

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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March — April 2004

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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.

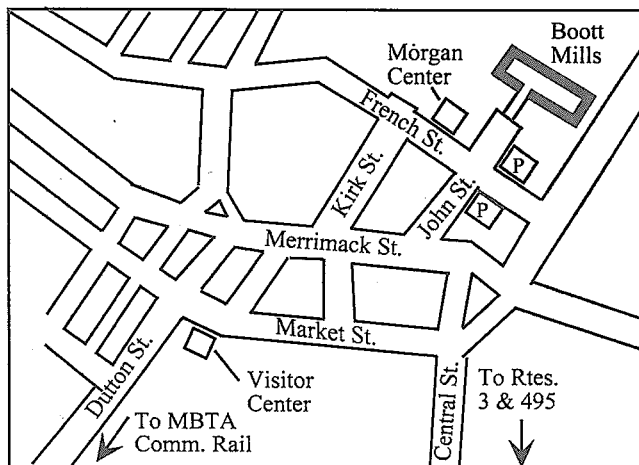
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|---------------------|---|
| MARCH 13 | Gary Webster comes back with more B&M railroading. |
| APRIL 10 | Fred Farini from the FRA talking about railroad HAZMAT. |
| MAY 8 | B&M#3713 with Ellis Walker. |
| JUNE 12 | Open House in the combine on Dutton St. Time TBD |
| JULY 23 - 25 | No meeting Lowell Folk Festival |
| AUGUST | No Meeting Vacation. |

Inclement weather cancellation... please call the Society phone, (978) 454-3600, after 11 AM if you are not sure. — Jim Nigzus, Program Co-Chairman

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.



NEXT ISSUE

The deadline for the *May/June* Newsletter is due by *April 2nd*. 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.

MEMBER INFORMATION

Newsletter

Correspondence concerning the Newsletter can be sent to either The address on page I or emailed to: Bmrrhs@ix.netcom.com

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.

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Treasurer Allan Klatsky
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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.

Looking for copies of the early Modelers Notes? Thanks to Sean McInerney for developing and producing the CD's for the Society. The Modelers Notes oare available on two CD's: Vol. 1, #1 - 25 and Vol. 2, #26 - 50. The CD's search engine will permit search by article and/or issue and will be compatible with all popular PC and Mac versions. The CD's are available from the BMRRHS for \$15 each to current BMRRHS members and \$20 each to non-members. If ordering by mail postage for one or both CD's is \$4. Orders should be mailed to the Derry, NH address.

Company Business

Report Of Archives Committee 2003

The Committee met 8 times during the year. Regular attendees were David Ashenden, Len Batchelder, Rick Conard, John Goodwin, Dick Lynch, and Ellis Walker. The work at these sessions consisted of answering research questions and processing new acquisitions. Our meetings including a work party in January to transfer uncatalogued material to our new storage facility in North Chelmsford. At that meeting we also received help from Ed Felton, Wayne Gagnon, Dan Hyde, Allen Klatsky, Paul Kosciolk, Jim Nizgus, and Sandy Shepherd. Average attendance was 5 not counting guests.

Donations recorded in 2003 totaled 75, including gifts from Robert Wilner, Dwight Smith, Michael Lennon, Frank Ellis, David Ashenden, Jim Nizgus, Charles Sullivan, Arnold Wilder, Preston Johnson, Bill Patton, Bob Warren, Ron Rand, Bob Cowan, Sumner Thompson, Bob Liljestrang, Buddy Winiarz, Bob Bermudes, Edwin Hiller, Joe Shaw, David Brooke, Roger Robar, Rick Conard, Larry Lowenthal, Douglas Kydd, Marc Frattasio, Rick Nowell, Ellis Walker, and John Gruber. The Committee thanks all our donors for their generosity and encourages our members and friends to donate additional material to our growing collection. We are also interested in receiving tips to point us toward potential donors. We seek material about B&M, Guilford, and other New England railroads and street railways.

We responded to a record 140 requests for information during the year. The use of email has made all this activity possible. Researchers are interested in locomotives and rolling stock, stations and other structures, right of way and track maps, timetables and historical material. We can offer something to interest most of our researchers. Our Frank Ellis and Harry Frye Collections now supplement the Dana D. Goodwin Collection as sources of good locomotive photos, and the Frye Collection has greatly improved

our ability to furnish photos of little known stations on the B&M.

We inventoried more than 150 general items during the year. We have processed some 350 sets of drawings from the Boyd Structure Collection. Historians and modelers now have access to an increasing variety of station, freight house, engine house, and bridge drawings.

Tools for researchers available on our Archives computer now include part of our catalogue, two indexes to the B&M Bulletin, a list of stations, a table of opening days and abandonments, and our data base of negatives. Special thanks to Dick Lynch for his indexing and data entry work. He is currently engaged in indexing the B&M Employees Magazine and his work to date is available on our computer.

Your chairman had the opportunity to speak at a meeting of the Cambridge Rotary Club in August, and it was heartening to see how many people identify with and have lasting memories of the B&M.

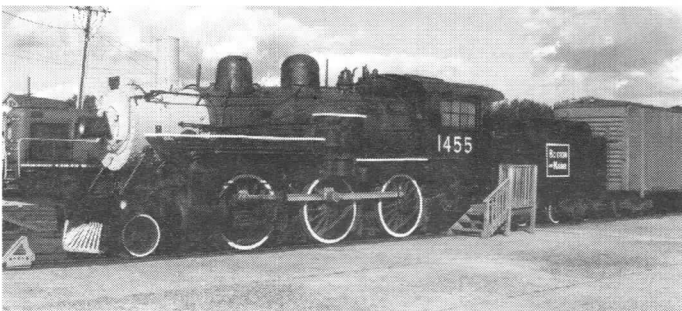
We continue to receive royalty checks from the Images of Rail books we produced with Bruce Heald.

Several of our members have rendered valuable research and other services during "off-hours." Thanks go to David Ashenden, Rick Conard, Adrian Gintovt, John Goodwin, and Jon Miner in this respect.

We are always looking for new volunteers. In particular we would welcome one or more members who are interested in mounting photographs. Job requirements are patience and good handwriting.

Respectfully submitted,
/s/ Frederick N. Nowell, III
Chairman, Archives Committee
Boston & Maine Railroad Historical Society

1455



Robert Boothe

As you probably recall, No.1455 was built by Manchester in 1907.

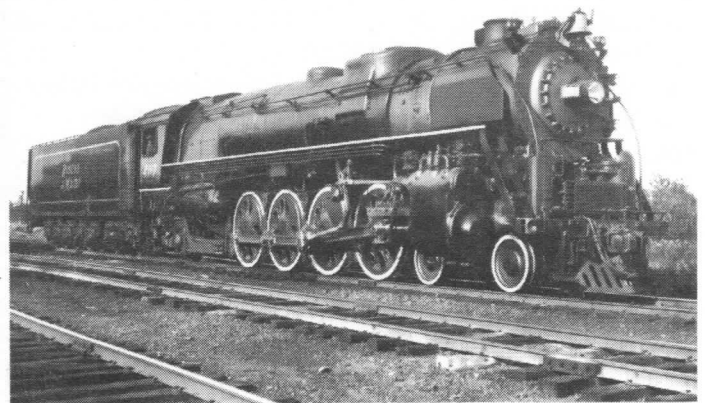
Manchester built 1739 locomotives before being taken over by ALCO in 1901.

Under the ALCO name, Manchester built 590 more until it ceased locomotive production in 1913. It looks like Manchester built 116 Moguls for the B&M 1903-10 and Schenectady built 19 more from 1907-10.

