

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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November — December 2004

Bob Warren, Editor (bobwarren@earthlink.net)

Visit the B&MRRHS on the web at: <http://www.trainweb.org/bmrrhs/>

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When attending a Membership meeting please enter through the weave room entrance, there will be a sign. Walk through the weave room to the elevator and onto the second floor. This is a National Park security rule and the Society has to abide by it. — Buddy Winiarz, President

B&MRRHS CALENDAR

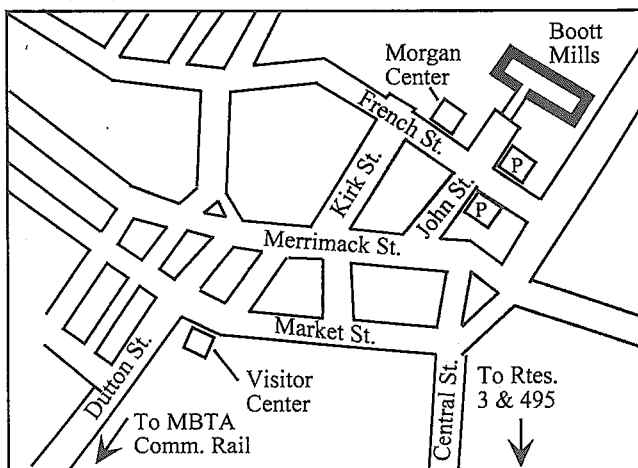
Meetings commence at 3:30 pm on the second Saturday at Boott Mill unless otherwise indicated.

- | | |
|---------|---|
| Nov. 13 | Russ Munroe is back with more B&M and Other Railroads |
| Dec. 11 | "Members Nite", bring 50 slides or at least a 10-minute video. |
| Jan '05 | Dick Towell will be showing the B&M and other railroads |
| Feb | Buddy Winiarz will be showing slides from NE, NY, and Pa that includes the East Broad Top RR and scenes around Altoona, Pa. |
| March | Gary Webster will be presenting New England railroading |
| April | at Mass Bay...entertainment unknown at present |
| May | Justin Winiarz presenting slides from NY, PA, MA and Ohio. |

DIRECTIONS TO THE LOWELL MEETING PLACE

At the traffic light near the Morgan 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.



NEXT ISSUE

The deadline for submitting material for the Newsletter is the first of each even month. Such material can be sent to the editor at the above email address or to 1201 Kapok Circle, Clearwater, FL 33759-3210.

The society reserves the right to edit any submitted material.

MEMBER INFORMATION

Newsletter

Correspondence concerning the Newsletter can be sent to either
The address on page I
or emailed to:
bobwarren@earthlink.net

All Other Correspondence goes to the following address
(or by email) including catalog orders, correspondence with the Board
of Directors, Archives, Historian, or Bulletin.

B&MRRHS, P.O. 469, Derry, NH 03038 or
CPC835-DD@JUNO.com

In all instances involving money **DO NOT** send cash as the society will
not be held responsible for if lost.

Make checks, etc. payable to **B&MRRHS**

Address Change: if you change your address please let the Society
know by mail or email. When you do not let us know, it costs extra for
postage: first mailing, returned postage and second mailing, i.e., three
mailing costs to one person.

Society Officers, Directors and Staff

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Vice President	Russ Monroe
Treasurer	Allan Klatsky
Secretary	Buddy Winiarz
Clerk	Ellis Walker

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John Goodwin	Dan Hyde	Allan Klatsky
Paul Kosciolik	Jim Nigzus	Sandy Shephard

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Show Coordinator	James Nigzus
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MEMBERSHIP

- Please renew your membership within the ninety-day renewal period or you will be deleted from the membership list. All renewing members are provided a preaddressed renewal envelope, containing your membership data on the flap. Please **DO NOT** over tape the flap.
- Write any address changes on an additional piece of paper and include within the renewal envelope
- Payment is by check or money order **ONLY**... please do not **send cash**. You may pay by cash if you attend a Membership meeting or train show at which the society has a presence.
- If you do not get society publications after renewing contact the society at the address below.
- Prior to moving, please notify the society to insure continued receipt of society publications, etc. Failure to do so requires additional expenditures to have returned mail forwarded to you if your new address becomes known.
- A **RED DOT** on your address label indicates that this is the last item you will receive from the Society, as you have not renewed within the allotted timeframe.
- All questions regarding your membership should be addressed to:

Membership

c/o B&MRRHS, PO Box 469

Derry, N.H. 03038

Buddy Winiarz, Membership Sec.

B&MRRHS Membership Dues

All values in US dollars. Dues are payable by check, money order, postal money order or cash. Sorry, but we are unable to accept charges. Please allow 4 to 6 weeks for processing.

Please send membership requests to:

B&MRRHS - Membership

PO Box 9116

Lowell, MA 01852-9116

Basic	\$30
Basic & Spouse	\$32
Contributing	\$35
Canada & Overseas	\$50
Sustaining	\$50
Supporting	\$75
Benefactor	\$100
Corporate	\$500

Company Business

From the October 16th BoD meeting:

Sufficient officers were on hand to make a quorum and the reports were light.

President: Thanked Jim Nizgus for assistance on the Wilton Trip.

Clerk: Has filed BoD Minutes with the state of Mass.

Treasurer: In the Savings account we have \$49,728.47 and in the Checking we have \$4,230.25.

Hardware: Donations by Steve Parkhouse of the station signs from Winchester and Wedgemere, Mass.

