

**Boston & Maine Railroad Historical Society**  
19 *Incorporated* 71

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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November — December 2005

Bob Warren, Editor (bobwarren@earthlink.net)

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

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## B&MRRHS CALENDAR

Meetings commence at 3:30 pm on the second Saturday at Rogers Hall unless otherwise indicated.

- Nov 12** Craig Della Pena doing a presentation on the former B&M branch lines that are now rail to trails included are the Ashulet, Keene and Mass Central. The former New Haven Canal Line and the Rutlands Island and Corkscrew Division.
- Dec 10** Member's night

## Upcoming Events For 2006.

- Jan. 14** Frank Ellis will be presenting a program on the reconstruction of the South Shore Old Colony line, South Station, Rt. 128 and Greenbush line.
- Jan. 21** Open House at the Society's Archives located at 44 French St. Lowell 12 to 3 PM.
- Feb. 11** Nathaniel Hurst will present action in New England on Guilford and other railroads.
- March 11** Preston Cook will be doing a presentation on EMD; watch for further information.
- April 8** Our joint meeting with Massbay RRE in Lowell. Paul Giblin of the Flying Yankee Restoration group will be our guest speaker.
- May 13** TBA
- June 10** A trip on the Wilton Scenic is planned; watch for further details.
- July 29 & 30** Lowell Folk festival. No Membership meeting.
- Aug** No Membership meeting
- Sept. 9** TBA
- Oct** A Fall Foliage trip is planned on the Hobo RR; watch for further details.
- Nov** Plans for a 35th anniversary banquet; watch for further details.
- Dec. 9** Members night, bring slides or video to share with your fellow members.

### Directions for the new meeting hall for the Society:

From Rt. 495 take exit 38 which is Rt. 38, this is Rogers St. Depending if you come from the north or south there are six and seven sets of lights respectively. Approximately 1.3 miles from Rt. 495 is the last set of lights (working) bears to the left here. Rogers Hall is about 3 tenths of a miles on your right. Directly across the street is Rogers Park, there is parking available there.

If you come from Rt. 133 (Andover St.) follow that until you intersect Rt. 38 in Lowell. Go through this intersection and take your third left which is High St. Go to the end and take a left and this will take you to Rogers Hall on your left and Rogers Park on the right.

If you come from Rt. 38 or Rt. 113 you need to get off at the overhead traffic circle as if going to St. Johns Hospital. Follow this to the intersection of Rts. 38 and 133 and follow the above directions to High St.

### 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 editor reserves the right to edit any submitted material.

## MEMBER INFORMATION

## Newsletter

Correspondence concerning the Newsletter can be sent to either  
The address on page 1  
or emailed to:  
bobwarren@earthlink.net

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

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

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

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

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

## Society Officers, Directors and Staff

President	Buddy Winiarz
Vice President	Jim Nigzus
Treasurer	Paul Kosciolk
Secretary	Wayne Gagnon
Clerk	Ellis Walker

## Board of Directors

Pat Abegg	Carl Byron	Wayne Gagnon
John Goodwin	Mike Basile	Russ Munroe
Paul Kosciolk	Sandy Shepard	Andrian Gintovt

## Alternate Directors

Dan Hyde Jonathan Miner

## Staff

Archives Chairman	Frederick N. Nowell III
Hardware Archives Chair.	Vacant
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Modelers Notes	Bruce Bowden Bob Warren
Model Projects Coordinator	Vacant
Newsletter Editor	Bob Warren
Contributing Editor	Buddy Winiarz
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&amp;MRRHS Membership Dues

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

Please send membership requests to:

B&MRRHS - Membership

PO Box 9116

Lowell, MA 01852-9116

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

## Company Business

### Presidents Message

At this time I would like to thank all those that voted in this years elections. The unfortunate part is that we do not have more members getting involved. The Society always welcomes new people but for some reason members do not want to get involved for one reason or another. You may have seen the same names on the ballot for another year but the membership was made known of elections and names for candidates were asked for, yet none replied.

We have asked for volunteers to help out during the Lowell Folk Festival and in the past six to eight years we have seen only one new member help out. We changed membership meetings to afternoons due to members saying they couldn't make night meetings, well guess what, we haven't seen those members since.