Alden Dreyer

Additional information from Bob Boothe indicates that an evaluation for operational restoration is scheduled for this spring.

#4117 on her first trip
Rigby, Me August 1941



Photos collection of Bob Warren

Through The Ethernet

The L&F Jct. discussion on Yahoo lead to a question regarding the oil trains during the second World War when trains rather than ocean going tankers were used due to German submarine activities on the eastern seaboard.

Doug Drew: Anyone know how long an average tank car extra running over the Fitchburg during wartime would have been (probably longer if a 4-unit set of FTs were assigned, or were they of a consistent length)? Are we talking maybe two whole loaded oil trains being interchanged with the B&A via Grand Junction, each and every day?

Were these oil trains that were handed over going to a few major locations (power plants, tank farms, etc.), or did they just get transferred over to Beacon Park and broken up for local delivery to anywhere and everywhere on the B&A's east end? Also, were these oil trains "unit trains" that ran straight from RJ to Boston without breakup, or were sections of them cut off a key junction points such as North Adams (for interchange with B&A for west end delivery), East Deerfield (for Conn River pts north and south), Fitchburg (New Haven Old Colony points) and Ayer (Worcester branch, New Hampshire and Maine). I don't remember ever reading much of anything about how those oil extras were handled — there may have been something in "Railroading from the Rear End" by Farrington, but that was in my high school library and those memories have faded, quite a bit.

Tim Gilbert: I believe the length of these "Oil Extras" were 100 tank cars each whether loaded or empty. I do not know how many "Oil Extras" were operated per week - 10-12 could be a reasonable range.

Tim Gilbert: The oil movement from Norris City IL to eastern points is covered in pages 98-105 of Farrington's RAILROADS AT WAR (1944). Norris City was the temporary terminus of the "Big Inch" pipeline from February 1943 to August 1943 when the "Big Inch" had been extended to Phoenixville PA. The capacity of the "Big Inch" was 550,000 barrels per day.

The Yahoo discussion on the various B&M right yards brought up a question regarding the B&M/B&A interchange at L&F Jct. which was located at the Tower H end of the Grand Junction from Beacon Park for the B&A.

Involved in the discussion were Alden Dyer (AD), Tim Gilbert (TG), John Howath (JH), Norm Larkin (NL), John Alan Roderick (JAR), Dwight Smith (DS), Bob Allen (BW)

(BW) The B&M typically made one interchange with the B&A at L&F Jct. in the morning before the B&A local came over from 'wherever', in turn the B&A would 'shove' the B&M interchange cars up one of the 3 receiving tracks of Yd. 9. It was done this way as then no B&A crew would have to align any switches. The required switches to go from L&F Jct. to the R tracks in Yd. 9 were controlled by Tower H and the yard master for Lower Yd 8 - that person resided in the 'tall' tower that was next to the NH div. just after the tracks crossed the bridge over the Lower yd 8 tracks toward Mystic Jct..

Some of the tracks at L&F Jct. were in a slight depression and when setting of the interchange cars, one had to be careful that

they didn't roll out the other end which would have fouled the Portland Div. tracks to No. Station located there.

When the B&A crew set off their interchange cars, one of the crew would wind up a couple of handbrakes on the cars nearest the engine to prevent the cut from rolling out or away from yd. 9 hump.

Likewise it wasn't unusual to see the B&A local sit for what would be an extended period of time before Tower C would allow them to leave L&F jct. and cross the various Portland Div. mains to achieve the outbound Eastern Route mainline - this was because the B&A local would arrive during the morning commuter rush hour.

(NL) Do you have any recollection of how many cars were interchanged between the B&A and B&M in the very early 50s?

(BW) My memory isn't that great but as I best recall it wasn't a lot of cars, perhaps around 20 or so to the B&A while the B&A probably transferred a like amount.

The cars for the B&A were 'stored' on trk 32 of Yd. 8 which wasn't one of the longest tracks in the yard due to the curvature of it along with trks 31, 33 & 34.

(DS) The traffic interchanged between the B&M and B&A at L&F Junction (Boston area) would have been of one of two categories. One would be line haul traffic between the B&M and a LOCAL station on the B&A. For example a car from somewhere on the B&M to Natick, MA on the B&A and vice versa. Second category would be cars line hauled by either the B&M or B&A and delivered to the other in switching service to and from points located within the Boston switching district.

The B&A and B&M similarly interchanged freight at Worcester, Springfield, Winchendon, Baldwinville, Ware and North Adams, MA.

However, there were no published routes to, from or via B&A-B&M or B&M-B&A except as noted above, i.e. cars in switch service at common points or cars to and from local stations served by the B&A only.

That helps explain the large disparity between cars that B&M interchanged with the NYC at Rotterdam Jct. and Troy, NY compared to cars interchanged with the NYC (B&A) at Boston.

(NL) Norm then raised the question "Do you have any recollection of how many cars were interchanged between the B&A and B&M in the very early 50s?"

(TG) Tim replied with the following information:

The total of loaded cars interchanged between the B&A and B&M between

1929 and 1956 were:

	B&A to B&M	B&M to B&A
1950	9,486	8,422
1951	8,219	7,580
1952	7,145	5,691
1953	6,672	5,503
1954	5,722	4,221
1955	6,029	4,407
1956	4,891	3,855

L&F Jct continued

REPEAT - these are LOADED cars only. The only year in which I have empty cars is 1938 per the following:

	B&A to B&M	B&M to B&A	Both Directions
Loaded	9,525	8,345	17,870
Empty	7,031	7,337	14,368
Total	16,556	15,682	32,238

The bump in loaded cars delivered by the B&M to the B&A during WW II is assumed to be "Oil Trains." Much of this traffic was rerouted from Buffalo-NYC-Selkirk-B&A-East Boston to Buffalo-ERIE-D&H-Mechanicville-B&M-Grand Junction-B&A. Most of these cars were returned empty by the B&A via Grand Junction. This was the era which Preston Johnson referred to in his sidebar in Willoughby Jones' B&A Volume I.

The table below compares the loaded cars which the B&M received at Grand Junction (B&A), Rotterdam Jct. (NYC) and Mechanicville (D&H) in selected years.

	B&A (GJ)	NYC (RJ)	D&H (Mech.)
1950	9,486	82,395	185,852
1953	6,672	85,448	164,191
1956	4,891	83,810	175,308

The table below compares the loaded cars which the B&M delivered at the three junctions.

	B&A (GJ)	NYC (RJ)	D&H (Mech.)
1950	8,422	27,052	78,983
1953	5,503	33,177	75,417
1956	3,855	28,642	75,457

Hope this puts the Grand Junction in perspective with the amount of cars interchanged on B&M's West End.

(NL) Thanks, Tim. If I read the tables correctly, for 1953 the two rr interchanged ~20 loaded cars/day to the B&M; ~15 loaded cars/day to the B&A. Be interesting to see ... where the cars went. A B&A trainmaster at Beacon Park remembers quite a few regular trains over the GJ back then. This included a tank train of 20-30 empties from Beacon Park to the Esso and a like number of loads back. There was also an empty coke train in and loads out to the coke works in Everett by both the B&A and the B&M. I assume the loads of oil and coke went to New England locations. Can we assume that most interchange at L&F was for local distribution? This has been a very interesting thread.

(DS) The traffic interchanged between the B&M and B&A at L&F Junction (Boston area) would have been of one of two categories. One would be line haul traffic between the B&M and a LOCAL station on the B&A. For example a car from somewhere on the B&M to Natick, MA on the B&A and vice versa. Second category would be cars line hauled by either the B&M or B&A and delivered to the other in switching service to and from points located within the Boston switching district.