2004 Election Results

Note: Numbers represent votes per person

Vice President		Clerk	
Russ Munroe	68	Ellis Walker	67
Jon Miner	1	Jon Miner	1
Treasurer		Secretary	
Alan Klatsky	66	Alan Klatsky	67
Jon Miner	1	Jon Miner	1
Director		Alternate Director	
Mike Basile	65	Dan Hyde	66
Paul Kosciolk	66	Jon Miner	66
Dick Nichols	66		
Jon Miner	1		
Don Valentine	1		

Upcoming Events

FOXBORO: Mystic Valley Railway Society's "RAIL-A-RAMA" XXXVII

Feb. 13, 10 a.m. to 4 p.m. at Christina's Function Facility (formerly Demetri's),

Route 1 Foxboro reached via I-95 south, Exit 9 to Route 1 south for 2 miles.

FREE PRKING

Adults \$4, Children 5-12 \$1, under 5 FREE.

Contact: Russ Rylko at P.O. Box 365486, Hyde Park, MA 02136-0009; 617-361-4445 or

WWW.MYSTICVALLEY.ORG

15th Annual Model Railroad and Railfan Meet and Hobby Show

Saturday, January 8, 2005, 10:00 - 4:00 (Snow date Sunday, January 9, 2005)

Buker School, School Street, Wenham, Massachusetts

School Street is located off Route 1A. The School is handicapped accessible.

Adults \$4.00, Children (6-14) \$1.00, Family \$9.00 (Under 6 free)

Tickets are good for half-price admission to Wenham Museum the day of the show

Richard B. Whalen

Revered Railroad Man

A railroad man for more than 50 years, Mr. Whalen witnessed changes in train signaling—from hand-held flags to computer-assisted methods of keeping track of trains and the tracks they travel on.

He began his career with the Boston & Maine Railroad and over saw the installation of signal systems at North and South stations in Boston. He did work for the Canadian National Railways, New Zealand Railways, the Kowloon-Canton Railway, and the State Railway of New South Wales in Australia.

From the Bulletin Editor

While the B&M Bulletin is always interested in new story ideas, and strongly urges anyone considering article submissions to contact the Editor, our greatest need these days is quality color photographs. Due to the recent publication of several color books on the subject of the B&M, a great many wonderful color photographs have been presented in print, leaving fewer and fewer unpublished color images available to us for the Bulletin. However, we know that many B&MRRHS members have color photographs in their collections, and we are calling on you to step forward and share your treasured pictures with the Society. Obviously, steam-era images are most desirable, but photos from any era will be welcome. As the cover, centerspread, and two other color photos in the most recent Bulletin attest, we can even apply digital first-aid to damaged transparencies (color prints do not reproduce well, but extraordinary prints will certainly be considered). Please feel free to contact the Editor (via mail through the Society address or via e-mail at cbass.mus@verizon.net) at any time. Many thanks, in advance.

Andrew Wilson, Editor, B&M Bulletin

B&M's Saratoga Branch

If the B&M's Saratoga Branch is of interest you might want to check out the following website: <http://ginosrailpage.com>.

In the page you will find some great pictures of the early days of the line, including Fitchburg and B&M steam

Gino DiCarlo

Exchange Place

High Green and the Bark Peelers

I have an extra copy of the book.

Ron Palmquist

16 Glen Avenue

Cape Elizabeth, ME 04107-1022

207/799-1761

Musiccnw@maine.rr.com

Modelers Notes Survey

Don't forget to send in your survey to the address on the survey form - thx



B&M Members Posing In Front Of The Wilton Scenic Train

Dick Brady photo

B&MRRHS Wilton Trip

On September 11, 2004 the B&MRRHS took a fantrip on the Wilton Scenic in Wilton, N.H. This line was on the B&M's Keene Branch under the Worcester, Nashua and Portland Division.

The sixty members and their guest rode in two former BC Rail Rail Diesel cars or "Buddliners" as many knew them as. There were moments when the old "rock and rolling" of the RDC's were felt.

The weather was in the mid-seventies and made for a good day of riding the rails. The trip went from Wilton to the NH State Park in Greenfield, a total of about 10 miles. We had about twenty minutes to detrain and take photos and stretch our legs.

On the way back to Wilton the crew stopped and let those who wanted to video and photo a runby of the two RDC's detrain. At Greenfield the former freight house is still standing and used as a day care center. Stored here was a former B&M caboose and locomotive. Still in Guilford grey, #1424 was former Boston & Maine SW-9 #1229 built in May 1953.

The B&MRRHS would like to thank Stu Drapper and his crew at the Wilton Scenic for a good day.

WE hope all those who rode with us had a good day.

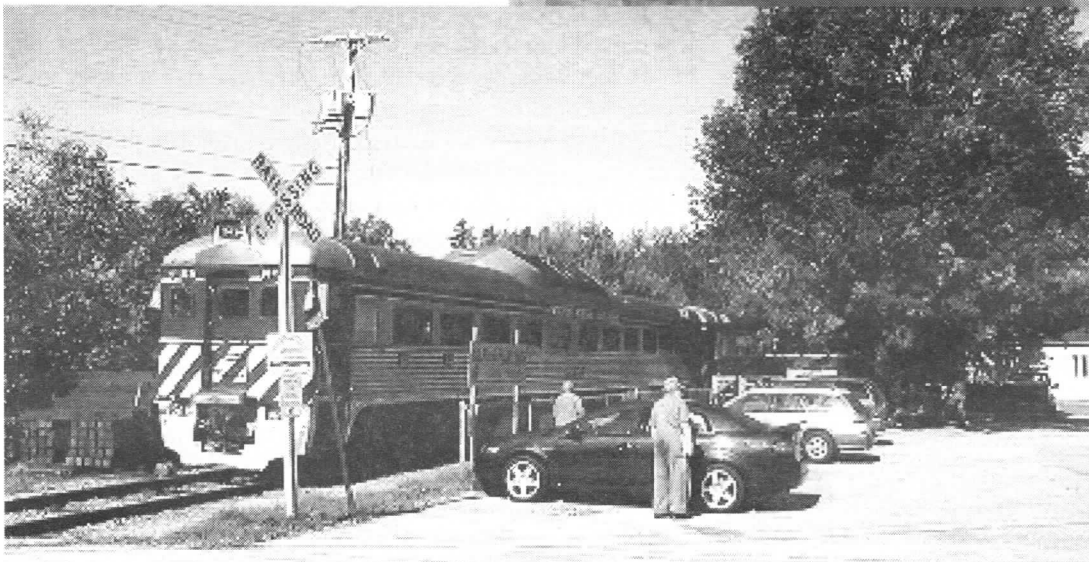
I would like to thank Jim Nigzus for handling the tickets, payments and confirmation letters for the trip – Buddy Winiarz, Pres.



