

AFD-1

Boston & Maine Railroad Historical Society
19 Incorporated 71

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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July — August 2004

Buddy Winiarz, Editor -P.O. 469, Derry, NH 03038 or CPC835-DD@JUNO.com

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.

JULY 24, 25

Lowell Folk Festival...NO Membership meeting.

AUGUST

Vacation Month....NO Membership meeting

SEPTEMBER 11

Society Fantrip on Wilton Scenic RR, flyer enclosed

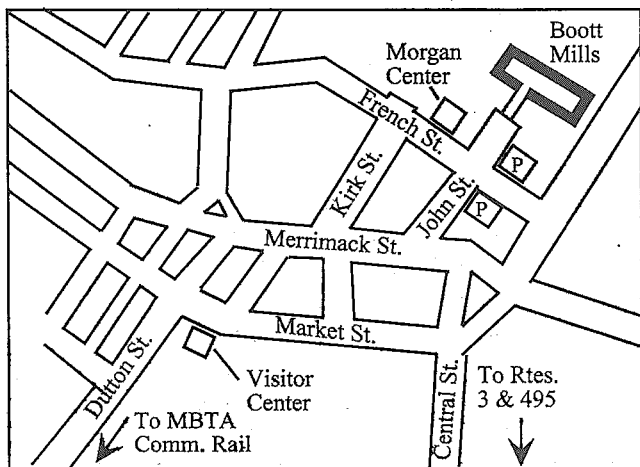
Every Saturday during July and August from 1:00 to 4:00 PM, the B&M Combine on Dutton St. in Lowell will be open to the Membership and the public.

Come on down and view some of YOUR Societies Hardware and the HO layout.

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 the *Sept/Oct* Newsletter is *Aug 7th*. 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.

Society Officers, Directors and Staff

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

Board of Directors

Pat Abegg	Carl Byron	Wayne Gagnon
John Goodwin	Dan Hyde	Allen Klatsky
Paul Kosciolk	Jim Nigzus	Sandy Shephard

Alternate Directors

Mike Basile Jonathan Miner

Staff

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Hardware Archives Chair.	Vacant
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Membership Secretary	Buddy Winiarz
Modelers Notes	Bruce Bowden Bob Warren
Model Projects Coordinator	Vacant
Newsletter Editor	Buddy Winiarz
Layout	Bob Warren
Program Chairman	Jim Nigzus Buddy Winiarz
Show Coordinator	James Nigzus
Webmaster	Jonathan Miner

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:

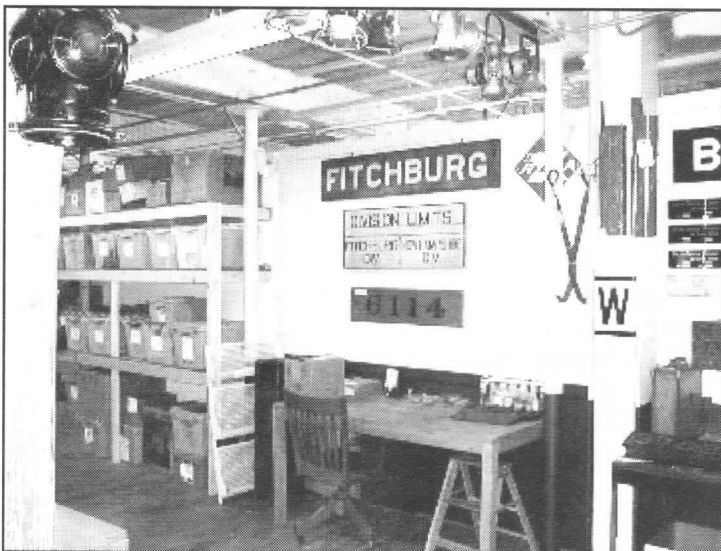
B&MRRHS - Membership
PO Box 9116
Lowell, MA 01852-9116

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

The Society Has A New Storage Place For The Hardware

The combined crew of Jim Nizus, Fred Brown, Paul Kosciolk, Dan Hyde, Sandi Shephard and Allen Klatsky have sorted and cataloged all of the Societies Hardware.

Jim has been busy building shelves and painting the walls. In doing so they crew has built a little museum-like showplace.



Upcoming Events

Pemi-Valley Model Train Show on August 14, 2004 at the Plymouth Regional Senior Center (former B&M station), Plymouth, N.H.

