

AED #1

Boston & Maine Railroad Historical Society
19 Incorporated 71

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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September — October 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.

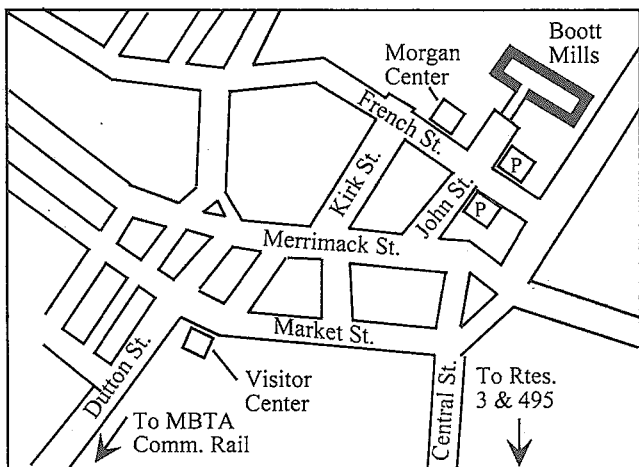
Meeting Events are subject to change without notice.

- Sept. 11, 2004** **No regular meeting, trip on The Wilton Scenic.**
- Oct. 16, 2004** **“Pot Luck”...We had a program lined up, but unfortunately the person has not gotten back to us.**
- Nov. 13, 2004** **Russ Munroe is back with more B&M and other railroads.**
- Dec. 11, 2004** **“Members Nite,” bring 50 slides or at least a 10-minute video.**

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 edited 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.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

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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	Allen Klatsky
Paul Kosciolik	Jim Nigzus	Sandy Shephard

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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

Company Business

Board Announces New *Newsletter* Editor!

At a recent board meeting Bob Warren was appointed Newsletter Editor. Bob has been working behind the scenes for some time now preparing the copy for publication.

His name is perhaps familiar to many of you as he has been Co-Editor with Bruce Bowden for over 20 years in the publication of the Society's Modelers Notes.

Assisting Bob as Contributing Editor is Buddy Winiarz who was previously Interim Editor.

He stated that: "I will develop the Newsletter from suitable material submitted by the membership, other railroad publications and the Internet as pertains directly to the Boston & Maine Railroad and successors as available."

Members are encouraged to send information pertaining to the Boston & Maine Railroad as well as the Guilford. Photos are also welcome. If you wish photos returned please provide appropriate return postage otherwise they will be forwarded to the Archives Committee.

Material may be submitted via Email or regular mail to
bobwarren@earthlink.net or
1201 Kapok Circle, Clearwater, FL 33759-3210.

The Board of Directors, Officers and members of the B&MRRHS wish Sandy Shephard a speedy recovery from his by-pass surgery.

The B&MRRHS will be at the following train shows:

September 12, 2004
Concord Model RR Club Show
10 to 4
Everett Arena Rt. I-93 exit 4
Concord, NH

September 19, 2004
Pepperall Siding RR Show
10-3
Hollis-Brookline High School
Rt. 122, Hollis, NH

Station Sign Donation

The Society recently received an anonymous donation of station signs from Winchester and Wedgemere for the Archives.

Tewksbury Branch Abandonment

The B&M and ST have applied to the Surface Transportation Board for Abandonment of the Tewksbury (MA) branch under the Board's exemption allowing for abandonment of tracks unused for two years when there is no shipper opposition. The Tewksbury branch leaves Guilford's Freight Main Line east of the Route 38 Overhead Bridge in Tewksbury and runs about 3/4 of a mile.

In Memoriam

John Clement Passes Away

John Clement, the owner of the Pullman Car "Granite State" passed away Thursday night, July 8th, suddenly. John was part owner of the Hydro Electric plant in Franklin Falls NH as well as co-owner of the Northfield NH. Freight House.

John's Pullman Car was used on the "Ray Burton Trains" each November as well as several political trips in New Hampshire. Elizabeth Dole rode the car as part of the dedication of the Ashland Station rehab, which was federally funded.

At the time she was Secretary of Transportation. Her husband Bob Dole also rode the car during his brief run for the Presidency. John went on most caboose trips out of Northfield with the 90-Ton Granite State as his transportation.

He will be missed dearly by all at the Hobo/Winnepesaukee Scenic RR as well as the caboose owners in Northfield.

