter from Roger Robar and Joe Shaw --- no action taken. Carried on a motion by Nigzus 2nd by Hyde. Agenda accepted on motion by Winiarz 2nd by Hyde with additions of calendar and Alden Dreyer letter.

## REPORTS

There were no Reports from: President, V. President, Clerk, Newsletter, Bulletin, Hardware, 410, and Models.

## TREASURER

There is \$3,517.00 in the Checking account and \$32,011.00 in the Savings account.

CD was cashed out in Dec. 2000

Motion by Abegg 2nd by Hyde to accept the report carries.

## ARCHIVES

Updated list of Archival borrowers.

Reprint of Bulletins coming to an end.

Vol. 1 B&M Pt. 1 19th Century due 1st of Feb.

A summary of Archive activities was read by Chairman Nowell, will be printed in the next Newsletter.

A meeting in April to cull through items in storage.

## PROGRAMS

We are set through the end of the year except for Oct. and Nov.

## SHOWS

As of 1-30-01 we have had \$2,174.10 in catalog sales. Next show is Springfield and Haverhill, Topsham and Bolton.

## OLD BUSINESS

Need to have John Reading look at contract for Central Mass.

## NEW BUSINESS

Buddy will look through Archives with Rick Nowell for photos to use on a calendar for 2002. 12 to 14 photos to be used. Buddy will call Phoenix printing in Portsmouth for price cost and also Bellview printing.

Paul Kosciolik read a letter from Alden Dreyer.

Next meeting will be Feb. 10, 2001 at 1:30 pm in Boott Mills.

Motion to adjourn by Winiarz, 2nd by Gagnon, carried

Adjournment at 3:22 PM

*Respectfully submitted,  
Buddy Winiarz,  
Sec. B&MRRHS*

## FLYING YANKEE UPDATE

February 5, 2001

Things are happening at the shops of the Claremont Concord Railroad as some major components of # 6000 begin to arrive.

This week the original auxiliary generator arrived from EMS in Dover New Hampshire, one of many original parts of the train that has been re built to be used again.

Most of the HVAC components have been received as well.

Windows have been a major part of the restoration as well. As you know the train is being restored to meet Amtrak and FRA safety and operating standards within the age of the train. The windows (which are installed using the original frames) weigh well over 100 pounds per unit and so take time to install. It takes two people a couple of hours just to do this. Each section of the train will have escape windows as well. Gladly, even though these require special custom gaskets, these too will fit into the original frames.

The rear windows, with the elegant curve, was received back from the manufacturer, and being smart Railroad people, the folks at the Claremont Concord measured the curve of the glass "just to be sure". They found indeed that it did NOT fit although the manufacturer insisted it did. The CCRR had sent specs for the window and an actual frame model for shipping. The manufacturer has made good and a second window has been received. CCRR will check this one out soon and we'll let you know if that ones fits.

We have just returned from the AMHERST show and it was great to see so many familiar and supportive faces at the show. Each time we attend we learn more about the Yankee and the wonderful run it had over 2.7 million miles.

More next time,

*Carl Lindblade, Executive Director*

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## FAMILY FUN WITH NEW HAMPSHIRE RAILROADS

Sunday, March 25, Noon-5 p.m.

All aboard for an entertaining day of family fun exploring the golden age of railroading, sponsored by the Mount Washington Cog Railway. Admire displays of running stock model trains. Tap your toes to music by Doug Clegg. Enjoy gallery activities. Robert Lindsell, author of Rail Lines of Northern New England, will show slides at 2:00 p.m. American Flyer collector Bob Steiner will talk about Arch McDonnell's New Hampshire railroad prints at 3:30 p.m. Make a whistle stop at the Museum of New Hampshire History for a fun-filled day the whole family will enjoy—all about trains.

LOCATION: Museum of New Hampshire History, 6 Eagle Square, Concord

MUSEUM ADMISSION: \$5 adults, \$4 seniors, \$2.50 children, family max \$15 CONTACT: Call 603/226-3189, ext. 208

*B&MRRHS Newsletter*

## XO TOWER RESTORATION

We received the following request from Bill Connors, the Community Development Administrator for the City of Mechanicville.