Riders detraining at Greenfield State Park



The Photo Runby



Budds at Wilton



Lisbon, NH B & M Railroad Station Restoration

By Roger Robar

Considerable work is being accomplished in preparation to submitting bids for contract work in the near future. Although much of this work is interior observers will notice, "things are happening" to the landmark structure.

The seven-member restoration committee [I am a member] chose an architect to work with throughout the project. This is a requirement to receive the TE federal grants we have in place. We are using the services of Church & Barrett Architects of White River Jct., Vt. Of interest to some perhaps is Jay Barrett owns and lives in the restored B&M station/freight house in Ely, Vt. on the 'Pompy' line from WRJ to Wells River, Vt.

I will be working closely with Mr. Barrett to retain and restore the exterior of the structure to original as possible. Preliminary drawings have been approved so construction drawings will be forthcoming. These drawings will be used in the contract bidding process. Although much work will be done by volunteers contractors will be needed for the major portions of the restoration. The interior will be remodeled to accommodate office space, meeting area, visitors center, a kitchenette area, EDA restrooms and of course a museum area. Once restored this station will be a municipal building of the town of Lisbon and used everyday, unlike many restored stations.

Another One Bites The Dust

Greenfield MA

As the song goes. An empty covered hopper car derailed after traveling for approximately a mile after losing the front set of wheels. No other cars nor the track were damaged as a result of the derailment.

Fortunately the car didn't derail prior to the point it did as it had crossed three bridges (one spanning River St. near Dunkin' Donuts, the second over Bank row and the third over Russell St.)

After replacing the missing truck and getting the car back on the rails it is presumed the train continued to its next destination once railroad employees determined the car could continue on.

(information from the Greenfield, MA, *The Recorder*)



New Train Station Unveiled

By Lisa Guerriero *Sentinel & Enterprise*

Leominster — Workers managed to correct the spelling of "Leominster" at the new North Leominster train station Monday morning, just hours before its formal dedication.

The purple commuter rail signs installed this weekend misspelled the city's name as "Leominister," as reported by the *Sentinel & Enterprise*.

George Kahale, a project director for Montachusett Area Regional Transportation, said the mistake was made by a private out-of-town printing company.

"People who don't know the area think it's (pronounced) "Leomin-ih-ster," Kahale explained.

State and local officials and residents laughed about the mistake as they celebrated the dedication of the relocated station.

The station was relocated from behind the Wyman's Liquors building to 36 Nashua St., which offers 150 parking spaces.

The old station had limited parking, and riders had to walk across Route 13 to reach the station.

The new station is accessible to people with disabilities and has platforms and enclosures to shelter residents from the elements.

Submitted by Andrew Wilson

Old B&M Eastern Div. Roadbed

The hiking trail on the old Eastern near the former Blue Point Station in Maine is temporarily closed. The state is building a new pedestrian bridge on the trail. This is one of the few trails on an abandoned line where it is possible to see trains while hiking. The Western Route Main Line is visible in the distance across the marsh.

Bill McCaffrey

Engine 494 To Have a New Home

White River Junction - It's been a fixture in White River Junction, VT, for quite some time, and now it's going to have its own shelter. During the month of June, a small section of track was put down in WRT, and Boston & Maine steam locomotive #494 was moved into its shelter. The new shelter will be 100 feet long but 14 feet wide, open on all four sides, and will provide cover for the locomotive, tender and caboose. There will be lighting under the shelter to showcase the equipment. The primary purpose of the shelter is to get the engine out of the elements. The engine was first restored for the 1939 World's Fair. The train is maintained by the Hartford Parks and Recreation Department, along with a diligent, hard working Engine 494 Restoration Committee. The Town of Hartford, VT, has owned the locomotive since 1957. It was built in Manchester, NH, in 1892, and retired in 1938, after hauling passengers, light eight and coal. It's listed on the National Register of Historic Places.

Atlantic States Limited via 'The 470', 470 Railroad Club

B&M's Alpha Designates For Freight Service.

by Tim Gilbert

"In the 1920's, "Q" was the designated letter for Salem MA. Portsmouth did not have an alpha letter, but was served outbound from Boston by a "BP" to Portland and a "BI" to Sanbornville (evidently, the "I" originally meant Intervale). There were two types of "BP's" - one on the Western Route to Portland via Dover, and the Eastern Route via Portsmouth. When through freight service to and from Salem and the Eastern was discontinued in the late 1920's/1930, the letter "Q" was adopted unofficially for Portsmouth."