Exchange Place

B&M Rail Passes For Sale

I just found your web site and thought we might be able to help on another.

My Great Grandfather was a fire inspector for the Board of Railway Commissioners of Canada, a job which put him on rail lines all over North America.

He kept most of the rail passes which were issued to him, and this collection has recently been handed down to me.

Among the more than 300 passes are 5 from the Boston and Maine Railroad dated from 1913 to 1917. While I intend to keep one for my own collection, I thought the rest should go to someone who could truly appreciate these rare antiques.

If you know anyone interested in purchasing these passes for their own collection I would be willing to sell them for somewhere in the neighbourhood of \$40 dollars each.

If you wish to contact me please feel free.

Ron Vandenberg
Kelowna, B.C. Canada
(250) 712-9970
E-mail ron@power104.fm

B&M/Guilford Declining Freight Car Fleet

Tim Gilbert

The cars which the ORER's listed as owned by the B&M (or MTC) in roughly five year segments were:

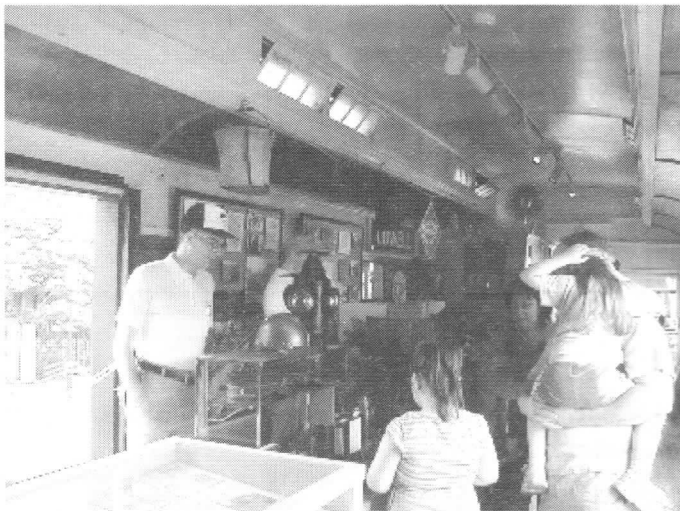
ORER	Quantity	ORER	Quantity	ORER	Quantity
1/05	17,542	7/34	12,186	1/67	3,494
1/10	24,698	7/40	6,768	7/73	3,345
1/15	24,232	4/46	6,421	4/77	3,541
10/21	20,754	4/50	5,189	1/89	2,136
11/25	17,294	1/55	5,404	10/96	904
11/30	12,788	4/61	5,374	10/03	532

FOLK FESTIVAL 2004

Once again the B&MRRHS had the #410 and combine opened for the 2-day Festival. After a dampened wet Saturday morning, the sun came out and we had a beautiful afternoon. Sunday was picture perfect with comfortable temperatures.

A total of 2472 people passed through our exhibit, which includes photos, hardware, other items related to the Boston & Maine Railroad and an operating layout.

This years volunteers included Mike Basile, Fred Brown who supplied brownies, treats and water, Carl Byron, Rick Conard, Ed Felton, Paul Kosciolk, Jonathan Miner, Russ Monrue, Jim Nigzus, Richard Nichols, Peter Victory and Buddy Winiarz.



Society member Rick Conard explains the Boston & Maine to some of the folks who passed through the combine.

#410 Restoration Project

Spring 2004

This past spring the B&MRRHS had several work sessions to help preserve the #410.

Due to the continuing maintenance issues with the top of the tender and coal storage area, a large very low-profile roof was put over the coal area. Steel trusses were installed on the tender and were covered with two layers of plywood and then a rubber roof was installed over the entire unit. This new cover will help preserve the tender from the ravages of winter weather. This was a very large undertaking.

This Fall we will start installing the wood back into the cab. We have had all the wood custom made to reproduce the original interior. This is another time consuming project but will really add to the locomotive.