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However, there were no published routes to, from or via B&A-B&M or B&M-B&A except as noted above, i.e. cars in switch service at common points or cars to and from local stations served by the B&A only.

(JH) For those interested in this thread there's a sub-chapter on the B&A's Grand Junction Branch (including a two-page "personal" sidebar by Preston Johnson who was a B&M employee)

in the book "Boston and Albany - The New York Central in New England - Volume I" by Robert Willoughby Jones (Pine Tree Press, 1997).

Bootlegging Railroaders!

Bob Warren

As told to me by several old-timers in the early 50's.

During the years of Prohibition bootlegging wasn't limited to bathtub gin and countryside Moonshine. It also included fine Canadian whiskey.

How was this possible? Thanks to thousands of gallons of water in a metal tank, a convenient place to store these illegal products while traveling from one country to another.

As it was during the diesel time, steam locomotives also traveled through from Montreal to Boston and return.

When an engine was being prepared in Montreal for the trip south, the Canadian products would be lowered into the tender's tank and then the tank filled with water. As the train neared the border, the fireman would make sure the tank was full precluding any inspection by customs.

During the run in the US, the fireman would fill the tank to the point that it was almost empty by the time the train arrived in Boston. When the engine was moved to the engine facility, the Canadian import would be removed and properly disposed of.

To the best of their knowledge, these old times told me that the customs never caught onto this form of importing of the whiskey.

Move forward about 20 years and when the grape harvest was in full swing it wasn't unusual to see several reefers of grapes in Yard 19 with the contents being sold to individuals. By that time, prohibition was history and an individual could make for personal consumption up to 200 gallons of wine.

Recent Yahoo discussions revolved around the various 'humps' and 'flat switching yards' employed by the B&M. The following discussion amongst several Yahoo participants offers the following.

Tim Gilbert: "In the "Hannauer" scheme of things (George Hannauer being the principal architect of B&M's modernization of freight operations during his 1927-1929 Presidency), East Deerfield only did minor classification work concentrating most of their effort on transferring blocks of cars from one train to another.

"B&M's principal humps were in Boston & Mechanicville (mostly eastbound - the D&H handled westbound classifications except for deliveries to the NYC which was B&M's responsibility). Both Boston & Mechanicville humps were equipped with retarders.

"Yard work for cars interchanged with the CP was done at WRJ in a flat yard - the B&M would classify incoming cars from the CV at WRJ - the CV would handle the outbound classification work.

"All yard work at Rigby was done in a flat yard by the PTM. The New Haven did all classification work in Worcester while, in Lowell, it was a joint B&M-NH operation. I am not sure of the actual arrangement at Springfield.

Yards continued on next pg.

Yards continued

"There were other yards throughout the B&M: - some more important than others, but, so far as I know, none of them had humps equipped with retarders..

"This was the mode operations that lasted until McGinnis took over."

Alden Dreyer:: "The East Deerfield hump presents a story with more questions than answers.

"I don't know how many times that hump engine ran off the end of the lead, but for years there was a great photo in the yard office of a lonely switcher way down the bank looking like it was ready to be buried. Leonard Wonsey was the proud hogger.

"I presume the hump was built in the Hannauer years. Just guess-work.

Now when the CTC was installed in '31, why didn't they spend the extra \$25,000 or so and do it right by connecting the lead to the westbound with a powered crossover and signaling protection? It would have been a simple matter to run all trains on the single neutral track with minimal delay.

One good reason may have been that the track that fed coal to the Teapot Dome skip was right in the way!

"In steam days, I reckon you could stop what you could pull uphill on the East Deerfield hump lead. The diesel changed the equation, but the trackwork was not changed to compensate. I reckon the enginemen who ran off the end were all working spare or extra. Yes, the hump was a ballet and the regular enginemen never had a thought about running out of track. Just as on the east side you worked against 3 big red ones the entire trick unless the YM called the TD for a quickie.

"The difference between the hump and East Side was that on the hump you were usually handling mostly empties and on the East Side mostly loads. In the present arrangement, the runner doesn't know what he's got until he starts to pull.

"When the yard was rebuilt in 1979-81, the hump was raised about a meter to compensate for the shorter downhill shove. Interestingly, working the tower over the years, runaways were a constant problem and just as often on the East Side as on the hump. But a load off the hump would go right out past the tower on occasion. Usually the YM would contact a car inspector and he'd stop it.

"Before WRJct and Springfield and Mechanicville and Fitchburg were all closed for switching, cars at East Deerfield would be yarded with loads in the east yard and empties in the west yard. After all those other yards were closed, it didn't make a helluva lot of difference, as the system was broken. And the yard as rebuilt in the Dustin era never got a chance to function as intended. Power switches and retarders were all in the plans but it hasn't happened..... yet!

"It is B&M BULLETIN V21#2 with the terrific centerfold photo. You can see part of it at:<http://users.rcn.com/alden.javanet/V21-2CF.jpg>"

One thing I didn't mention for the "New Dustin Yard" at East Deerfield was that the 8 receiving tracks were all supposed to be completely paved over except for the railheads so that the car inspectors could drive their fully equipped vehicles along the rail cars and fix whatever possible in place. Even minor welding.

Fast forward to 2003: car inspectors were all abolished years ago and the trainmen do their own work.

I visited East Deerfield yesterday, 23 December, to extend greetings of the season. The hump was working just as well as ever. Do you suppose that it helped that the pin puller used to be the nite yardmaster and the field man was an East Deerfield Tower train director three decades and more ago who still goes by the handle of Crash? Which he earned at WX.

BMGP40W: East Deerfield South To North.....

"Main Line

8 receiving tracks labeled R1-R8

18 Classification tracks (Yes, these are a hump yard) 6 or seven tracks at the East End used for car repair 5 tracks at the West End for loco service/maintenance in the middle, north side, is the engine house and car shop, which both have an array of tracks included.

... I said, this IS a hump yard, old fashioned, no retarders or anything, all switches hand thrown. Right now, common power is two GP-9's, up until recently it was a 600 class ST engine, and prior to that there have been all kinds of combos."

John Alan Roderick:: "The last time I was at the hump yard at EDF, they were using an SD-45 as the hump switcher., Spring 2000"

BMGP40W: "In Deerfield now, the hump lead ties into the Montague Runner (old Westbound main), most trains are yarded in the receiving yard, and the switcher will "cross them over" to the hump yard, where they are shoved to the top of the hill.

"The Forman will pull the pins, and the field man (or men) will line the switches, and the cars all run down the hill on gravity. Obviously, the first car on a track gets ridden down into the "bowl," as you called it, and secured with a good stiff handbrake. There may not be power switches or retarders, but it does try to act like a real hump yard."

David Lamson:: EAST DEERFIELD YARD

"During the summers in the late 'seventies and early 'eighties we would make our way down to Middlefield and Wash Summit to watch the action Saturday and Sunday on the B&A. The first thing, we would make a bee-line to ED yard on Friday nights after work where we would camp out just off the parking lot along the pole line by the yard office opposite the hump back before the bushes grew too high to see the action.....those long, warm summer evenings we would observe the freights (some with CP 424's off the Conn River) coming and going and would watch the hump engine slowly pushing the cars over the hump, the yard conductor reading his "skivy-sheet", signaling the engineer for slack, direction and speed, pulling pins, and throwing the throat switches. The two field men would be *very* busy throwing the ladder switches, grabbing the rolling cars, braking them down to their couplings and trotting back to catch the next cars coming down the "hill". When they were working against the clock and things were running smooth, it was like watching a ballet. No radio work, just hand signals from the conductor, the revving of the hump engine, the sound of the cars grunting down over the joints, the sound of the hand brakes ratcheting up and then being released just before the "CHUMP" of the couplers impacting the standing string of cars with the switchmen already trotting back for the

Yards continued on next pg.