This is YOUR Society, come down to a meeting, come volunteer to help out at train shows such as Springfield even if for a few hours. Volunteer for the Lowell Folk Festival or get involved doing something like the Archives or even on the Board of Directors.

So come on down and get involved with YOUR Society.

The year 2006 is the thirty-fifth anniversary of the B&MRRHS. A 35th banquet is in the planning stages for November 2006, watch the Newsletter for further information.

Also two trips are planned this coming year, one on the Wilton Scenic in June and one on the Hobo RR in October. More details will be forthcoming.

/s/ Buddy Winiarz,  
President

### BoD Meeting October 2005

President — read a letter to Ben Clark regarding Flying Yankee; a thank you note from Charles King, and a donation in John Barr's memory.

Treasurer — Savings account had \$62,415.11 checking account had \$2,550.66 for a total of \$64,965.77 on hand.

Membership — We stand at 1157 paid members and exchanges and comps.

Archives — Have replied to 86 queries and received 32 donations to date for the year.

The Archives will hold an Open House on Jan. 21, 2006 from 12 to 3 pm.

410 — There have been 2 work sessions and 80% of the engine has been repainted and 75% of the woodwork in the cab has been done. Plans are to redo the wooden sidings of the railcar in 2006.

Program — We have several programs lined up for 2006 and two fan trips for members planned in June and October on the Wilton Scenic and Hobo RR respectfully.

Calendar — Members should have their 2006 calendars by now being mailed September 15<sup>th</sup> from Lowell.

Respectfully submitted,  
Buddy Winiarz,  
Secretary pro-temp

### Election Results

A total of 70 ballots returned, one ballot was disqualified, thus 69 total ballots were valid.

#### President

Buddy Winiarz ----- 69

#### Vice President

Jim Nigzus ----- 68

Wayne Gagnon ----- 1

#### Treasurer

Paul Kosciolek ----- 69

#### Clerk

Ellis Walker ----- 69

#### Secretary

Wayne Gagnon ----- 69

#### Director

Carl Byron ----- 68

Russ Munroe ----- 69

Andrian Gintov ----- 69

#### Alternate Director

Jonathan Miner ----- 68

Dan Hyde ----- 65

Here is the bus shuttle schedule for the LRTA to get to Rogers Hall from the Gallagher Transportation Center for those who come to Lowell by train.

Take the Belvidere Bus, this stops at Rogers Hall and the cost is one dollar. For members who are Senior Citizens (60 yrs. and over with ID) the cost is fifty cents per ride.

OUTBOUND	INBOUND
11:45	11:20
12:45	12:20
1:45	1:20
2:45	2:20
3:45	3:20
4:45	4:20
5:45	5:20

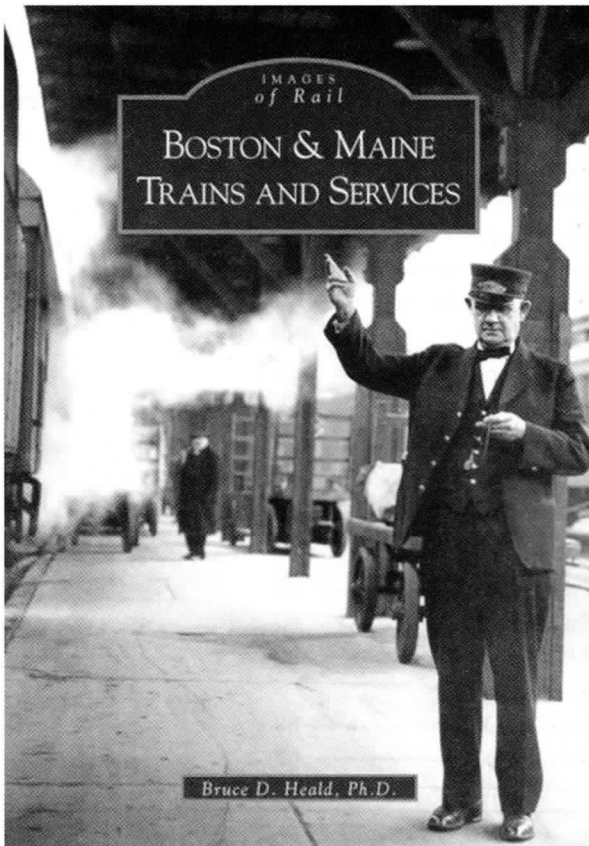
### Membership Notice

Please take a moment to renew your membership in a timely manner or you will be deleted from the membership list. You have three months to renew, your renewal month and two more after it. The dreaded RED DOT will be your final notice.