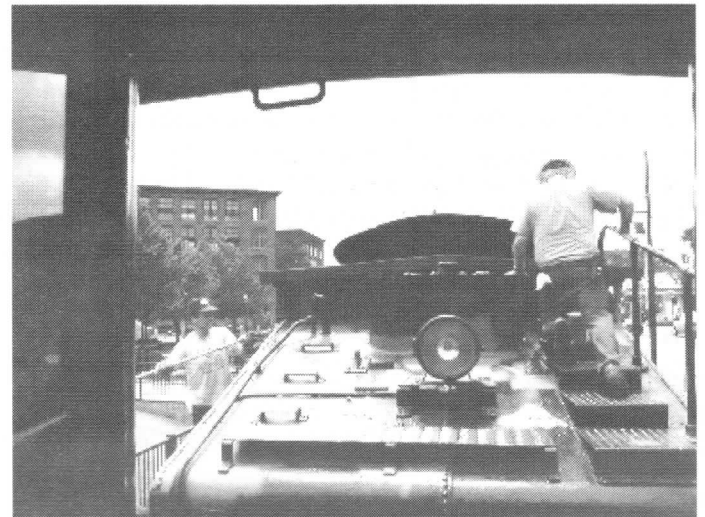
Volunteers this past Spring include Scott Batson, Fred Brown, Dan Hovey, Dan Hyde, Allen Klatsky, Paul Kosciolk and Jim Nigzus.

Volunteers are always welcome. If you are interested in helping restore the #410 please write to the Lowell PO Box.

Thank you,

/s/Jim Nigzus,

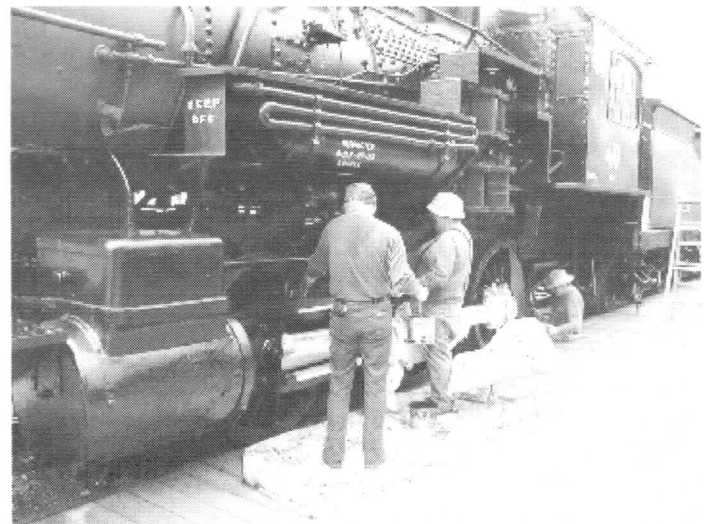
#410 Project Chairman



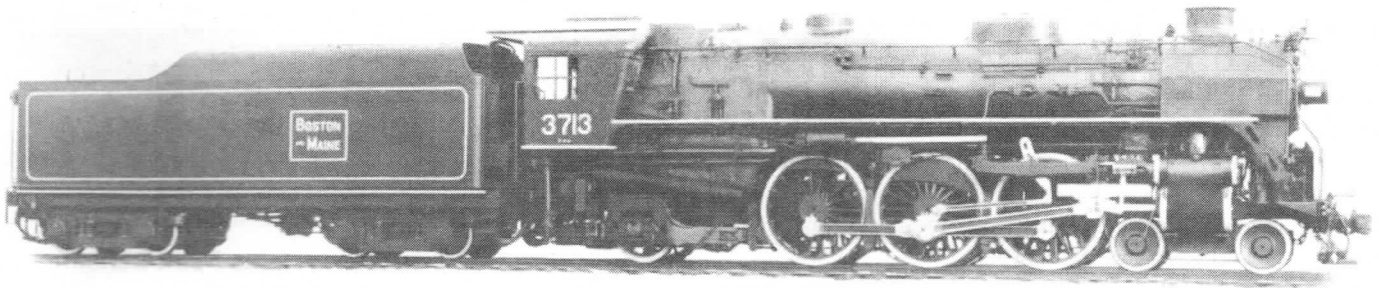
Jim Nigzus and Dan Hyde paint the #410s tender during a recent work session.



Fred Brown, Allen Klatsky and Jim Nigzus are painting B&M #410.



Fred Brown, Paul "Paintbrush" Kosciolk and Allen Klatsky painting the lower half of B&M #410.