Yards continued

next set of cars.....one time while both switchmen were busy down below, the conductor stopped the hump engine and two deer took the opportunity to cross the yard tracks, run past the yard office and up over the banking. Made for some neat photos.....No big deal with the crew, just back to work.....those "snakes" sure weren't gaining any weight on that job.....once we came into the yard from the hump end and found the hump engine hanging off the end of the dead-end switching lead....evidently, the engineer hadn't been watching his back.....the "hook" had already been called.....that night we wound up camping on the Tower end of the yard in the engineering materials yard almost under the "railfan's" bridge. This, of course, was before the fink/mellon outfit took over the B&M and, if you minded your "P"s and "Q"s and didn't bother the help, you could camp almost anywhere.....I never had to show my B&M pass to find excellent spots to watch and photograph the action in those days. I don't go near the place, now....."

Alden Dreyer With mention of interchange from other roads to the B&M: I've mentioned this before but during the 1940's, any day when 1,000 loads eastbound didn't move thru the Tunnel, was a dark day. In my time of dispatching in Greenfield in the mid to late 1960's, 600 was considered a good day with well over 500 average. Of course, the cars were much bigger and heavier by then.

In what I would consider an average day on GRS earlier this week, CSX interchanged just under 80 loads at Rotterdam to GRS and 32 at Worcester with 27 being racks. D&H delivered just under 50. Nowhere else on GRS did loads interchanged inbound reach double digits.

Averaging in coal traffic, I'm guessing at an average of 200 loads a day eastbound thru the Tunnel. Not bad considering that is nearly 4 times what it was a dozen years ago....

Scott Whitney: White River Jct.

"Yard work for cars interchanged with the CP was done at WRJ in a flat yard - the B&M would classify incoming cars from the CV at WRJ - the CV would handle the outbound classification work.

"Interesting that you should mention WRJ. Actually, WRJ is in a bowl of sorts with the bottom being about 1/3 of the way south from Nutt Lane crossing. It is actually a fair grade southbound out of the yard up and over a small rise in the terrain. This made the south end of the yard ideal for gravity switching and some of my fondest memories are of riding the switcher there during its last days. Little did I know then that I would be back there again in an official capacity."

The south end of the yard at White River had two access points to the Central Vermont main line. The northern one was JS interlocking (Alden correct me if that term can be improved) and was controlled by a two lever machine from the two story yard office (later moved to the single story yard office near the rip tracks and then ultimately relocated to the second floor of the station). JS had two three light interlocking signals on the CV main and a single dwarf coming out of the B&M yard. The other access was via a crossover at the extreme bottom end of the yard at the location then and still known as Bank. Today it is just a single hand thrown switch but in all previous years it was a crossover with the B&M side continuing south to a dead end at a dirt embankment. I

suppose this may be where the name Bank came from. This allowed the B&M yard switcher just a few extra car lengths for kicking cars at the south end of the yard.

Alden Dreyer: W R JCT NEW YARD

Altho Mickeyville switched all eastward traffic, as I recall yard switcher hours at Mechanicville were about the same as at East Deerfield after eliminating the paper mill switchers. I'm just relying on memory here from when I was an ACTD.

Scott, your mention of the bowl at the New Yard inspires this memory. When I worked third trick at JS in the mid 1960's I was totally flabbergasted at the speed with which the third trick could switch cars in zero weather with a heavy snow pack.

There would be a crashing hitch every 20-30 seconds for about 10 minutes, usually less, then peace for 2 minutes while they reached in for another string. I regret never making a count, but I think they switched about a car a minute. Much faster than any B&M hump could do with single car cuts.

The reason being was that everyone was on the same page. The Westboro team, the yard clerks, the car inspectors and the section forces, all had great experience. Only the green spare telegrapher was a jerk.

Cars were switched fast because gravity worked; no one had to ride a brake, so you had one pinpuller and two men at the switches. Amazing what you can accomplish when you design a yard to flat switch. East Deerfield was a transfer terminal changed into a freight yard and never really designed as such.

Well, there is a bit more to this story at the Riviera. After a couple hours of frantic activity, the crew would come in for an hour's lunch and cards break. Then back to it for another hour. Then nap time and by 0400, sometimes long before, the only person awake on the B&M in W R Jct. was the operator. The BullPen would literally shake with the snoring. Or was that the ALCO parked outside the window? Anyway, about 0620 the crew would stir to get the buggy out for JS-2 and throw out any cripples and make ready to go home. No early quits in those days.

Member Correspondence

Peanut Trail Compromise Reached

By Lois Marchand

Staff Writer

Newton — Voters will have final say at the polls in March on a compromise solution to the Peanut Trail dispute, which has dragged on for five years and cost the town more than \$100,000 in legal fees.

The deal was worked out over the weekend in mediation between selectmen and the owners of Nicol Farm.

After the farm owners filed suit in 2001 after years of complaining about off-highway vehicle riders straying from the trail and vandalizing their crops and machinery, a judge awarded the town ownership of the trail and gave the farmers \$400,000 for past and future damages.

The town has agreed to sell its interests in the Peanut Trail to the owners of Nicol Farm for \$65,000 and their agreement to a "hold harmless agreement" from the farm to protect the town from any future lawsuits over damage caused by people who access the farm from any adjacent land the town owns.

Peanut continued on next pg.

Peanut continued

The farm owners have agreed to drop a counter appeal to the Supreme Court decision over ownership of the trail made to the town in Superior Court. The town has agreed to drop its suit against the N.H. Municipal Association Property Liability Trust, filed to protest the trust's decision to appeal the amount of the court's financial award.

The Nicol Family partnership which represents farm owners Raymond Nicol and his sister, Michele Nicol Fitzgerald, filed a lawsuit in 2001 after the town failed to authorize selectmen to negotiate a settlement and reroute the trail, which could have eliminated a problem of off-highway recreational vehicle riders straying onto hay fields and vandalizing crops and machinery. Instead the town voted to ask selectmen to fight for the Peanut Trail land. The trail follows a 50-foot right-of-way the town purchased along an abandoned railroad spur, which begins off Whittier Street in Newton Junction and crosses Route 108.

The Peanut Trail was named for the trains which once carried carriage bodies and later car bodies along a spur of the railroad from a plant on the Massachusetts side of the line. Covered with large canvas tarpaulins, they resembled giant peanuts.

All three parties agreed last month to go to mediation to try to negotiate a settlement. Costs of mediation were paid by the town's insurer.

Cushing said the suit has cost the town over \$100,000 in the past five years.

"To think the town will get \$65,000 back — more than half our legal costs — by selling the trail while guaranteeing we will be protected from any additional claims in the future is a good compromise, when it could have been so costly for us," said Cushing.

"The nature of a compromise is that nobody is terribly happy with it, but I think this is a better solution than we would have ended up with by going through the appeals process, or we would not have agreed," said Selectman Mary P. Marshall.

Farm owner Ray Nicol, of Amesbury Road, said he will wait and see what happens at the town deliberative session and at the polls.

"We all compromised to come to a kind of mid-ground plan. I am hoping this will get the support of the town so we can avoid some future costs."

From the Lawrence Eagle Tribune

submitted by Scott Currier.

Ed note: The trail was part of the former Merrimack Branch

Home Away From Home



Rockport, MA 1936



Photos collection of Bob Warren

Exchange Place

A place where members may offer B&M items for sale.

HO Scale Boston & Maine Models

All models are painted B&M maroon and gold, unless otherwise noted. All have Kadec couplers and Proto 2000 metal wheels. Heavyweight passenger cars have 6 wheel trucks and diaphragms. All diesels have silver trucks.