Thank you,  
Membership Department

### Caption Corrections

In the Folk Festival report the photo of Jim Nigzus was courtesy of the Lowell National Historic Park. Ed Feltens and Jimmy Nigzus (engineer) are correct spellings...apologies to all.



### **Boston & Maine Trains and Services**

Author: Bruce D. Heald, Ph. D.

The third B&M book authored by Dr. Heald and dedicated to the Society contains some 200 photos depicting the railroad from its early days to today's Guilford System.

There are three main sections to the book. The first section deals with the railroad itself, covering such items as an early milk car of the Concord RR, various Snow Train posters, freight and passenger cars. Following sections address the Boston & Maine Transportation (buses, trucks), lake steamers and streetcars. Several photos of self-propelled passenger carrying cars are followed by views of the electric engines that serviced the Hoosac Tunnel until diesels replaced them. Of interest to the reviewer were the photos of the open-air passenger cars used in the New Hampshire Mountains

The author lists a number of individuals who assisted him in the preparation of the book. Many of the names listed are very familiar to those who are members of either the society or of the B&M Yahoo group.

All photos carry a caption although some unfortunately are incorrect indicating the need for better proofing. Caption errors range from minor (*hill crossing the freight cutoff*) to major (*State of New Hampshire Railroad*). Considering the list of individuals who assisted Dr. Heald, such caption errors shouldn't have occurred. While knowledgeable railfans will know the correct information it's those that aren't familiar with the railroad who will accept these incorrect captions as fact and over time the errors will be perpetuated.

The photographs range from post card views to original photos. Quality ranges from very good to washed out (a few). With the

availability of today's photo processing software such reproduction shouldn't happen.

Even with the aforementioned faults the book, which is in the same format as his previous books on the railroad, is definitely worthy of inclusion in one's railroad library. The book contains photos for the most part not seen previously (at least by this reviewer).

Reviewed by Bob Warren

*Boston & Maine Trains and Services*, \$19.99, Arcadia Publishing. Available at area bookstores, independent retailers, on-line bookstores, or through Arcadia Publishing at [www.arcadiapublishing.com](http://www.arcadiapublishing.com) or (888) 313-2665.

### **Announcing The B&M Bulletin Index, Volume I-XXIV, On CD-ROM**

By Richard M. Lynch

Covering every issue of the Bulletin from its inception, Mr. Lynch has created the most detailed accounting ever of every article, photograph, and author that have appeared in the pages of the B&MRRHS' flagship publication, all completely searchable in the Microsoft Excel spreadsheet format.

The Index on CD-ROM is included free in every member's copy of the B&M Bulletin, Vol. XXV, No. 1, and is compatible with both PC's and Macs. Additional copies may be ordered from the B&MRRHS Merchandise Catalogue (\$10 for members, \$15 for non-members).

In addition, the Society is looking to gauge interest in a print-based version of the Index, which would run approximately 150 pages, at an cost extra as yet undetermined for those requesting it (please contact the Bulletin Editor to indicate interest in this option).

The B&MRRHS extends it gratitude to Mr. Lynch for his efforts, and we hope that members will enjoy this latest benefit of membership."

Andrew Wilson, Editor, B&M Bulletin

### **Meeting Activity**

The October membership meeting had Dick Towle take us around the B&M during the 1960's and 1970's. All four seasons were covered and foreign power was seen. A quick trip to the Conway Scenic and to Colorado and Wyoming were covered also.

Membership meetings for November and December 2005 at Rogers Hall in Lowell will be Craig Della Penna taking us on a rail-trail trip in and Members "Night" respectfully. Meeting starts at 3:30 pm on the second Saturday of the month.