"We are in the early stage of restoring the XO Tower. Any information, photo's, history would be very helpful. We would really like interior photo's if any exist. Hope someone can help. I can be reached at (518)664-7303 and my mailing address is:

Community Development Agency  
City Hall  
36 North Main Street  
Mechanicville, NY 12118

I thank you in advance for consideration."

Anyone out there with material on XO (I suspect we have several members who worked in the tower)?

---

## "SALISBURY BEACH" RESTORATION

*We received the following from Tom Pearson:*

I would like to provide the following update on the restoration of the "Salisbury Beach".

I have recently completed a complete overhaul of the trucks to meet Amtrak requirements. This lengthy (and expensive) project involved a complete teardown of each truck, sandblasting, inspection, rebushing where necessary, welding, replacement of several springs, and reassembly. The trucks are now equal or better than new. All of this was accomplished on an industrial siding just north of Anaheim Stadium alongside Amtrak's San Diego Line in Anaheim, CA.

The car now has a shower built into one of the former restrooms, electric baseboard heating, a hot water heater, and a refurbished vestibule. The last major project will be to install wiring in newly installed conduit for head-end power and MU for push-pull operation. Concurrent with that project, seating will be reupholstered and new carpet installed.

It's a joy to see the car more fully restored and upgraded for operation anywhere in the U.S. My goal is to get it back to MA and a run or two on the new Boston-Portland trains.

### B&MRRHS WEB SITE

For those that are web 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.

## B&M'S WWII "BOMB CAR"

*Another story from the past, courtesy of Tim Gilbert:*

From the Winter 1941 Boston & Maine Employees Magazine

### DEMONSTRATE BOMB CAR

We Build Country's First Bomb and Fire Defense Rail Car  
Lynn Assists in Demonstration

Forty -one minutes after an "appeal for assistance" from the City of Lynn had reached the Boston & Maine, fire-fighting apparatus from the first rail and defense car in the United States was pumping water from Lynn Harbor on to a flaming building at the end of the Breed Dock in Lynn.

It was the first demonstration in this country of the coordination of railroad facilities and civilian defense forces, working in the manner they will in case of enemy bombing.

The demonstration, arranged jointly by the B&M and the Lynn Committee of Public Safety and the City of Lynn Fire Department under the direction of Chief Joseph E. Scanlon, enabled the B&M to try out, in actual use, the Bomb & defense car which the railroad has built and which is available for service in any community on its lines where regular or auxiliary fire departments need additional fire-fighting apparatus as a result of bombings.

Chairman Ira A. Haskell of the Lynn Committee of Public Safety opened the demonstration by telephoning the B&M, "Lynn has been bombed! Fires out of control of our fire and neighboring fire departments. Please send bomb defense car."

The telephone "alarm" was made at 10:35 AM and at 10:40, B&M's Fire and Defense Car was enroute to Lynn; the special train also carrying a car carrying officials of the Massachusetts Committee of Safety, the Women's Defense Corps, the Boston Board of Underwriters and other city and state civil defense organizations. The train arrived at the market Street yard in Lynn at 11 o'clock.

Sixteen minutes later, after two powerful 500-gallon per minute pumps which are carried on the bomb and defense car, together with hose and other fire-fighting equipment had been loaded, six powerful hose lines, two of them manned by women, were squelching the "planned" fire, which had been set on Breed Dock. A small unused building had been moved to the Dock; was set afire and blazing merrily away when the B&M's auxiliary apparatus arrived. The six lines from one of

the B&M's pumps extinguished the fire at a speed pleasing to the officials present, but displeasing to the news and motion picture photographers who complained that "the fire was put out too fast."

The second B&M pump was connected to an aerial tower of the Lynn Fire Department and, also, pumping water from the harbor, threw "protective" screens over nearby buildings.

The Lynn women organizations, including female air-raid wardens, female auxiliary fire-fighting forces and Red Cross ambulance units, who also participated in the demonstration, showed the use of back-pack extinguishers which are carried in the B&M car, for putting out small fires and also the use of portable pump tank extinguishers, portable search-lights, first aid kits and other equipment.