Let's review the progression of

A - Ayer

B - Boston

C - Concord NH

D - In the 1920's, it stood for Deering Jct. ME, but when through freight service was abandoned on the WN&P, "D" was the designate for Berlin NH. Dover never was designated as "D" except, informally, for some locals.

E - East Deerfield

F - Fitchburg

G - Greenfield

H - Northampton

I - Sanbornville

J - White River Jct.

K - Rochester NH - after the downgrade of the WN&P, "K" became the unofficial designate for Keene NH.

L - Lawrence

M - Mechanicville

N - Nashua

O - Woodsville NH - after the downgrade of the C&M from through freight service, Lincoln became the informal "O."

P - Rigby Yard

Q - Salem MA - informally became the designate of Portsmouth per the above.

R - Rotterdam Jct. NY until the 1960's when "R" became Rigby Yard. All freights operating through Rotterdam were referred to as their NYC symbols - Rotterdam Jct./Mechanicville was "Y" on the NYC.

S - Springfield MA

T - Troy NY

U - Newport VT in the 1920's; when the C&P north of Wells River was leased to the CPR in 1927, "U" became Wells River and Woodsville.

V - Lyndonville VT (on the C&P).

W - Worcester - note that the B&M had no WP or PW symbol freights because it would have been a duplicate of the New Haven's Worcester-Providence freights.

X - Bellows Falls

Y - Manchester NH

Z - Lowell

After 1930, many of the letters were not used officially or unofficially.

Recollections Of The Berlin Mills Railway

by Dwight Smith

During my tenure in the north country (1950-1960) the company-owned Berlin Mills Ry. did most of the switching of the Brown Company paper mills in Berlin and Gorham N.H. The Berlin Mills dieselized in the 1950s with two General Electric 70 tonners. Berlin Mills 2-6-2 saddle tanker # 10 remained in a scrap yard at Berlin, NH, where I photographed it in August 1960. The Berlin Mills also borrowed B&M switchers as needed. That same day in August, 1960 I photographed B&M Alco # 1181 at work on the Berlin Mills. The Berlin Mills interchanged with the Grand Trunk and Boston & Maine in Berlin. The Grand Trunk also interchanged with the Berlin Mills at the Cascade Mill in Gorham.

However, the B&M maintained their own switcher locomotive and crew at Berlin for a number of years.

In the late 1970s I seem to recall that a unit was dropped from WRJct to Berlin freight JD-1 upon arrival at Berlin. Often a local B&M switch crew "borrowed" the unit to switch Boston & Maine trackage in the mill complex as well as local customers in Berlin.

I seem to recall that the Burgess Pulp Mill was on B&M iron, and not on Berlin Mills tracks. In addition, I'll assume that the B&M crew broke up inbound JD-1 for delivery of interchange cars to Berlin Mills, likewise the B&M switcher received cars from Berlin Mills to make up the consist of DJ-2. I'll further assume that the "borrowed" switcher went back to WRJ as one of the units pulling DJ-2.

I recall seeing B&M GP7s serving as the B&M yard switcher in Berlin, during the layover time between JD-1 and DJ-2.

It Will Always Be North Station To Many

North Station - At ribbon-cutting ceremony moments before the start of the morning commute on June 28, MBTA General Manager Michael H. Mulhern opened the newly built "Super Station" at North Station to the riding public. The \$111 million project unites the Orange and Green Line train platforms at one level and in one "Super Station" under Causeway Street. "By moving the Green Line underground, customer service is significantly improved by providing commuters with a much easier way for making transfers to and from North Station's Commuter Rail and Orange Line platforms," said Mulhern. The state-of-the-art transit station also boasts four new elevators and ten new escalators. After the Democratic National Convention in late July, construction crews will begin demolition of the elevated Green Line tracks above Causeway Street.

MBTA release via *'The 470', 470 Railroad Club*

East Kingston Depot

by David Lamson

The East Kingston Depot in East Kingston, N.H. is currently owned by the East Kingston Historical Committee and Historical society. Hired for some restoration work is Fyfe Hill Millwork, owned by John Satas which was involved in the restoration of the old B&M Troy, N.H. railroad station on the old Cheshire Branch. John says that the paint was matched to chips from the Troy Station. He is doing an excellent job at East Kingston, the Society is very happy.



Mystery Photo #1

From the society archives come Mystery Photos to challenge your knowledge of the B&M and it's many locations over the years. If you think you know the location of the above location send either an email or snail mail message to the editor. This information is listed on page 1. if submitting your 'guess' via email be sure to enter 'Mystery Photo' in the subject line, otherwise my spam catcher could delete it. BW

Lisbon, NH Station Renovation Update

The Courier

So far the town has secured about \$179,000 state and federal funding for the renovation project including the money used purchase the station. The committee is also seeking additional grant funding.

Getting the building back to something of its original form is certainly a challenge. Since closing in the 1950s the station has been used a storage facility and a truck service garage.

"We need to get certain things done sooner than later," Johnson (town administrator) said.

Early work, which he hopes will be which completed before winter, will likely include replacing some the supporting sills, removing a large garage door from one end of the building, and building a new roof.

"The building is really rough condition," Barrett (architect) said. "It's probably about beat as could be." He said the structure was likely altered during its years as a train station as well.

"These buildings were very a very and living thing that periodically were remodeled and added to and altered," he said. "So there was never any sort of set period for where you could say this is exactly how the building was."

Barrett estimates the station was built sometime after the Civil War, probably around the early 1870s. But Roger Robar a railroad enthusiast and member of the Boston Maine Railroad Historical Society, believes the station was built in the early 1850.