3713 Update 7/2/04

Bruce Mowbray

After 8 weeks of working on getting the #3254 back on the rails, I am now back on the #3713 project. With the locomotive over in the sand blast booth, we have been working on the trailing truck frame. Yesterday we had set it up on a three point rest with some jacks under the rear so that we could level the frame out to check it's condition. A little bad news. The truck frame is showing it's age (new in 1937). With 56,000 pounds sitting on it's back for all those years, the frame has started to sag at the point where the trailing truck equalizer bars pivot. We are trying to devise a way to straighten things out with the use of ceramic heaters that can apply a great amount of heat to a specified area and a kind of a heavy duty frame pulling fixture. With careful planning and a good amount

of hard work, we should be able to straighten things out. The booster engine does look like it's in great shape. A little honing of the cylinder and valve bores may be all that is needed to get it back in shape. It ran very smoothly on air without any clunks or bangs so we are assuming the bearings, rods and valve gear are in good shape.

Spearhead of the 3713 suffers a stroke

Doug Moore

Mike Gianetta (has) suffered a small stroke. He is recovering and undergoing therapy but still faces surgery to open a 90% blocked carotid artery. Mike has been the driving force behind the 3713 project and very much appreciates the financial and technical assistance the B&M Society has provided.

GRS Is Not "Just Surviving, It Is Thriving,"

according to Mike Bostwick, vice-president of sales at GRS, in his presentation to the North East Association of Rail shippers. He had a positive story to tell. After growing 7.6% in 2003, Bostwick reported that in the first quarter of 2004, volume grew by 15.60%, and revenue by 15.4%. Intermodal grew 13% in the first quarter. The system has taken possession of 300 TTX Plate F boxcars, and has purchased 141 Plate C boxcars, which will be rehabbed at the General Electric Juniata shops in Pennsylvania.

With CSX, GRS runs a daily paper train in tile I95 corridor. Once a month it runs a 30-car train to Kentucky, taking 5-6 days. With NS, it runs coal trains to Mt. Tom. The intermodal service the two run to Ayer and Waterville has now become balanced; earlier, it was overloaded east-bound. With CP, GRS takes cement originated on its system and delivers it to four different destinations. With CN and NECR, GRS has a two-line haul to nulls in Wisconsin. GRS is also working with CN and NECR to bring propane to AmeriGas in Plainville.

Atlantic Northeast Rails & Ports via "The 470" Newsletter of the 470 Railroad Club

The **Swampscott, Ma. Historical Society** is trying to raise funds to erect a memorial near the old Boston & Maine station for the 50th anniversary of the train wreck of February 28, 1956.

An amount of \$3,500.00 is needed for this memorial and if anyone is interested in making a donation please send to:

Joseph J. Balsama
c/o Swampscott Historical Society
99 Paradise Rd.
Swampscott, Ma. 01807

Mr. Balsama did a program on the Lynn, Revere Beach and Boston Narrow Gauge railroad for the B&MRRHS several years ago.

White River Junction Ball Signal Recovered.

Alden Dreyer received a letter yesterday from retired B&M Connecticut River Conductor, Douglas Rice, with a bit of fascinating information:

Condensed from the *Connecticut Valley Spectator* of 10 June 2004: the Civil War-era White River Junction ball signal has been recovered from the riverbank where it was tossed some 40 plus years ago and is restorable and will in all likelihood be restored to operating condition by the W R Jet Chapter of the National Railway Historical Society. A search using a metal detector is planned to find still missing parts. The article also mentions that the ball signal at Whitefield is still in use.

That's a summary in brief. Whether it is returned to its original location and whether a diamond is reinstalled to make it truly functional, only time will tell. Wheel-lifting diamonds aren't cheap these days, neither would the cost be prohibitive.

Guilford Expands Freight Car Fleet

Guilford has leased 300 Plate F boxcars and purchased 100 Plate C boxcars. No reporting marks noted but the photo on pg. 6 implies they may carry MeC reporting marks.

Bill Would Require Rails To Report HAZMAT Cargoes

Lowell, Mass. - U.S. Rep. Marty Meehan has filed a bill that would force U.S. railroad carriers to report the contents of hazardous cargo to a national electronic database that is instantly accessible to local authorities, according to the Lowell Sun.

... Meehan's legislation, dubbed the Responsible Railroads Act of 2004, relies upon software developed by the Operation Respond Institute, a Washington-based nonprofit.

The program, known as OREIS, is an encrypted database listing railcars' hazardous contents and offering guidance for specific chemical spills that can be viewed by local emergency response officials in real time. All major U.S. and Canadian railroads, as well as several regional railroads, already participate in the program voluntarily, said Meehan, a Lowell Democrat. His bill would require all rail carriers to do so.