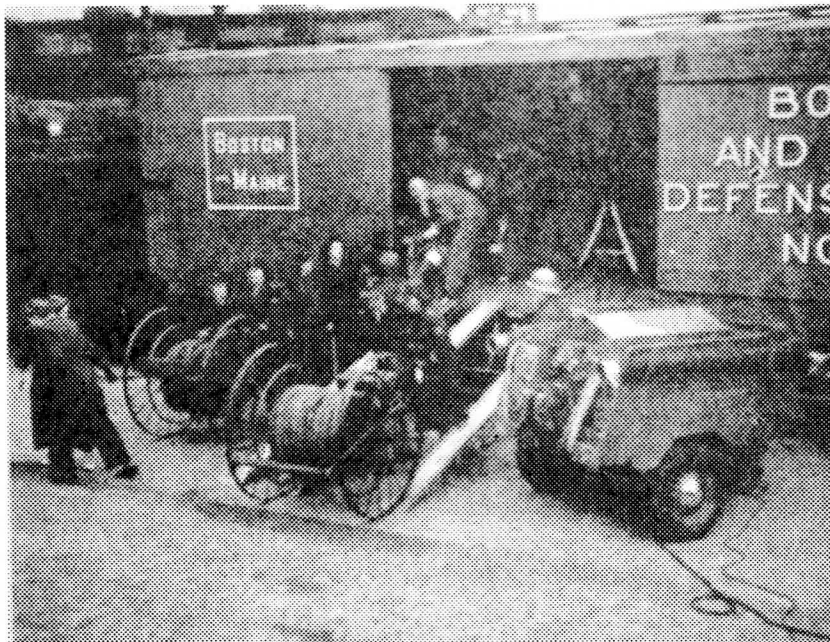


Photo from B&MRR Employee Magazine

State defense officials and several fire departments who attended the demonstration said that the Boston & Maine's bomb and fire defense car, patterned after the cars which have been so successfully used in England as mobile auxiliary bomb defense equipment, contains complete equipment for successfully and quickly fighting any small fire. The equipment includes pails of moisture-proof dust which has supplanted "snuffers" for use in dealing with incendiary

bombs.

Actual preparation of the Bomb and Defense car was handled by the B&M's Safety and Fire Protection Bureau under the direction of Frank R. Bradford, Director, and James E. Fraser, General Fire Protection Agent. The car was equipped at the East Cambridge Shops under the direction of C. L. Fero, supervisor of Work Equipment.

Winter 1941 Boston & Maine Employees Magazine

*Tim Gilbert adds:*

German Intelligence must have taken note of Bomb & Fire Defense Car #1 because Boston Harbor was never shelled - the B&M probably being better prepared for war than the US Navy versus the Spring 1942 U-Boat offensive. Bomb and Fire Defense Car #1 met a non-violent end; - it being converted to a Tool Car in November 1943 and numbered as M3050. Finally, M3050 was retired on February 9th, 1959. There was no Bomb and Fire Defense Car #2!



## ANOTHER FEW MILES GOING AWAY?

### NOTICE

Boston and Maine Corporation ("B&M") hereby gives notice that it has filed with the Surface Transportation Board ("STB") a Revised System Diagram Map, dated December, 2000.

Accompanying this Notice are (1) a copy of relevant portions of the System Diagram Map recently filed with the STB by B&M; and (2) a description of each line falling within categories defined at 49 CFR § 1152.10(b)(1)-(3) that operates within the county of publication and/or circulation of the newspaper within which this Notice appears.

### Category 1:

B&M anticipates that a portion of its Manchester - Lawrence Branch (segment of same) between Milepost 1.4 to Milepost 4.65 will be the subject of abandonment application to be filed within the next three years. This portion of line is located in Rockingham County, New Hampshire and Essex County, Massachusetts. There are no terminal or agency stations within this portion of line. B&M will furnish, at a reasonable cost of \$30.00, a color-coded copy of its System Diagram Map to any interested person upon request.

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## PARTS OF LAKEPORT STATION SALVAGED FOR RESTORATION

By ROGER AMSDEN

Union Leader Correspondent

GILFORD - A historic railroad station that has been stored at the Laconia Airport for nearly nine years will be dismantled next week to make way for a new aircraft hangar.

But parts of the 1900-era Lakeport Railroad station will find their way back to Lakeport and to the former freight depot that sat on the opposite side of the tracks from the station.