Robar said he's researching the station's origins determine when it was built. The committee hopes to get the station placed on the National Register of Historic Places and will need to know exact dates to apply.

The preliminary plans the renovation include a small museum area enclosed in the ticket window, a main room that will be used as a welcome center and include railroad memorabilia and historic trivia, as well area information, a small kitchen, a restroom, and large room that may be shut off from the rest of the building and used by groups as meeting space.

"It was clear that there is some money, there's some brute determination. 'This will get done,' he said. "This is a very determined group."

Barrett said working with someone as dedicated and knowledgeable as Robar has been fantastic, and he credited the entire committee for, maintaining its drive to restore a major historic landmark in town.

"It's been a very easy process because of the enthusiasm," he said.

For his part, Robar is anxious to see the finished project. But half a century after all the building ceased to function as a railroad station he's willing to wait a little bit longer to see it returned to some of its historic grandeur. "This may take two or three years," Robar said. "But it will happen."

Light Weight Sleeping Cars on the B&M, BAR and NH.

By Lenny Bachelder

Bangor and Aroostook sleeping cars *North – Twin Lake* and *South Twin Lake* were built by Pullman Standard in 1954. They were apparently identical to Boston and Maine Cars *Hampton Beach, Old Orchard Beach, Rye Beach and Salisbury Beach*, and most likely were part of the same order. The *Hampton Beach* and *Old Orchard Beach* were subsequently renamed by the B&M *Dartmouth, College I* and *Dartmouth College II*. The B&A cars also carried numbers 80 and 81 respectively, and the B&M cars were numbered 31–34. Their configuration was 6 sections, 6 roomettes and 4 double bedrooms. The New Haven Railroad purchased similar cars, again probably in the same order, naming them in the Beach series.

The *North Twin Lake* and *South Twin Lake* were used in service six nights a week between Boston and Van Buren. They apparently entered service in the late fall of 1954. The Boston and Maine timetable dated October 31, 1954 and earlier issues show the configuration of the Boston – Van Buren sleeper as 6 sections, 4 roomettes and 4 double bedrooms; the timetable dated December 27, 1954 shows the configuration of the new cars. Maine Central timetables beginning with the issue of April 24, 1955 show the new configuration for the northbound car, but incorrectly list the southbound car as 6-4-4 through 1958. It would appear from the schedule that some of the New Haven cars purchased at the same time were initially placed in service on the *State of Maine*, one pair operating between New York and Portland while the other pair ran between New York and Concord, NH. Subsequent B&M schedules show a "Light weight sleeper" of the same configuration on the Gull three nights a week in each direction between Boston and Saint John, NB, and one running daily on the *Montrealer/Washingtonian* and the *Vermontier* between New York and Saint Albans, VT. These no doubt were the B&M and possibly also New Haven cars from the same order. Initially, the B&A cars left Boston every night but Saturdays on the Gull, train number 23, at 9:45 P.M., and were switched to the B&A's Potatoland Special at Bangor Union Station, arriving Van Buren at 11:50 A.M. daily except Sundays. On the return trip, they left Van Buren on the Potatoland Special at 3:25 P.M. daily except Sunday, running to Bangor Union Station. There on Monday through Friday nights, they were put onto the *Penobscot*, train number 22 leaving Bangor at 11:05 P.M. and arriving, at Boston at 5:45 A.M. On Saturday night, the car stayed in Bangor for over four hours, and was then put onto the Gull, train number 8, which left Bangor at 2:40 A.M. and arrived Boston at 8:45 A.M.

With the April 24, 1955 schedule northbound, the through sleeper did not run into Bangor Union Station but was switched onto the B&A's train at Northern Maine Junction instead. Effective on October 30, 1955, the Van Buren Car's northbound trip was switched from the Gull (via Lewiston) to the *Penobscot* (via Augusta). This train left Boston as train number 21 Monday through Friday nights at 9:45 P.M. (the Gull was switched to an earlier departure), while on Sunday nights it ran as train 25 at 9:30 P.M. It continued to be switched onto the B&A's train at Northern Maine Junction northbound, but still ran into - Bangor

southbound. The next spring, the *Penobscot* was changed to leave Boston as train 21 at 9:30 P.M. daily except Saturday evenings.

Effective April 28, 1957, the northbound *Penobscot* was discontinued between Boston and Portland, becoming a coach only connection to the Gull at Portland. The Gull, as train number 23, still left Boston at 9:30 P.M., ran via Lewiston, and carried the Van Buren sleeping car to Bangor Union Station once again for transfer there to the B&A. A year later, the northbound trains reverted to their old schedules and the through car was back on the *Penobscot*, train number 21 again, but still running into Bangor Union Station.

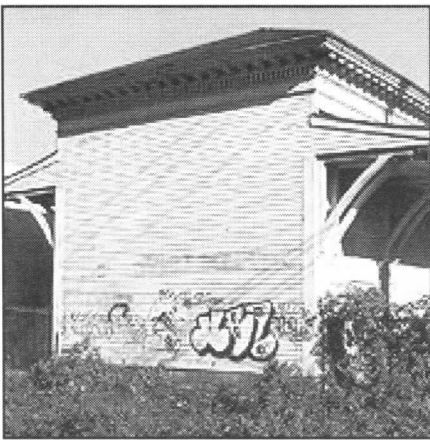
That change lasted only a few months, as in the timetable for October 26, 1958 we see the Gull running on the same 9:30 P.M. schedule via Lewiston, but as train number 7 and carrying the Van Buren sleeping car. As of April 26, 1959, the schedule was changed again. Northbound, the Gull went back to its earlier time and the *Penobscot* was once more running as train number 21 via Augusta and carrying the Van Buren sleeping car. Southbound, the *Penobscot* was discontinued, and the Van Buren car now ran every night except Saturdays on train 8, the Gull, arriving Boston at 10:00 A.M. after a stop of over 5 hours in Bangor. But the end was near!