Hours are 10 to 4 admission is \$3.00 per adult, \$1.00 per child (4-12)

Train rides between Plymouth and Ashland

\$7.00 per person, under 3 years—FREE

Rob Oxford will present his "Americana" railroading songs.

Information number: 603-968-7715

B&MRRHS fantrip on the Wilton Scenic RR September 11, 2004
Come ride former British Columbia RDC's and meet with Society Officers and members. Book early as we have to reserve your seat.

(See enclosed flyer)

Nominations for the Board of Directors and Officers

Nominations for the Board of Directors and Officers are open at the present time, there are three Directors and 2 alternate Directors open.

The deadline for submitting nominations is August 21, 2004.

Membership Meetings

In March Gary Webster presented us with scenes of the Boston & Maine in and around New Hampshire. There were long gone scenes of Penn Central and other fallen flags on the Bow, NH coal train.

Former B&M/Guilford Police Captain Fred Farini gave us a breakdown of the FRA does and how it handles situations on the railroad.

Ellis Walker took us on a tour of the Steamtown shops where B&M Pacific #3713 is being restored.

Membership Meetings Presenters Needed

Your Society is looking for members to do presentations at Membership meetings. Slides or video are your best bet...we're sure there are railfans in the Society who have slides or video that they would like to share with the Membership. You supply the slides or video we supply the projector, VCR and place to show them.

Please contact the Society at the Derry, NH PO Box.

At the present time March, April, July, August and December are covered.

Exchange Place

B&M RPO/baggage car kit #242. Road nos. 3110-3114

Bethlehem/Central Hobby Supply kit

\$45 plus \$5 priority shipping.

Contact:

Bob Warren

1201 Kapok Circle

Clearwater, FL 33759-3210

The Spareboard

This is for members who want to contact each other or have items to sell.

Names and address or way to contact is only given with members permission.

Member Al Taylor is looking to get in touch with fellow O gauge or O27 gauge railroaders.

Al Taylor

33 East Rd.

Atkinson, N.H., 03811

Nashua River Rail Trail

as it had completely slipped under my radar.

The NRRT runs 11 miles from Ayer Station to the NH state line near the Nashua / Hollis town line. It passes through the towns of Ayer, Groton, Pepperell, and Dunstable on the grade of the Worcester, Nashua, & Portland (affectionately known as the Ghost or Phantom Division) main line. It is paved and suitable for walking, running, and bicycling.

Horseback riding is permitted north of Groton Station. The trail passes through some very picturesque countryside and is adjacent to several wildlife areas. The stretch between Groton Station and Pepperell was absolutely beautiful during last year's foliage season.

There is parking at Ayer, Groton, Station, Sand Hill Rd., Pepperell, and Hollis. Bike rentals are available at Ayer and Pepperell.

The trail is crowded on weekends and there are some problems with limited parking space at the Hollis end as well as with trail etiquette. (The culture is completely different on Minuteman.)

From the rail perspective, all but 2 of the granite mileposts are still in place with the distance to Worcester still discernible. There are a number of concrete bases that were installed for the signal masts still in place. There is also a cattle underpass which is signed, and the spur built to service customers on the West Side of the river after the demise of the Milford branch has its' grade clearly visible diverging about 1/2 mile north of Pepperell Station. That the line was once double track is quite evident.

It is interesting to note that, although there was a Hollis station, the rails actually entered NH within the Nashua city limits and never crossed into the town of Hollis.

As a Phantom Division devotee' I am reminded of the last few lines of H. Bentley Crouch's WN&P article in the Summer 1979 Bulletin (Vol. VIII No. 4) and have on occasion found myself searching for that elusive light.

Larry Smith

Contributors to this Newsletter

Loring M. Lawrence, Ron LeBlond, Carl Faulkner,
Jim Nigzus, Paul Kosciolk, Al Taylor, Mike Lennon.

Redeveloping Westboro

The B&M's former Westboro rail yards in West Lebanon, N.H. continue to be the subject of redevelopment plans for a new city park with a canoe and kayak launching point. A key element would be a multi-use trail along the Connecticut and Mascoma rivers. A final study was presented to the Lebanon city council this past February. Still to be worked out is how the park will be integrated with or segregated from six acres of state owned railroad property. The state of NH bought the 22 acre yard from Guilford five years ago and the Claremont-Concord Railroad is now using the tracks under the 10 year lease with an option to renew for another 10 years. The city of Lebanon has negotiated access rights to a portion of the property which will comprise the 6 acre park.