ATHEARN SPECIAL EDITION:

F-7: 3 A units, road #'s 4266, 4267, 4268. These have constant lighting headlights. 4266&4267 are close coupled with a drawbar and diaphragms. Also, have dummy 4268 and B unit [painted, not lettered], \$50 ea. for powered units; \$25 for both dummies.

PROTO 2000:

SW9/1200: Road # 1223 \$50.

2 E-7's. Road #'s 3804, 3813 \$65. ea.

Alco S-1 Road # 1168 painted black W/ red nose stripes. \$50.

GP-7's 2 Maine Central Road #'s 566, 569. Green w/ gold stripes \$40 each

ATLAS:

3 RS-3's Road #'s 1509, 1545, 1536. 1536 is painted B&M blue and white. \$50 each.

BACHMAN SPECTRUM:

2-8-0 Consolidation Road # 2360. \$75.

IHC:

Mogul Road #1495 [not an exact model of B&M mogul] \$50.

ORIENTAL LIMITED

USRA 4-6-2 Lettered "HOOSAC TUNNEL AND WESTERN" Road #12. Not a very good runner. Looks good. Maybe some TLC would fix it. \$25

HOBBYTOWN OF BOSTON

2 RS-3's They run, but noisy. Bodies need to be repainted. They need to be tinkered with. \$35 for both.

ATHEARN:

SW-7. Red, lettered "HOOSAC TUNNEL AND WESTERN" Standard Athearn, any SW-7 body will fit. \$25

ATHEARN SPECIAL EDITION PASSENGER CARS

Clerestory roof: #3010 Baggage; #3131 RPO; 4622 & 2 numbered 4625 coaches; Round roof: # 1426 and 1428. \$25 each

AMBROID

Open platform: 1 Baggage, 1 Combine, 1 Coach. \$125 for all 3.

INTERMOUNTAIN:

Unopened kits of B&M PS-1 Boxcars. Boxcar red, with Minute Man herald. \$20 each.

ROUNDHOUSE/ BEV-BEL

Cabooses: 1, 26' lettered "PATHFINDER FAST FREIGHT LINES" B&M Road # 104414 \$25.

1, 26' Minute Man herald, lettered "BERKSHIRE DIVISION" B&M Road # 104117 \$25

1 26' Built from kit. Large Minuteman herald. Road # 304. \$20.

SILVER STREAK

1 38' kit built Drovers/ combine. B&M maroon, but lettered for my road "HOOSAC TUNNEL AND WESTERN" \$25

1 30' Silver Streak kit built. Same paint and lettering as above \$20

CAMPBELL

2 Structure kits: #389 Engine House [unopened]; and #367 Skull Valley Station, Just started, but all pieces in box. Engine hse. \$40, Station \$20

ROUNDHOUSE/ BEV-BELL

Reefer milk cars, Green with large Blue and White B&M logo. Road #'s 1912 and 1962. \$20 each.

BOOKS

The Three Boston & Maine Books By Robert Willoughby

Jones:

B&M: THREE COLORFUL DECADES OF NEW ENGLAND RAILROADING (1991)

B&M: CITY AND SHORE (1999)

B&M: FOREST, RIVER AND MOUNTAIN (2000)

\$100.00 PER BOOK

"A PINPRICK OF LIGHT" BY CARL BYRON, 1ST PRINTING

\$25.00

ALL BOOKS ARE IN GOOD CONDITION.

Buyer to pay shipping charges. Let me know what items your interested in, and I will take them to the UPS store, get exact ship charges, and let you know before you send money. Please use cashiers checks or postal money orders. Otherwise I'll withhold shipping until personal check clears.

Edward L. Duffy, 12623 Brandywine Drive, Sun City West, AZ 85375-4613 Tel. 623-546-7729

E-mail: Grumpyduffy@msn.com

Book Review – Bob Warren

Rails Across Boston

Vol. II: North

By Robert A. Liljestrand

Bob's Photos introduced two new photos books at the Big E show in February dealing with the stations on Boston's north and south sides.

As with his other books the photos are printed on glossy stock which makes for excellent reproduction but it's the captions that falter. Like other producers of both books and videos Bob failed to have his captions reviewed by more knowledgeable individu-

als which leads those that aren't familiar with the book's contents accept as fact what is printed.

For those that purchased the book, an excellent value for the money, I offer the following addendum and observations by.

Pg. 12, top view: The light colored building in the middle right side is the REX building which was serviced by track 1.

The baggage cars in the middle on the left side are located at what was called the Milk Shed where often cans of milk and cream were unloaded from baggage cars. In the background, the Washington St. Bridge

Book review continued next pg.

Book Review continued

carries the Forest Hills-Everett rapid transit line with the Charlestown Navy Yard in the distance. The center span of the Washington St. Bridge was a center movable bridge that also meant the rapid transit tracks also rotated 90°.

Pg. 14, bottom: The near train is not coming into the station but is in the process of backing its train out to one of the storage yards. This is evident by the fireman leaning and looking toward the rear of the train.

Pg. 22, top: The diesel-powered train up close is on the western route of the Portland Div. While the steam is heading for the New Hampshire rails and the train starting under Prison Point bridge is heading out the Fitchburg Div.

Pg. 22, bottom: This excellent view shows a train heading out the western route of the Portland Div. with passenger storage yard 4 in the right side of the photo. Passenger yards 3 and 4 were close together with the small yardmaster's office separating them. The tracks in the immediate foreground are those of the Fitchburg Div.

Pg. 23, top: Not all of Boston's yards were in Somerville. They were also located in Charlestown (Boston), the freight cars in the distance in the upper left hand corner as well as the passenger cars in the center left side (east end of passenger yard 2). This photo shows the Hoosac Tunnel diamond crossing all the tracks associated with North Station.

Pg. 23, bottom: The departing passenger train was on the eastern route of the Portland Div. The open-end passenger cars in the upper right hand corner were in Yard 1. This yard was used to store commuter trains and was the first to go when the Budd cars started appearing on the scene. Today this location is occupied by Boston Sand & Gravel.

Pg. 24, top: This is an excellent view showing how the tracks departed from the Hoosac Tunnel Diamond after crossing the passenger mains. The passenger cars near the white building are at the east end of yard 2. The track continuing straight on headed for Yard 13 (located in Charlestown) which the two tracks swinging to the left in the bottom of the view are headed toward yard 1.

Pg. 23, bottom: This train is headed into Boston rounding the curve by the engine terminal. The freight cars alongside the inbound main are located on the long make up tracks of Yard 14. This yard (14) was used primarily for building up Fitchburg Div. long distant freights.

Pg. 24, both views: This is the East Cambridge end of yard 3 where most of the New Hampshire and some of the Portland Div. trains were stored while the bottom view is the car washer in Yard 3 with the running repair shop building in the background.

Pg. 32, top: This view is taken in Yard 9, East Somerville, witness the rear of the tender still on the retarder. The track to the immediate left of the tender is undoubtedly the Yard 10 lead. One of the unloading sidings in Yard

10 was used to unload the Bellows Falls milk cars as witnessed by what appears to be milk car in the distance.

Pg. 32, bottom: This is an excellent view of Yards 8 and 9 probably taken from the Mystic Jct. Tower (top floor, middle floor was yardmaster's office while the bottom or ground floor held the furnace). Yard 8 on the right with the New Hampshire Div. passenger tracks in the middle and Yard 9 on the left. Looking toward the rear of Yard 8 note the mound of 'dirt' which indicates that Yard 8 wasn't fully built at the time the photo was taken. Undoubtedly this mound was a portion of Asylum Hill that was leveled to build this yard. The tracks to the immediate right in the photo were the R (or receiving) tracks for Yard 8.