"The Police and Fire departments in Lowell and Chelmsford and Billerica deserve to have the same information provided to them that 90 percent of the railroad companies in America provide to other communities," Meehan said. "All you have to do is look around. After the Madrid bombings in March, we have to assume that terrorist cells are testing the security of our rail lines, too." A prime target of the bill is the Guilford Rail System Co., which is based in North Billerica. Guilford officials have resisted Meehan's previous request to take part in OREIS.

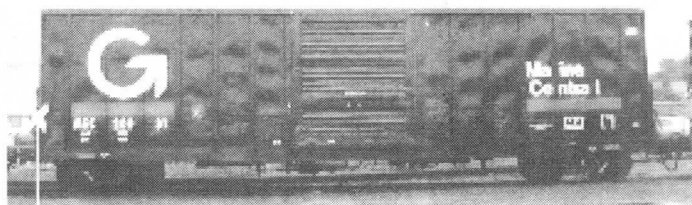
In a May letter to Meehan, Guilford President Thomas F. Steiniger said his firm is "performing additional research to determine whether this system would be appropriate" for its operations.

A Guilford spokesman declined comment on ... (the) bill, saying he had yet to review it. Guilford has long drawn the ire of South Lowell residents, who say the company regularly parks its trains for extended periods in their densely settled neighborhood. In May 2002, an unattended, 29,000-gallon Guilford tanker car sprung a leak while parked over the Concord River in South Lowell, spilling 200 gallons of hydrochloric acid into the water below. Another release, involving a Guilford subsidiary and gaseous hydrochloric acid, occurred in April in Charlestown's Sullivan Square.

There were no injuries in either incident, but Meehan said they have "crystallized" his desire for the bill.

Lowell Sun July 2004

End Of The Line



New Guilford Rail Systems Paint Scheme

By Buddy Winiarz

Guilford Rail Systems is rehabbing a number of former yellow Maine Central boxcars into a "charcoal" Guilford paint scheme with white lettering and an orange strip under the big "G" and below Maine Central.

This "paint job" is being done by GE Railcar facilities in Sayre, Pa. in the former Lehigh Valley Railroad shops.

While on vacation in Pennsylvania I happened to see two boxcars that were done (see picture) and a few were in a two stall building that housed at least 10 cars. Outside in the area where the rusty old cars are stored there had to be about two dozen more old MEC cars.

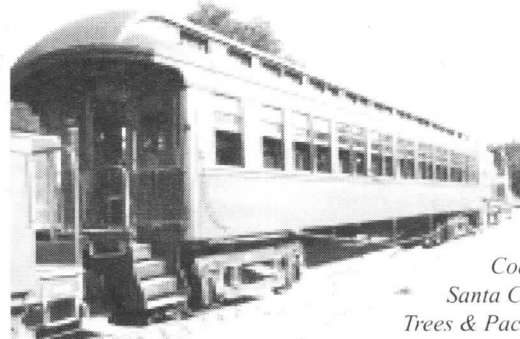
Pictured is G/MEC #200 on a siding in Sayre, Pa.

B&M Coach Still Lives

By Rob Quagan

At least one of these former B&M cars is from the Wolfeborough RailRoad for sure. It arrived via the Strasburg RailRoad. All were purchased surplus from the B&M in the late 1950's through a sale brokered by Don Hallock while he served as a Vice President at the Strasburg. (BTW, I was at the Strasburg in early June ['04] and at least a dozen cars in service are not only of B&M heritage, but extremely well maintained. One car is even lettered Boston & Maine along the fascia board.)

Anyhow, the car pictured with the double end windows at the open vestibule (one window was the norm) was so modified by Dick Symmes, Warren Hay and yours truly at Wolfeboro Falls in the Summer of 1974, by initially cutting through the substantial Laconia wood construction with pry bars and hammers to facilitate backups at Sannbornville and Wolfeboro. The beadboard and internal structure of that end wall was literally glued, notched, screwed and spiked! Needless to say it was a solid as the day it was turned out by Laconia. This rough opening was the basis for a matching window that was fabricated by retired woodworker Phil Dexheimer during the restoration of the car in 1975.



*ex-B&M
Coach? @
Santa Cruz, Big
Trees & Pacific Ry*