### **CD Volume 3 Of The Modelers Notes**

Volume 3 of the Modelers Notes will be introduced in January at the Springfield Show. This CD consists of MN#51 Nov-Dec 1997 thru MN#75 Nov-Dec 2001. Like the preceding volumes is fully indexed both by issue and article. The CD is compatible with all recent Microsoft and Mac operating systems. Those who cannot make it to the Show may order the CD thru the Derry address. Do not order until after 1 February. Price is \$15 or \$20 for non-members; add \$4 for shpg.

Vol's 1 & 2 CDs are still available

## Historical Society Gets Approval For Train Wreck Memorial

By Matthew K. Roy, Staff Writer

"Swampscott" That February day in 1956 endures.

"It has never left me," Elinor Taylor Ferguson, 79, of Marblehead said yesterday.

Ferguson remembers an awful snowstorm. She remembers turning on the television early on the morning of Feb. 28 and learning of a train crash in Swampscott. "My heart stopped," Ferguson said. She knew her younger brother, Donald Taylor, took the train each weekday to work at a Boston insurance company.

Ferguson's fears were realized. Her brother, just 24 and married for less than a year, was one of 13 people killed when a Danvers-to-Boston train crashed into the rear of a halted Boston-bound passenger train on tracks opposite Jackson Park.

What was the worst train wreck in the history of the North Shore was caused in part by snow obscuring warning signals beside the track, according to information gathered by the Swampscott Historical Society.

Almost 50 years later, the victims of the wreck, 11 passengers and two crew members will be remembered at Swampscott's MBTA station. The MBTA has given the town permission to place a monument within a 4 1/2-foot grass area between a handicapped-access ramp and the parking lot.

Joe Balsama, the former president of the Historical Society who spearheaded the push to place a monument at the station, said a dedication ceremony will be held next month.

The stone monument's 40-inch-wide base will be topped by a slanted 36 1/2-inch-wide section upon which the victims' names will be inscribed.

"This is part of our history, and we wanted to memorialize it," said David Richardson of the Historical Society. "It's a way to keep (the victims) in mind."

David Solimine Sr. and his son David Jr. of Solimine Landergan and Richardson Funeral Homes in Lynn are paying for the monument. "It's ironic that they (the Historical Society) asked us to be the sponsor," David Sr. said.

The Historical Society's David Richardson didn't know the elder Solimine's connection to the tragedy. Solimine, Sr. married the widow of Donald Taylor. He and Mary Jane have been together for 47 years. They have four children, three daughters and David Jr.

Solimine met Mary Jane six months after the crash. He was well-received by Donald's family.

"I got to know his (Donald's) parents and the rest of the family," Solimine said.

Over the years, the bond between the Solimines and Taylors has grown stronger. "They're a part of our family, and we're a part of their family," Solimine said. "We're honored to be allowed to sponsor it (the monument)."

Ferguson said her brother "was an angel to me growing up."

When she goes each night to the Swampscott station to pick up her daughter, she wonders where the monument will be.

"At least I'll see it (the monument) every day," she said. "I'll connect with it."

The Swampscott Train Wreck of 1956:

\* The crash occurred on Feb. 28 at 8:18 a.m.

\* A wind-whipped storm that dropped 5 inches of snow contributed to one train slamming into the rear of a stopped second train.

\* 13 people died; 11 passengers and two crew members

\* 100 people were injured. Four ambulances and a number of Lynn taxis transported the injured to area hospitals.

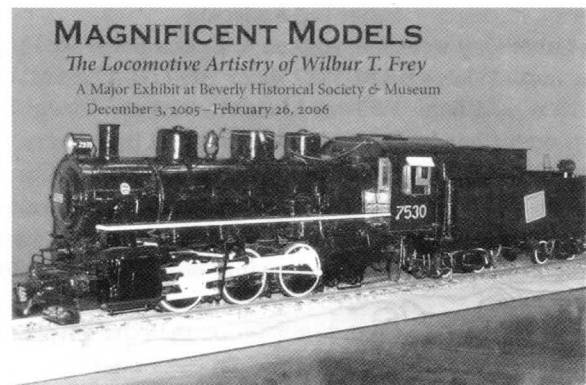
\* Victims: Walter D. Allen, Ruth F. Bean, Francis E. Boettner, Penelope Kotsovilis, Walter B. Lee, George S. Sillars, Donald Taylor, Ernest A. Tourtelotte, Gardner S. Trask, Raymond F. Jones, Pauline Pavlo, Alberta L. Haley, George V. Warren

\* About 90 minutes after the crash, another stopped train was struck from behind in Revere

What's next for the monument?