Pg. 33, top: These brand new cars are being shoved to rest rather being humped which explains while the brakeman in the center of the photo is looking toward the rear of the cut and it is probably the conductor who appears in the bottom right corner of the photo. The cabooses in the upper right corner are on R2 that was used for caboose storage.

Pg. 33, bottom: By the 1950's the only team track was located in Yard 7 at Lechmere Square (East Cambridge). Where this team track is located is questionable, as the Johns Manville building in the distance was not located anywhere near and of the Mystic freight yards.

Through The Ethernet continued

Freight Cars & McGinnis As Per B&M BULLETIN Volume XXIV No. 1

By Tim Gilbert

It is pretty tough to think of anything positive which Patrick McGinnis did while he was B&M's President, but Marc Frattasio attempted to do with freight cars in his Patrick B. McGinnis article in Volume XXIV #1 of the B&M BULLETIN. This was, however, an incorrect assessment.

Page 36 - "McGinnis organized the freight car leaseback deals under which 1,500 boxcars & 350 gondolas were sold to investors, refurbished by ... the Concord Car Shops at the investor's expense, and then leased back to the railroad at per-diem rates. McGinnis' leaseback arrangements allowed the B&M to quickly improve the physical condition of many freight cars without taking a big financial hit on the bottom line."

McGinnis was elected President by the B&M's Directors on January 20th, 1956.

1) The first sale/lease back was for 500 boxcars for ten years starting in June 1955. The investor was the International Railway Car Co. 500 of the 1,975 single-sheathed boxcars of the #71000-72999 series built in 1929-30 were renumbered into the #70000-70499 series between June & November 1955 (before McGinnis was elected President). The 500 cars were randomly selected (i.e. the only sequential numbering was when the cars were renumbered - #72972 became #70000, #71034 became #70001, etc.).

2) The second sale-leaseback of boxcars was for 800 boxcars for ten years with the Hyman Michaels Company starting in De

Freight Cars continued next pg.

Freight Cars continued

ember 1955. 488 of the 1,975 single sheathed #71000-72999 series boxcars were renumbered into the #70500-70987 series between December 1955 and May 1956; 300 of the single sheathed #71000-72999 series were renumbered into the #69700-69999 series starting in May 1956 continuing on to December 1956; and 12 of the steel sheathed boxcars built in 1929-30 were renumbered from the 25 car #71954-71974 & #71996-71999 series in May 1956.

3) The first sale-leaseback of gondolas were for 350 of the total 750 41' 6" steel gons built in 1936-37. The lease was for ten years and the lessor was the International Railway Co. The first of the 350 gons (formerly within the #92000-92749 series) renumbered into the #9212-9561 series was in June 1956 continued through April 1957.

4) The second sale-leaseback of gons was a ten-year deal with the Hyman Michaels Company. The renumbering of the 300 of the 500 #92750-93249 series of gons built in 1942 into the #9600-9899 series began in April 1957 and was completed in November 1957. This deal was totally ignored by the BULLETIN.

5) In 1960-1961, there was one more boxcar sale-leaseback deal; this time with US Railway Equipment. This time the subject cars were 175 of the 500 PS-1 boxcars in the #74000-74499 series built in 1947; the 175 were renumbered into the #1000-1174 series. (Forty other #74000's had been converted to Grain Cars with four roof hatches; these cars were renumbered into the #67000-67039 series; the remaining 285 cars less attrition since 1947 in the #74000 were sold off. The B&M apparently had too many 40' boxcars - more on that later.)

So the BULLETIN's 1,500 boxcars subject to sale leaseback was, in actuality, 1,475 boxcars with 500 of those being leased prior to McGinnis' election as President. The biggest refurbishment of single sheathed #71000-72999 series boxcars after they were built was the retrofitting of the original KC Brake System with AB's as per an ICC Mandate. This retrofitting, however, was completed in 1951.

Did he have his paws on the B&M before his election? It is interesting to note that the only leased boxcars getting the Black & Blue Assault & Battery scheme were the 175 #1000's.

BULLETIN Page 36 - "Not only did McGinnis arrange for large numbers of B&M freight cars to be refurbished, he also purchased or leased 2,000 new and used freight cars between 1956 & 1962. This large influx of modern boxcars, hoppers and flatcars permitted obsolescent equipment to be scrapped and provided the railroad with a more diverse and adaptable fleet ... with which to retain existing customers & attract new business."

On March 1, 1956, the B&M drew down an equipment trust, which was secured by the following:

1) 1,539 boxcars - 1,000 50' PS-1's (#77000-77999) delivered in 1956 & 539 40' PS-1's (#76000-76538) delivered in 1957.

2) 326 hoppers - 300 40' PS-3 Open Hoppers (#10000-10299) delivered in 1957 & 26 30' PS-2 Covered Hoppers (#5520-5545) delivered in May 1956.

3) 100 53' 6" PS-5 flat cars delivered in 1957 - 90 general service flats in the #34000-34089 series and 10 bulkhead flats for gypsum loading in the #5320-5329 series. Subsequently, ten of the #34000 series general service flats were provided with bulk-

heads for gypsum loading and renumbered in the #5330-5339 series and ten more of the #34000's were converted for piggyback service and renumbered into the #5200-5209 series.

4) 34 RDC's including 2 RDC-1's, 2 RDC-2's and the 30 unique RS-9's.

Additional purchases of cars in the McGinnis 1956-62 era included:

1) 40 45' Piggyback Flats from the New Haven which were numbered into B&M's 5225-5264 series.

2) 14 29' 3" Covered Hoppers from the L&NE (?) for cement service - B&M's #5550-5563 series.

3) One Well Flat in 1958 from the B&C. B&C #1000 became B&M #5010.

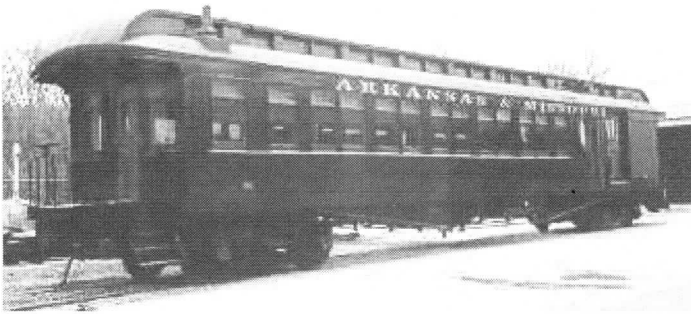
4) Five Airslide Covered Hoppers in 1957 were provided with a unique B&M herald, but the cars were owned by GATC and retained their GACX reporting marks and car numbers until the late 1970's when they became B&M #5800-5804. Another five GATC airslides came in 1963, but were only renumbered in the late 1970's as B&M #5810-5814.

As mentioned before, McGinnis bought too many 40' boxcars as evidenced by the early departure of the 275 odd #74000's in 1961. Indeed, B&M's boxcar surplus was probably a great deal higher than 275, but was not that evident for B&M changed their policy about what boxcars to load.

In the March 1925 issue of the B&M EMPLOYEES MAGAZINE stated its "Keep the Home Cars at Home" policy. This, in effect, gave the precedence of loading cars on the B&M to foreign (non-B&M) cars which was in compliance with Rule #1 of Interchange: - that is to give precedence to reloading foreign car empties whenever possible. The net result was to reduce the number of boxcars particularly nationally - the savings being a reduction in non-revenue-producing empty car miles, less switching, as well as reducing capacity necessary to carry both the loads, empties and more empties on all roads. As basically a terminating road, the B&M could supply most of their boxcar loadings by utilizing foreign road boxcar empties.