The B&M timetable dated August 30, 1959 shows a sleeping car from Boston to Van Buren on train 13, the *Penobscot*, leaving Boston at 9:00 P.M. However, no return is shown, and there are no more sleeping cars to and from New Brunswick. Obviously there is a misprint here; either the car did not run and should not have been listed northbound, or else it did run and should show southbound. I believe that the former is correct, and that the B&M as of the end of August that year changed to all RDC service between Boston and Portland, eliminating all through cars.

The *North Twin Lake* and *South Twin Lake* were sold to the Canadian National Railways in February 1965 and renamed 1190 *Green Gables* and 1191 *Greenock* respectively. The four B&M cars were purchased by CNR in 1966 and renamed 1192 *Greendale*, 1193 *Green Harbour*, 1194 *Greenhurst* and 1195 *Greenwald* respectively. All 6 of these cars were transferred to VIA in March 1978. They were retired in 1982 (exact date not know) and sold to Kasten Railcar Services of Edwardsville, IL, and to CANAC of Montreal at various times in 1986 and 1987. Whether Kasten and CANAC are junkies or used equipment dealers (or perhaps both) I do not know, but it appears that neither of the former B&A cars have survived. The B&M's *Rye Beach* which became CNR's *Greenhurst* was purchased apparently by a private individual in Illinois in 1988 and the former *Salisbury Beach* which became CNR's *Greenwald* was purchased by a private individual in California in 1990. I believe that the *Salisbury Beach* has since been acquired by an NRHS Chapter in North Carolina and has been or is being restored.

Specifications of all six of these cars include that they were 79'2" at the end sills and 85' in overall length, 59'6" between truck centres. They were air conditioned, and built of stainless steel with a steel underframe.

"The 470" Newsletter Of The 470 Railroad Club



Jumping the tracks

By Christopher Moore

After over 40 years of slumbering, the Danvers Plain Railroad Station is soon to be on the move again.

Thanks to a donation of land by the Heritage Cooperative Bank, the Danvers Preservation Fund Inc. is planning to

pick up and move the entire station from its current home on Cherry Street to a plot of land on Essex Street behind the bank. The move is also made possible by Townsend Oil, the current owner of the station, which is giving the building to the town for free.

"I've moved four buildings before, so I realized that it's doable," said Preservation Commission member John Friend Archer. "It was my idea. I knew of the train station, and I'm interested in train history. It's a fascinating look at our towns and cities.

Town Archivist Richard Trask, who is in the process of collecting old photographs of the station, said the building will need extensive remodeling and restoration once it gets to Essex Street. Meeting

The move has been in the works for two years, with private partner most of that time spent trying to find a suitable - and low cost - location to move the station to. But Archer said that when he approached Peter Copelas, president of from Marine Corps Heritage Cooperative Bank, Copelas was very receptive to the idea.

"Peter is wonderful, and understood this would be a really wonderful community project," said Archer. "But he's not the final say; he has a board of directors. It takes a long time to see what the tax ramifications are."

The station, dating back approximately to 1868, is 66 feet long and 25 feet wide. It was once the largest of nine stations located within the town's borders and served as a depot for trains heading in all directions. It originally stood at the intersection of Elm and Holten streets but was moved to its current Cherry Street location in 1923 after train traffic dropped significantly. It was retired from service in 1959, at which point the Bursaw Oil Company purchased the building for use as storage, a use which continued after Townsend bought out Bursaw and several smaller oil companies in April 2002.

Once it is renovated, Archer hopes the station will provide the town with a unique and historic gathering spot. He envisions part of the station being used as a Danvers information center and is hopeful that the Essex National Heritage Commission, currently based in Salem, will want to move their offices into it as well. The ENHC, of which Archer and Trask are both members, gave Danvers Preservation Fund Inc. a matching grant of \$10,000 to help fund the station relocation and renovation.

He also hopes that the station's new resting place will serve as one end of an eventual bike path and is working with the Danvers Bi-Peds in their push for the conversion of Danvers' old rail lines into such a path.

Danvers Herald submitted by Buddy Winiarz

Flying Yankee Restoration Group Announces \$12,000 In Recent Contributions

Glen, N.H. - The Flying Yankee Restoration Group announced it has recently received two pledges totaling \$12,000 toward restoration of the Flying Yankee passenger train, a 3-car stainless-steel streamliner that was a collaborative effort of the affiliated Boston & Maine and Maine Central railroads to provide high-speed passenger service between North Station in Boston, Mass., and Bangor, Maine.

The streamliner, built by the Budd Co. of Philadelphia, Pa. and introduced in 1935, shaved more than an hour off the scheduled 250-mile run. Retired in 1957 after serving on several other New England routes, and under other names such as the Cheshire, the Flying Yankee is virtually identical to Chicago, Burlington & Quincy's Pioneer Zephyr, introduced in 1934 and now on display at the Chicago Museum of Science and Industry.

The first of the two recent gifts, a \$2,000 grant from the Amherst Railway Society in Amherst, Mass., has been earmarked for continued restoration of the Flying Yankee's Winton 201A diesel engine, an inline 8-cylinder, 2-stroke diesel power plant originally developed in the 1930's and capable of producing nearly 600 horsepower.

The second gift, of \$10,000 from Alfred P. DiCenso of Annapolis, Md., is one of the largest personal donations received by the Flying Yankee Restoration Group to date.