A dedication ceremony is expected to be scheduled for the middle of next month

*Salem Evening News...10-4-2005 submitted by Buddy Winarz*



The Beverly Historical Society through its Walker Transportation Collection is presenting 25 examples of Wilber Frey's work.

The exhibit is open from December 3<sup>rd</sup> through February 26<sup>th</sup>.

The museum is open Tuesday, Thursday, Friday and Saturday 10A – 4P, Sundays 1p – 4p and on Wednesday from 1p – 9p.

Admission is \$5 adults, \$4 students/seniors, children under 6 free

## Train Shows

Railroad Hobby Show

Jan 7<sup>th</sup>; 10A – 4P

Buker School; School St, Wenham, MA

More info: 978-468-2377

Adults \$4; Child 6-14 \$1; Family \$9

## About The System

### Guilford's SD26s

In the March issue of *Model Railroading* is an article entitled, "The First Turbo SD" by George Melvin. "Thirty-five SD26s started arriving on GTI in January 1987. Many of the engines were lettered for Springfield Terminal (ST). The SD26s (formerly AT&SF) were assigned ST numbers 615649. Unit 4645 didn't finish its trek from the West Coast, as it was wrecked in transit in western New York by CSX. It would have become ST 630. It was replaced by CSX with a former Western Maryland SD35 that was numbered ST 614, below the SD26s. This was the only SD35 on the Guilford roster. Another unit, 4618, was scrapped by GTI without being operated as ST 625.

*BLHS Bulletin via The 470 The 470 Railroad Club*

### Repainting B&M Diner 1090 Update

From Ted Anderson

On Labor Day weekend, Andrea & I put a B&M Red topcoat on the north side of B&M 1907 diner 1090 (BM3285MWX) in Yard 10 at the Illinois Railway Museum, then on Monday Safety Yellow on the handrails keeping it in its work train livery.

Note that eventually most of those Pullman Palace Car drawings in the library should be in a database so we can locate them by lot number, plan number or by the several drawing numbers per drawing. I am still locating drawings on the two diners to help in restoration.

A note on the B&M red, it is a bit on the purplish side compared to original finish but has the right color intensity.

Also thanks for the recent donations to the diner track space fund, as some day we may have enough to put them indoors. Right now, we are still \$2000 in the hole even for outdoor storage. As some of you know, the 1906 wood-sided steel underframe truss-rod cafe-coach 1094 is safe on display inside Barn 3 with canvas almost gone from the roof. Most of my effort is going to stabilize 1090 for that precious day in a barn.

### Ervine Station For Sale?

As reported in the July-August Newsletter, the current owners indicated that the building was not for sale. However subsequent real estate ads in the *Greenfield Recorder* show a photo of the Box Car Restaurant, a.k.a. Ervine Station is for sale. Hopefully the new owners will retain the railroad atmosphere of the building

*Submitted by Dave Engman*

### Ex-B&M RS-3 No. 1508

Painted in an old New York Central scheme and lettered Chessaning Central and Owosso, with reporting marks NAUG 1508 was reported at the CSX Selkirk, NY, yard July 16 nearing the end of its journey to the Naugatuck Railroad at Waterbury, CT.

*The 470 The 470 Railroad Club*

### MBTA Commuter Cars Scheduled For Major Rehab Effort

Boston - Aiming to fix faulty air conditioning and replace dirty, scratched windows, the Massachusetts Bay Transportation Authority is about to launch a \$25 million program to rehab nearly half of its commuter-train passenger coaches, the first comprehensive repair plan for many of the aging cars, according to a story in the *Boston Globe*.