During the 1958 Recession, that reloading policy left a lot of pretty black & blue surplus boxcars on sidings. There was a Car Service directive specifying that B&M-owned cars be given precedence for loading in contradiction to Interchange Rule #1 and B&M's long-established policy. In my opinion, the purchase of the #76000-76538 series was unnecessary.

The 300 Hoppers in the #10000-10299 series were practically unnecessary from the start. 200 of them were leased to the C&O in the same month that they were "delivered" to the B&M. This lease was rather short. Later 50 of them were leased short term to the L&N in 1959 and still another 50 to the Mannix Construction Co. in 1960. In 1962, almost the last McGinnis freight car maneuver was to lease 150 of the 300 #10000-10299 series hoppers to the GN for ten years. The GN renumbered the cars into their #70800-70949 series. In 1972, the cars were returned to the B&M complete with Rocky Mountain Goat heralds. The cars were renumbered into the #10000 series.



The Museum of Transportation announced the acquisition of A&M #102, a wooden combination coach and baggage car built by the Boston & Maine Railroad in 1899, through the courtesy of the Arkansas & Missouri Railroad and its board chairman, Mr. Tony Hannold.

Pictures of the combine can be seen at:
<http://www.museumoftransport.org/rails-5.htm>

Alan Clark

As a point of interest, the combine was purchased by Tony Hannold when he owned the Narragansett Pier Railroad in Rhode Island. The car was restored by him and his staff at Peacedale RI. Some if not all the seats were obtained from an old New Haven steel MU car. When he sold the NPRR, the car was moved to Bath & Hamondsport RR in upstate New York and later to the Arkansas & Missouri.

Ben Perry

Guilford In New York

Here is how Guilford Rail System interchanges with NS, CSX, and CPR in New York State. Leaving Massachusetts, the GRS (former B&M) track runs through Vermont, through Hoosick Junction (once an interchange with VRS), through Eagle Bridge (interchange with BattenKill Railroad, which runs over the former D&H Washington Branch), and into Mechanicville, after crossing the Hudson River on a double tracked bridge. The once-large yard in Mechanicville has completely disappeared. When GRS reaches the east end of the former yard, it crosses into joint CPR-GRS trackage controlled by CPR. Also at this point, CPR trains from the west tuq1 south to run to Albany.

For the next ten miles, GRS runs on the joint trackage to CPF477, where CP/D&H diverges to run north to Montreal or south to Mohawk Yard, then Schenectady and Binghamton. GRS trains meet Norfolk Southern trains at Mohawk Yard via CP trackage. GRS continues on the Rotterdam Branch, crossing over CP, crossing over CSX (the former main line), past the Scotia Industrial Park, home of Super Steel Schenectady, which is redoing the Turboliners for Amtrak, past a running track used to interchange with CSX, and into Rotterdam Junction, the junction with CSX. Here, GRS interchanges with CSX the traffic not routed via Worcester, MA. Guilford intermodal is doing well, at least between Ayer, Mass. and Rotterdam Junction. Train AYMO and its eastbound counterpart MOAY apparently operate daily in and out of Devens Intermodal Facility as pure intermodal trains and connect with NS intermodal trains at Mohawk Yard.

470 Club newsletter *Bulletin Bridge Line Hist. Society*

Why-O, Why-O, Ohio?

Tim Gilbert

From March until September 1959, the B&M traded in 38 of their 50 #104600-104649 series wood-sheathed SUF buggies built by Laconia in 1921 to the International Car Co. in Kenton OH. International, in turn, would use the usable steel from these buggies in the construction of 38 all-steel buggies the C-100 through C-137 series, which were delivered between August and November 1959 - the construction rate being about one in every three days. It is impossible to determine which #104600 was used for what C-100 as the process of salvaging was similar to what EMD did in using FT units parts for the 50 GP-9's which arrived on the B&M In 1956.

Rather than dismantle the wood carbodies, International sold most of them to businesses, farmers and fishermen in western Ohio. The price was about \$100 apiece. Many of what remained of the buggies were used as fishing cottages on the shores of Indian Lake in Lakeview OH (near Bellefontaine). Over the course of almost forty-five years, most of these buggies have either disintegrated or bull dozed for condominiums. At least two, however, have had better fates.

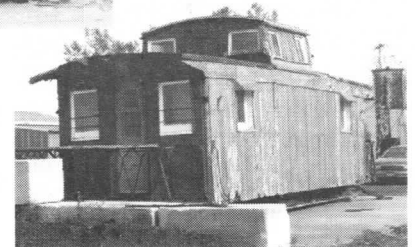
One, the body of #104611 was used as an office in a lumberyard in Napoleon OH until recently when a small RR museum at the former crossing of the NKP and DT&I in Malinta OH acquired it. There, it is awaiting restoration this spring complete with a Minuteman Herald generously provided to the museum by Roger Robar - its the stencil Roger traced and used on #104391 in North Conway NH. The buggy's current state is shown in the photo *B&M104611*.

The second was the body of an unknown #104600 which was sold to Waldo Pence of Sidney OH. Waldo preserved his buggy a lot better than the lumberyard did as shown in the accompanying photo *B&M buggy*. albeit not with prototypical colors. (The interior is painted in red, white & blue instead of the light green when it was on the B&M.) Waldo has just sold the buggy to another farmer in Sidney, and the buggy should be moved shortly. The new owner is interested in restoration, but it is not known yet whether his buggy will have a Minuteman Herald.

There may be other wood carbodies of #104600's out in Ohio, but so far none have surfaced. The usual practice of International was to sell unused parts of trade ins (in 1959, over 95 buggy bodies of various roads were sold; 57 of them not having B&M heritage), so not every buggy in western Ohio is a B&M one.



Scott Trostel photos





B&M #410 RESTORATION PROJECT

P.O. BOX 9116, LOWELL, MA 01852

B&M 410 Restoration Update

Jim Nigzus

It's hard to believe that it's been 10 years that we have been working on the 410. Well she has come a long way since we first saw her rusting away in North Billerica. Thousands of man hours, many custom made parts, donations of material, along with a dedicated crew of volunteers have made it all possible.

The cab ended up needing more work than we had anticipated. A new rolled center section of roof was installed along with both the engineer's and fireman's side wall around the window replaced. The cab floors were replaced with new diamond textured steel. Hundreds of rivets and many drill bits later, all the rotted steel has been replaced. New arched wood framing for the interior roof wainscoting supports was milled and installed. New window frames built and safety glass installed. Missing parts have been re-installed in the cab on the boiler. The next step is to install the tongue and groove interior wood along with some valves and missing piping.

Scraping, priming and painting seem to be a never ending project. We are continually repainting the locomotive in order to keep it in good shape. But it's worth it because this will help preserve this rare piece of history. We are constantly getting positive remarks about how great the locomotive looks.

Most of the exterior parts have been re-installed. Brake shoes were even located and put back on. The sand domes, which had been removed were repaired and put back in their place. We had to fabricate a new headlight support platform for the front headlight, interior cab lights, and tender back-up light were restored and are now operational! They are timed to turn on every evening to the surprise of many motorists coming down Dutton Street!

The side rods were put back on. This involved having to have the locomotive moved forward and back to line everything up for the connection. A new steel bell was forged from a sand casting of an original B&M brass bell. We had the steel bell powder coated to simulate a brass bell.

The tender needed much attention as it was pretty well rotted. The tank was removed from the frame, new steel framing was installed along with a new wood deck. All of the frame and tank were cleaned, rust inhibitor applied, primed and coated with gloss black paint. We plan to close off the top of the tender with a hidden rubber roof to protect the steel from the elements.