Environmental cleanup is tackling removal of asbestos and petroleum waste. The Claremont-Concord RR is apparently willing to turn the old roundhouse and auxiliary buildings over to the city. The first phase of the project calls for a \$780,000 investment which includes stabilization and revitalization of the B&M crew house and sand shed. Additional funding will be needed for stabilization of the decaying roundhouse which, fortunately, the plan recognizes as an "extremely significant historical structure." Local civic organizations such as the Chamber of Commerce and Rotary Club are also supporting efforts to improve the area.

Located at the west end of the former Northern Railroad, the roundhouse and yard served as the B&M locomotive facility for White River Junction, located across the Connecticut River from Westboro.

Valley Business Journal

Commemorative Plaque Disappears From Hoosac Tunnel

Florida, Ma.—A \$500 reward has been offered for the recovery of a missing plaque recently removed from the east portal of Hoosac tunnel which commemorated the "World's First Fantrip," which took place on the Hoosac Tunnel & Wilmington RR on August 26, 1934.

The trip was organized by the National Association of Railroad Enthusiasts and took a train on the B&M from Boston to the East Portal station where they boarded a HT&W special behind ex-Lake Shore & Michigan Southern 4-6-0 #21 for the trip to Wilmington, Vt. and back and returning to Boston afterwards.

Mass Bay Railroad Enthusiasts commissioned the plaque in 1984, which rail line operator Guilford placed on the face of the east portal during a dedication marking the 50th anniversary of the trip. It was reported missing April 3, 2004.

Anyone having information about the plaque should contact MassBay at 617-489-5277 or MassBayRRE@aol.com

Amid Brush And Bramble, Rail Memories

Peter Ward

Tewksbury, Ma.—Last fall, not far from traffic-heavy Main St., Ron LeBlond tramped through the thicket. He was searching for telltale signs of a lost railroad. "Nothing," he declared, announcing his findings...except for the tracks, that is.

Four railroads once criss-crossed this town, and they were so plentiful that, a short distance from North St., a Boston & Maine Railroad track was built at an elevated slope so it could cross over tracks of two other lines.

Miles of old, unused tracks, each with a story to tell, is the stuff that palpitates the hearts of railfans such as the 70-year old LeBlond, an archivist for the Lowell based Boston & Maine Railroad Historical Society.

About a month ago, the federal Surface Transportation Board granted permission to Guilford Rail System to abandon a two-mile stretch of this old line—from a spot where Rt. 38 passes over the tracks to a point near North St.

In many towns, railroads pried up the old rails and sold them for scrap. And often, the state would resurrect the trackless right-of-way for a recreation bike trail. But in Tewksbury, much of the old rail remains in place, leaving anyone who's curious to wonder about the rusty ribbons of steel that run parallel to Main St. Near Old Boston Rd., there is a fallen railroad crossing sign.

In many places, the rails disappear into high grass and swampland. In other places, saplings grow between the rails. Nature takes back her own and it doesn't take long.

Jim Nigzus, a Director with the B&MRRHS, said about ten years ago he snapped photos of a switch engine on the line delivering flatcars of utility poles to the power company.

Before GRS owned it, the rail belonged to the Boston & Maine, and defunct lines of the Salem & Lowell and Lowell & Lawrence. A town map from 1934 shows it as the old "Southern Division" of the B&M.

"The only reason the B&M maintained the line was because it brought cars of coal to the state hospital," writes Michael Kelley, a local historian.

If you travel south on North St., after crossing GRS's active line, you can feel the presence of "ghost railroads" all around. Toward Main St., the spindly rails of the old Salem & Lowell RR appear out of a thicket in a grassy yard. Just steps away is a modest gray house unlike any other on the street. Its handsome bay window reveals its past life as a depot on the line.

Kelley, the historian, said some homes, the Rod & Game Club on Chandler St. and other abutters to the tracks have already reclaimed or have been given, the property on which the tracks were laid.

A fond memory was raised by Kelley. Remember the Branding Iron? The 1970's era restaurant, converted from an old railroad dining car was placed by giant crane onto the abandoned tracks along Main St.