The repairs, part of the Coach Reliability and Safety Program, will focus on air conditioning, toilets, windows, wheels, and other mechanical systems in 162 single-level coaches. The repairs will not include locomotives. Officials with the Massachusetts Bay Commuter Railroad, the firm which operates the system on behalf of MBTA, said that each of the 376 coaches in the fleet has received some kind of repair in the past two years.

The new maintenance effort is meant to be a long-term fix, and in many cases, the work is overdue: Many of the cars are at least 15 years old, and the manufacturer recommends an overhaul after about 12 years, according to MBTA.

Stephen Urban, deputy general manager for the Massachusetts Bay Commuter Railroad, said only four cars will be out of service for repairs at any given time, so cars in use should not become overcrowded.

### Rail Backers Prod New Hampshire On Highway-Widening Plan

Manchester, N.H. - The state of New Hampshire has set aside an 18-mile-long lane in the median of Interstate 93 from Manchester to Salem as part of its lane-widening project, with an eye toward bringing commuter bus or train service to the heavily traveled corridor at some future date, according to a story in the *Manchester Union Leader*. But the Conservation Law Foundation New Hampshire Advocacy Center is looking to speed up that timetable by forcing the state to start building a mass transit system immediately through a possible lawsuit. Foundation attorney Tom Irwin said he believes the state has failed to give a serious look at rail service as part of the highway widening project, and that could provide the legal grounds file a lawsuit at the U.S. District Court in Concord.

Irwin said the possible litigation will likely challenge whether the state has met the requirements under the National Environmental Policy Act, which requires a full assessment of the impacts of the widening project as well as a searching analysis of the alternatives, such as rail service. Environmental concerns, such as water pollution, are likely to be raised, too, he said.

"What the Department of Transportation has to do is start looking at it in more of a multi-mode fashion. It may be that both (the highway widening and train) are needed," he said.

Plans are to add two lanes in each direction to alleviate congestion and safety concerns in the crowded corridor. The \$480 million project is expected to take six years to complete.

To determine what type of mass transit system would work best, New Hampshire and Massachusetts officials are starting a cooperative study. They will look at commuter patterns and conduct

*Rail Backers con't on next pg.*

*Rail Backers con't*

feasibility studies they hope will reveal the best mass transit system to link travelers. Irwin said it's time for the state to move beyond studies and commit itself to implementing a mass transit system, because adding more lanes of pavement offers no long-term solution and attracts more cars.

*Trains magazine News Wire*

## New Locomotive To Run Out Of Boston Bound For Portland

The Hampton Union & Rockingham County Gazette  
Thursday, July 3, 1930

A green and gold locomotive, resplendent with nickel-plated cylinder heads and carrying a brass plate reading "The Flying Yankee" at her front, will, some time this week, add to the distinctiveness of the Boston and Maine Railroad's crack, non-stop express as it races through Massachusetts, New Hampshire and Maine on its daily run in both directions between Boston and Portland.

The "Flying Yankee," hauled by a locomotive painted in the conventional black has, since April 28, 1929, been making a daily run that has brought the train to the fore among the fastest in the country, averaging 51 miles an hour on its entire trip.

The newly named locomotive, on which two tones of green, broken by the gold stripes and shining nickel replace the sombre black, will be seen at various points on the Boston and Maine system during the next few days, as she is broken in during preliminary runs prior to taking up the more strenuous task of hauling the steel Pullmans and coaches of the "Flying Yankee" over the 114.6 miles between Boston and Portland in the fast time of 2 hours and 15 minutes.

The buff and blue of the locomotives "Paul Revere" and "William Dawes, Jr.," which haul the "Minute Man," Chicago express of the Boston and Maine, pale in comparison with the new motive power of the "Flying Yankee."

The upper part of its great boiler jacket, surmounted by the steel dome, steel turrets and the locomotive bell is painted a green, matching the grass on New England's hills. Below that, the running gear is a darker green, the color of the pines. Both are striped with gold. A stripe of gold barks the running board the entire length of the engine, and the tender, painted the darker green, bears the Boston and Maine Railroad insignia in gold. The wheels are tinged with silver paint. Below the cab window, also in letters of gold, is painted "The Flying Yankee."