Wanda Tibbetts, president of the association, said the wainscoting, beams, window casings, doors and wall sections of the station have been salvaged. She said they will be used in the restoration of the old freight depot, which will become a museum and community center.

The building is owned by Historic Inns of New England, that purchased the train depot from Laconia in 1992 and moved it from the Lakeport area into temporary storage age at the airport. At the time the partners planned to use it as part of their restoration of Kimball's Castle in Gifford, which was built in the late 19th century by Schumann Ames Kimball, owner of the Boston, Concord and Montreal rail line. But changes in the castle restoration plan since that time have forced them to drop the idea.

Don Leavitt of Historic Inns said he and his partner Rick Miller were hoping someone would step forth who would be able to save the historic structure, which is propped up on blocks near the town of Gilford's stump dump.

Historic Inns has hired Speare Brothers Salvage tear the building apart next week. The company will begin by having asbestos shingles removed from the roof of the building, which was moved separately and now sits on a pile of wooden blocks next to the railroad station.

*(from Manchester Union Leader, 1/27/2001)*

## NEW HAMPSHIRE EXCELLENCE IN ARCHITECTURE AWARDS INCLUDE ASHLAND TRAIN STATION

The New Hampshire chapter of the American Institute of Architects announced the winners of its 2001 Excellence in Architecture awards program last night...

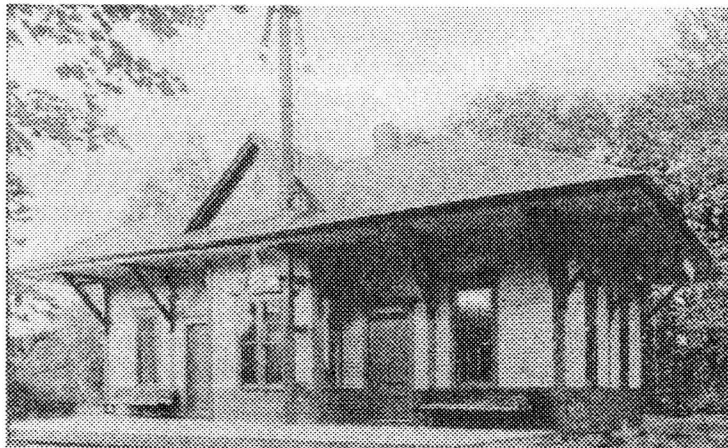
Three Awards of Excellence were given out last night, two for work by Samyn D'Elia Architects, P.A. - the Ashland Railroad Station and a private home on Squam Lake.

Hired by the Ashland Historical Society in 1995 to restore and renovate the 1869 passenger station by the Boston, Concord & Montreal Railroad, the D'Elia firm of Ashland worked with the historical society to secure a matching ISTEAG grant from the federal government. The renovation work included structural repairs, a new slate roof, electrical and plumbing systems, the addition of restrooms, and the restoration of a piece of the track-side platform with the addition of a handicapped accessible ramp.

Today the station is once again a regular stop for the sight-seeing trains that run on the BCM tracks. Inside the station there is a Railroad Museum.

The Tampa Bay judges remarked that "the architect skillfully carried out the renovation of the train station while remaining true and respectful to its original character."

*(from Manchester Union Leader, 1/15/2001)*



Joseph St. Pierre Photo

# PUBLIC HEARING ON EASTERN RR COMMUTER RAIL

By JAMES BAKER: Democrat Staff Writer

PORTSMOUTH - A legislative committee exploring the possibility of establishing passenger rail service between Kittery, Maine, and Newburyport, Mass., held a public hearing Wednesday to present an update on the project.

The proposal calls for the commuter rail to run between the two locations and continue on to North Station in Boston, with stops in Portsmouth, Hampton and Seabrook

The rail line last had passenger service in 1965. No specific timetable has been set for the rail project, although it is expected to take at least several years to complete the necessary feasibility studies.

The Rockingham County Planning Committee on reestablishing the rail line prepared the following projections:

In the year 2010, an estimated 944 passengers would utilize the service on a daily basis. In the year 2020, the figure would rise to 1,110 daily trips.