Besides working on the locomotive we have also been restoring the B&M combine coupled to the 410. We have replaced an entire side of the combine with new custom milled fir tongue and groove siding. New moldings along with a new rubber roof have been installed as well. The combine has been completely repainted and relettered into its original paint scheme and number. The combine houses a display of railroad artifacts from the Boston & Maine Railroad Historical Society along with an operating HO layout. Many individuals have volunteered over the years and many continue to do so.

A project like this would not be possible without the support of many organizations. We are indebted to:

Lowell National Historical Park, Boston & Maine Railroad Corporation, Guilford Rail System, Massachusetts Bay Transportation Authority (MBTA), Amtrak, Ed Kelley Sheet Metal, T&T Anodizing, My Glass Company, Martin Welding Northeast, N.E. Ventilation Co., A.J. Gagnon & Sons, Amherst Railway Society, National Railway Society.

Over the years, many individuals have helped with this project. Without their help we would have never accomplished as much as we have. We are forever indebted to these individuals. Some of our current staff consists of: Scott Batson, Fred Brown, Bill Coffey, Edward Felten, Dan Hovey, Dan Hyde, Allen Klatsky, Paul Kosciolek, Jonathon Miner and Sandy Shepard. Technical support (mechanical expert): Joe English, Master mechanic: Willis Lavallee.

We lost one of our most dedicated volunteers this past year. Joe Shaw passed away in January 2003. Joe was with the project from day one and never lost interest till the day we lost him. He is truly missed.

We are always looking for new volunteers, if you are interested, please write to us at:

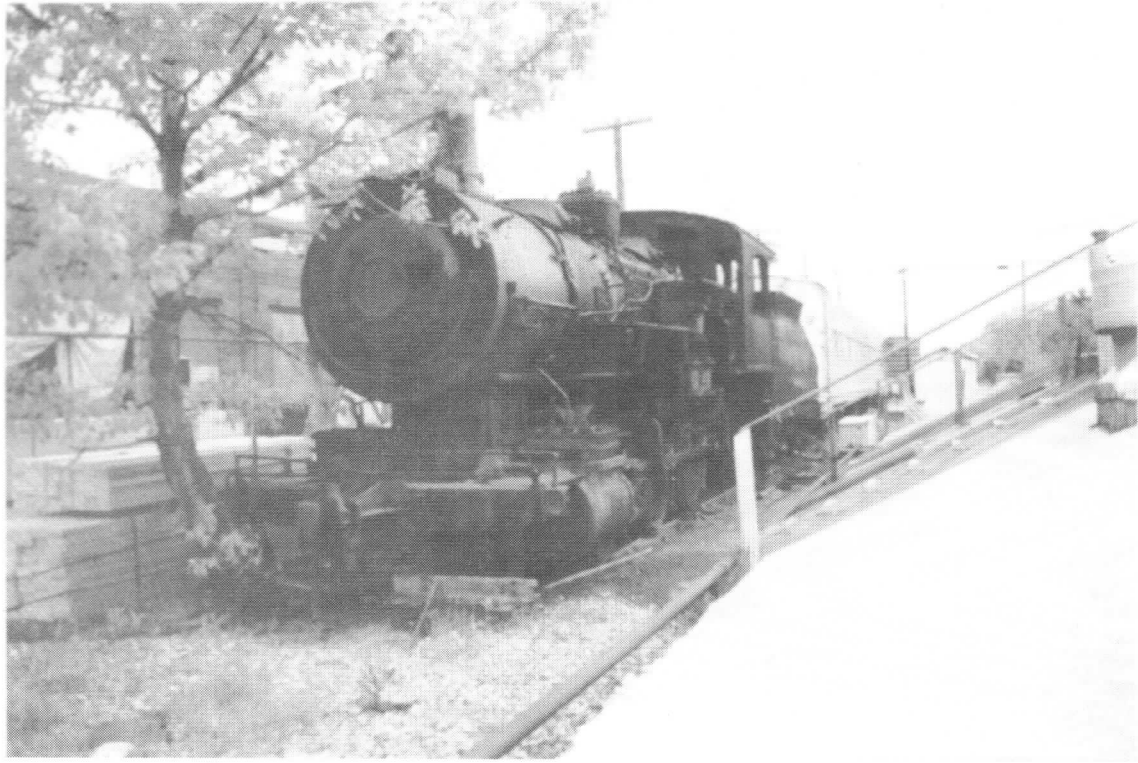
B&MRRHS

PO Box 9116

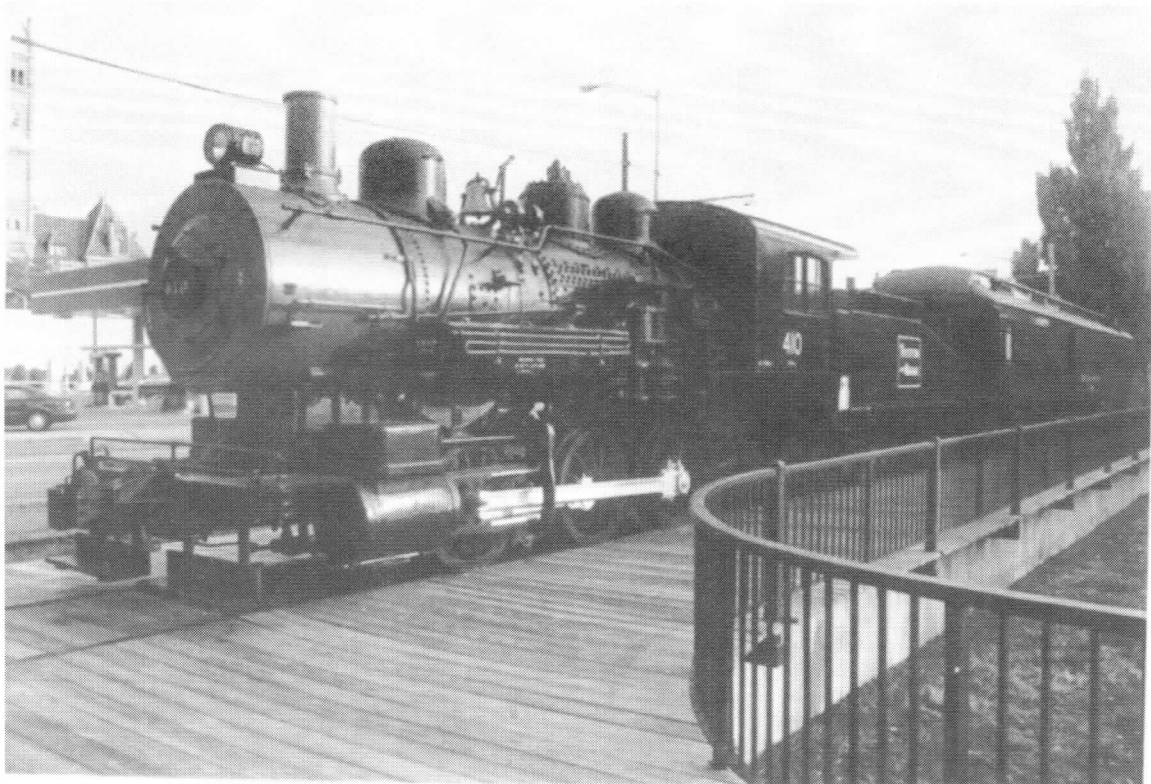
Lowell, MA 01853

You do not need to have any specific talents, just a willingness to help preserve a piece of railroad history.

Boston & Maine Railroad Historical Society
Incorporated



Rusting away: Iron Horse Park, No. Billerica (1992)



Present day condition, Dutton Street, Lowell (2003)