The restoration of the Flying Yankee is a partnership between the state of New Hampshire - the actual owner of the train - and the Flying Yankee Restoration Group, Inc., a non-profit organization founded by Robert S. Morrell, creator of Story Land and Heritage in Glen. The mechanical restoration of the Flying Yankee is managed by the New Hampshire Department of Transportation - Bureau of Rail and Transit. Fundraising, marketing, public relations, retail sales of Flying Yankee collectibles and site selection for eventual operation is managed by the Flying Yankee Restoration Group.

Trains magazine 'Newswire'

What's In A Name!

James VanBokkelen and Tim Gilbert

Unit 6000, perhaps well known as the Flying Yankee operated under several different names as well as routes during its' life span.

1930's - Boston-Bangor Service - "Flying Yankee"

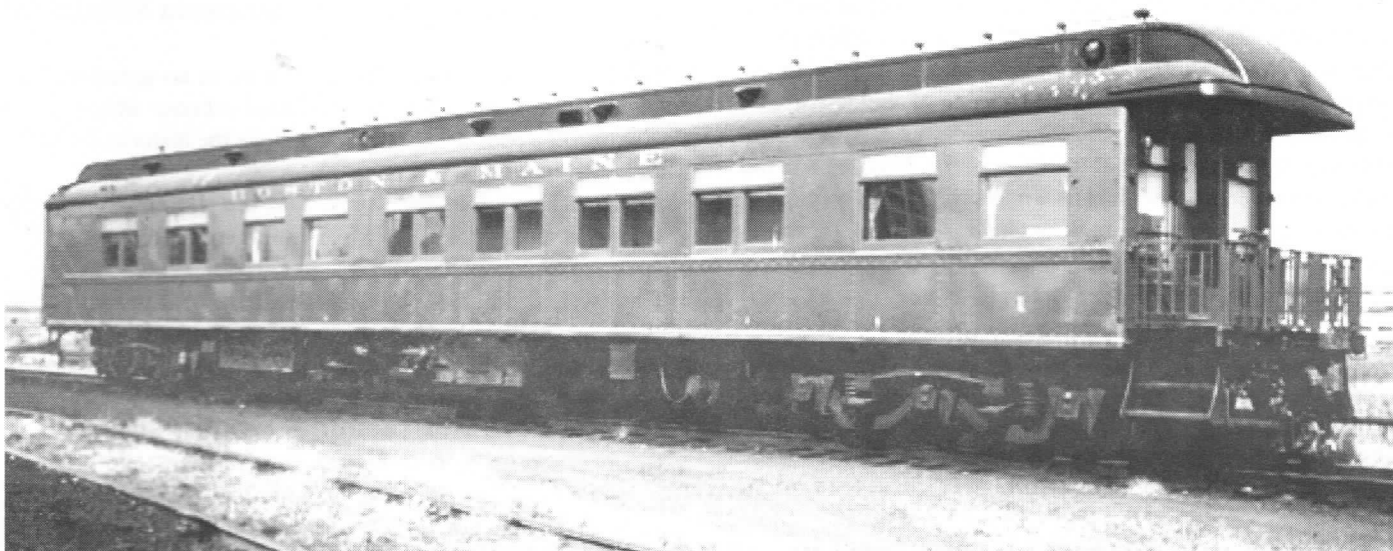
early 1940's (summers) - Boston-Littleton NH - "Mountaineer"

late 1940's - Boston-WRJ via the Cheshire Branch - "Cheshire"

1952-May 1957 - Boston-Troy NY - "Minuteman"

Exception: in the summer of '55 it operated as the Businessman between Boston and Portland.

Retirement occurred in May 1957



G. Hill, Official photographer

John LaRue's collection

Boston & Maine Open Platform Business Car #777

By Kevin Johnson

The car you refer to was built as the "California" in 1912, a private car for a daughter of the developer that built the Santa Anita Racetrack in California, and was later numbered 777 for the Boston and Maine after the car was sold to them from her estate. That car was on the Cape Cod Railway for a while, but was purchased in the last few years by a man in southern California, trucked across the United States, and cosmetically "restored" for display along with his automobile collection. I understand that the car is now indoors and not subject to the weather or the vandals that it had been while at Edaville and under Geo. Bartholomew's ownership.

First some "pre-B&M history"

E. J. "Lucky" Baldwin made his fortune in San Francisco as a trader and supplier to men working the California gold fields, then in investing in the Comstock mining bonanza outside of Virginia City, Nevada, and then back in San Francisco as the owner of a fabulous hotel and theatre. He saw the value in land down in what is now Santa Monica and bought as much as he could, ultimately building the Santa Anita Race Track. He bought private railroad cars for each of his two daughters, Clara and Anita. Clara Baldwin Stocker, his daughter by his first wife, received the Pullman built "California" which was numbered "100". Delivered in May, 1912, as Plan number 2677, Lot 4048, the future Boston and Maine "777" was an extremely handsome car with a fairly rare connecting dining room/observation room floor plan and lots of stained glass. It was one of the very first all steel private cars built by Pullman. Clara died in 1929, and the car was sold to the Boston and Maine by Clara's estate, possibly after being leased to a Circus as an office car for the owner for a short time. I have

heard of a photograph of the car in a circus train that appears when it was still lettered "California".

Post "Cape Cod Railroad" history

The car was purchased in 1998 by Jack B. Nethercutt, the owner or controlling shareholder of Merle Norman Cosmetics. Mr. Nethercutt is now 92 years old. He added the car to his collection of rare automobiles and spent a reported \$170,000 (unconfirmed by me) in transporting the car back to California. The Nethercutt Collection can be seen at 15180 Bledsoe Street, Sylmar, California 91342. There exists a video of the car made during and after the car's restoration that I have heard of, but have not seen. The car is stored inside the museum and apparently has received good care since Mr. Nethercutt's purchase.