Lowell Sun

Less Than Carload

The former B&M station on the Manchester & Lawrence Branch in Methuen, Ma. is now the headquarters for Local #175 Laborers International Union of North American. The track in front of the station has been ballasted, an engraved granite marker, flag pole and flower bed have been added also.

During a recent archeology tour of the Concord & Claremont Railroad, the two wandering hobos found the remains of the water tank and turntable at Edgemont, located in Sunapee, N.H. once called Mount Sunapee.

On the site (approximate) of the Lake Sunapee station sits a caboose, heritage unknown. It is used by the town as a small railroad museum.

Former Boston & Maine GP 40-2 #316 is now on the roster of CP and is renumbered #4651.

New CTC Project

Another link in the steadily growing system of centralized traffic control on the B&M has been completed late in June when train dispatchers in the signal tower at Johnsonville, N.Y. began directing train operations between there and Troy, N.Y. by means of colored light signals and controlled switches.

Installation of the new signal system made it possible to eliminate immediately eleven and a half miles of track on the double tracked Troy Branch and provide either-way operation of trains on "single iron" for a distance of 12 miles between Johnsonville West and Reilly's Switch, east of Troy yard.

Safe and more efficient operation of trains on far less track was the net accomplishment of the rearrangement of tracks and installation of CTC. This newest CTC is similar in many respects to the installation between Dover, N.H. and Rigby on the Portland Division. It includes two novel features however. At either end of the new single-iron stretch, there are spring switches equipped with so-called facing point locks which mechanically lock the switches in their normal position against opposing trains.

Another novel feature of this CTC is in the field circuits. The track circuits, controlling electric switches and colored lights, are coded and similar to those at Hoosac Tunnel. The line circuits to control the signal themselves consist of six wires instead of eight as customarily used in such systems. Two wires used for signal control have either-way direction for electric current, the same pair thus controlling either eastward or westward signals and eliminating one pair of wires.

The system is controlled from an all-electric board in Johnsonville Tower.

B&M Employees Magazine August 1949

Rail Project Chugging Along

Gil Bliss

Wilton, N.H.—Stuart Drapper is depending on the Internet to avoid a "sophomore slump" for his Wilton Scenic Railroad.

Dinner trains, extending the line to Bennington, N.H. and a possible co-operative agreement with Greenfield State Park are all part of the Drapper business plan to help build the railroad, which began operation last year, into a lasting regional tourist attraction.

Drapper said that 75 percent of his business comes through his Internet website—wiltonscenicrr.com—and he maintains an e-

mail base of over 1,500 addresses. Sixty percent of the business comes through pre-booking.

Profits from the sale of his Wilton-Hollis telephone company was more the enough to finance the purchase of two self propelled 1950 Budd liner (RDC's—Rail Diesel Cars) from BC Rail in Canada. He has also funded the rehabilitation of the line through his operator, Peter Leishman of the Milford & Bennington RR.

Drapper figures it will take about ten years to be in the black but for the present he wants to make enough to fund maintenance and employees costs. "We had a great first year," he said "I was gratified at the turnout and everyone was happy with the whole operation."

The two-car Budd train made 110 trips last year, averaging 70 passengers per trip. During the fall foliage season the train was booked solid and Drapper said he already has "leaf peepers" booked for this year.

The trip take two hours and features deep ravines, an extremely large trestle, several bridges, picturesque Zephyr Lake, deep woods granite work by long-departed workers and lots of natural scenery. The trains run from Wilton to Greenfield state park.

The Wilton Scenic was named as an Editors Choice in Yankee Magazine 2004 Travel Guide to New England—in only its second year of operation.

NH Sunday News — Union Leader

What Do They Mean?

What do the following terms mean?

Thimble

Throat piece

Tank saddle

Over freight

In-transit privilege

Unless you worked for the railroad, you would probably have no idea.

Thimble..... A bushing, also a spacer rod or bolt.

Throat Piece ... Curved ribs connecting the inclined plane of a snow plow with the deck.

Tank Saddle .. Bearing or wooden blocks or metal pieces supporting the tank on a tank car.

Over Freight.... Less carload freight, with or without marks, including articles in excess of quantity on waybill, which is found at any point without a regular revenue or astray waybill, also carload freight not accompanied by billing.

In-transit Privilege ... A privilege permitting the through rate from origin to destination to be applied, even though shipment is stopped enroute for any of various purposes, such as partial loading, unloading of a car or storage in transit.