The figures also estimate that it will take anywhere from \$77 million to \$104 million in capital and operating costs to get the rail service up and running

Part of these costs would involve establishing operational station sites at each stop,

The general consensus determined that it will be necessary to get the full support of congressional delegations of Maine, New Hampshire and Massachusetts on the same level of commitment to secure the necessary funds, as well as the support of local businesses.

*(from Fosters Daily Democrat, 1/27/2001)*

## PORTLAND SERVICE STALLS AGAIN

PORTLAND PRESS HERALD Wednesday, February 21, 2001

The start of Amtrak service between Boston and Portland will be delayed for several more months, and possibly longer, because of another dispute between the Northern New England Passenger Rail Authority and Guilford Rail System.

The rail authority, which is overseeing the project, has scrapped its tentative starting date of May 1 and is no longer projecting any starting date.

At issue, again, is whether Amtrak trains will be allowed to run at 59 mph or 79 mph. Many people assumed the issue had been settled two years ago, when a federal transportation board ruled that passenger trains could run safely as fast as 79 mph, as long as the track was upgraded to meet federal standards.

But the rail authority and Guilford Rail System, which owns 78 miles of track between Portland and Plaistow, N.H., have failed to reach an agreement on how to ensure that the track meets those standards.

David Fink, a Guilford executive who has been negotiating with the rail authority and Maine Transportation Commissioner John Melrose, said Tuesday that there is no acceptable testing method available, and that the only alternative is a costly upgrade of the rail bed. He said Guilford doesn't believe that the crushed granite being installed under the tracks now is deep enough to meet requirements for rail rigidity.

The work on the track is nearly complete. Guilford, which is being paid tens of millions of federal dollars to do the work, expects to finish in about two months.

News of yet another delay in a project that began a decade ago angered many supporters of the train service.

Phil Harriman, a former legislator from Yarmouth who was involved in rail issues, said the upgraded track exceeds the safety standards of others that Amtrak uses. He said he suspects that Guilford is trying to find ways to prevent passenger service from living up to public expectations.

"This is a running joke, that this (train service) is all a mirage and this isn't going to happen," he said. "The more Guilford deploys these tactics, I'm sure it fuels people's skepticism that it won't happen."

State Rep. Christopher Hall, D-Bristol, issued a press release calling for the state to use its power of eminent domain to take land that may be needed to start the service.

"The taxpayers have bought Guilford a beautiful new high-speed train line between Portland and Massachusetts," Hall said. "Now Guilford has got everything it wanted—a new main line and hefty profits from construction—and now it has no incentive to cooperate any further with the state."

Fink said Guilford is thinking only about safety and still wants the project completed. He said, however, that any proposal to test the rails is flawed because it would ensure the rails' safety only at the particular time and location of the test. "There is no way to test for this on a daily basis," he said.

Fink said that Guilford, which now runs freight trains on the line in southern Maine and New Hampshire, has suffered because it has not been allowed to use its track for the half of each day devoted to upgrades. He said the delays have inconvenienced Guilford's customers, and the idle trains have created tremendous costs for his company.

Guilford refuses to let platforms be built at train stations along the route until the state buys insurance to cover any environmental cleanup costs. Also, a price has yet to be negotiated for some land in Portland that Guilford has agreed to sell to the state. The land is needed for parking trains when they are out of service.

If the project is delayed until after this summer's tourist season, then officials should think about delaying service until next spring, said Jeff Monroe, Portland's transportation director. He said it's important that the service starts successfully, and he worries that there won't be many riders if it begins in fall or winter.

*By TOM BELL, Portland Press Herald Writer*

## ITEMS OF INTEREST

- March 11, 2001 **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.
- March 24, 2001 **Railfair Model RR Show.** Emerson Building, 692 Main Street, Bolton MA. Exit 27 on I-495 to 117 West. 10am-4pm. Adults \$4.00, Seniors (60+) \$3.00, Children (5-12) \$1.00
- March 31, 2001 **NMRA Hub Division Spring Convention and Train Show.** Holiday Inn, Route 1A Dedham, MA. Exit 15A on I-95. 10am-5pm. Adults \$5.00, Children under 12 free.
- April 8, 2001 **Upper Valley Model RR Show.** Lebanon High School, Lebanon NH. Exit 18 on I-89. 10am-4pm. Adults \$4.00, Children \$1.00