It left East Wareham (Bay Colony) on JTTX 911012 (body) and BCLR 96070 (Trucks) to San Jose, California. Routing was BCLR-CR-UP.

The above started with a message from Alden on the B&MRR Yahoo site with additional information from several other sources for which I apologize for not capturing their respective names and giving credit accordingly – BW

Additional information from Mr. Johnson:

You are also welcome to share my email address with anyone that would have an interest in further correspondence. I am pleased to have furthered the information available on this car to those members of your Society. Please let me know if I can help you in the future, and please don't forget me should you come across business car and private car information, regardless of where.

Contact Kevin Johnson at roamer600@att.net or 1232 W. 62nd Street, Kansas City, MO 64113

Off The Tracks

Boston & Maine freight train derailed about 6:30 am, July 3. The southbound train ripped apart at least five miles of the New England Central Railroad main line track" between White River Junction and Windsor before a rail finally broke in two and threw the empty boxcars onto their sides. Evidence of the destruction could be seen at tiny Evert's Crossing beside the Hartland covered bridges. It was clear that at least one of the 20 railcars being pulled by two locomotives L had its wheels riding nearly two feet beside the rails as the train went through Everts, where the pavement at the crossing showed deep groove marks from the steel wheels. Dozens of the thick steel track bolts that join the individual lengths of rail together were also sheared off, and hundreds of spikes were bent over as the rails scalloped back and forth under the weight of the dragging rail cars. The damage also extended to thousands of the wooden railroad ties along the five-mile corridor with deep splintered cuts across the ties as far as the eye could see in either direction. Curly-cued ribbons of bright silver steel - apparently from wheels that were being peeled like an old-fashioned apple corer by the force of the train - also littered the track in North Hartland.

The wreck cut off the main north-south rail route through Vermont and forced the southbound Amtrak Vermonter passenger train to off-load its passengers in White River Junction. From there they were bused to Springfield, MA where they were put on another southbound train for points south. That bus run, and the reverse process from Springfield to White River Junction in the evening was repeated daily until the line was back in service. A phenomenon known as "harmonic rock" may have been responsible for the mishap. Harmonic rock occurs when trains, especially those hauling empty cars, as was the case here, hit a speed that sets up a vibration along the length of the train. The engineers in the locomotive don't notice the swaying and don't adjust the speed in order to slow it, then the train can begin to violently rock from side to side, enough to pick its wheel flanges clear up off the rails, especially on curves. It was not clear why the engineer and the conductor who were on the two locomotives on the front of the train didn't notice the problem until several of the boxcars in the middle of their train suddenly tipped over as the train came through a switch at the north end of a siding. The first boxcar ended up completely on its side and another four were zigzagged at crazy angles leaning over the hacks immediately behind the first car. The locomotives and several cars behind them were able to continue safely for about 100 yards down the track before they came to a stop.

Edited From The Rutland Herald Via The Callboy Via 'The 470', 470 Railroad Club

Portland Area Signal Changes

The signals have been removed from the signal bridge adjacent to the Fore River highway bridge, a unique spotting feature for this location since the Union Station yard and bridge were reconstructed in the early 1950s. We understand that the new overpass under construction would have blocked the engineer's view of this signal as well as the 3 light mast at Yard 8 East (CPF 196) on the eastbound side which is also gone. Dwarf signals have been installed in their place.

'The 470' 470 Railroad Club

Caboose Catches Fire In Scranton

Scranton, PA — City firefighters made quick work of a fire Monday in a wooden caboose at the Steamtown National Historic Site.

The fire was reported about 12:20 p.m. in an unrestored St. Johnsbury and Lake Champlain Railroad caboose sitting atop a flatcar near the pedestrian bridge that links the historic site to the Mall at Steamtown.

Assistant Fire Chief Jeff White said the fire may have been started by a spark from a passing Steamtown locomotive or by a cigarette tossed from the pedestrian bridge.

There were no injuries, and Assistant Chief White said the "passenger" car [caboose] was not extensively damaged.

The Scranton (PA) Times-Tribune - submitted by Buddy Winiarz

Portland Terminal Company

The PTC was incorporated in the State of Maine on Feb. 15, 1887 as the Portland Union Railway Station Company. The name was changed on March 23, 1911 and began enlarged operations on July 1, 1911 when both the B&M and MEC were under the control of New Haven and the Morgan/Mellen interests.

The PTM purchased from the B&M and MEC all the properties of these companies within the city limits of Portland, South Portland & Westbrook. Under the terms of the (1911) charter, the B&M, MEC & any other road using PTM's freight & passenger facilities would pay for such facilities to the extent necessary to cover expenses, maintenance, interest on bonds and dividends on the capital expense which were not to exceed 6%.

The MEC owned all of the 12,000 shares, and received \$60,000 per year as dividends. The B&M never owned any PTM shares.

Books of Interest

Dining by Rails: The History and the Recipes of America's Golden Age of Railroad Cuisine by James D. Porterfield
Softbound; cost \$17.95

From the Dining Car has more than 200 recipes by James D. Porterfield

304 pages hardbound; cost \$32.50.

The book covers private luxury trains such as the American Orient Express, the Montana Rockies rail Tour, Napa Valley Wine Train. There are also photos and rail experiences in the book.

Both books are published by Holtzbrinck Publishers, 175 Fifth Ave. NY, NY 10010