## Flying Yankee Power Plant

by Ed Evans

The original straight (inline) 8 cylinder Winton left just barely enough room as it was. The main generator in the cab actually supports the cab ceiling or diaphragm. This ceiling is an integral part of the FY's forward collision protection. All the power equipment center of gravity is precisely located over the power trucks center pin. This insured that available weight was used to maximum advantage for performance on track curvature, ride, traction, braking and acceleration. Budd made best use of the avail-

able equipment's weight in an already dramatically reduced weight train.

Just one of the many unique aspects of the Winton power plant was its small size and weight. It developed over 1 BHP/22lbs of weight. Compare this to a similar horsepower Alco engine at over 33lbs/bhp! The Yankee is also of very different design than other railroad equipment. Not only is it smaller in width and height, but its reduced weight is the direct result of its unique structural design. Unlike conventional cars or locomotives which are essentially steel slabs with equipment and structures placed on top of them, the FY has only enough steel frame to support its light power plant and meet RMS buffeting strength. Its light frame is an integral part of the car body. Neither can function without other. It is in effect a giant-boxed beam. In fact, the entire FY's total weight (wet) was just a little bit more than the little SW-1 (about 198,000 lbs.). Structurally speaking the FY is not like railroad equipment at all; its nearest cousin is more likely our modern airplane or your present day automobile!

## Banana Reefers

By Tim Gilbert

B&M's #13100-13299 series reefers built by MDT and acquired in 1923 were designated for banana service based in the Port of Boston. They were all yellow with black lettering. When trucks took over the New England banana trade from Boston in the early 1930's, these cars became surplus. In the late 1930's, twenty of them had their ice bunkers removed, were converted to milk service, and renumbered into the #1850-1869 series - the car coupled to #13138 in the NNE COLOR GUIDE photo is one of these converted milk cars. Others were converted to ice service - the most notable was their wartime service hauling ice from the Whiting Creamery in Greenfield NH on the Hillsboro Branch to the Port of Boston. At the time, the Greenfield cars were still painted in the yellow scheme, which they had in 1930.

After the War, only 16 of the original 200 were still listed in the ORER's in the #13100 series. For some reason, #13138 was repainted around 1948 boxcar red and given a Minuteman Herald - one of the very few if not the only #13100 ever to have that herald. About nine months after Mike Usenia shot #13138's photograph, the surviving #13100's were transferred to non-revenue service officially (their listings were dropped from the ORER's) as stationary ice cars in Mechanicville, WRJ and Boston and renumbered into the O361-O377 series.



## The Flying Yankee Arrives At The Hobo RR

photos by Roger Robar



## Lineside Telephones

By Alden Dreyer

I suppose I could write an article on this subject. From a train dispatcher's point of view, and that of every employee working in train service, we would have preferred to have a telephone box on every single pole. And I think section foreman and signal maintainers would vote yes for that also.

Ed Smiley had a favorite telephone story and it seems that when fones were first installed in the late teens, everyone was afraid to use them in the field. They were for company business only and most employees weren't sure what that meant. Ed's recall of the first use of a telephone for dispatching purposes was about 1918 when somebody screamed into the set at Holyoke that there was a bad wreck and stop all trains. And there was and they did.

Before that event, a DS office was a nice quiet, orderly place. Never again... Telephones were installed at interlockings, sometimes just one, other times three or more depending upon traffic and configuration. Also at section houses, signal bungalows, rock cuts, every half mile or so in the Hoosac Tunnel, near certain unlocks and at various locations for use by maintenance crews and train crews and vandals. Even a suspicious culvert could rate its own telephone.

The B&M was too vast to list telephone locations, except for the most basic in the early system ETT's Local fones connected to towers or yard offices where the operator there could plug you into any circuit you wished. This allowed the superintendent to have access to every single fone on his division. And you never knew when he was listening. And he often was!

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## UTLX Tank Car History

From Roger Robar

If you ever wondered about the UTLX Tanks Cars, check out this web site. It has all their history from day one right up to the present. Short captions and excellent photos. <<http://www.utlx.com/history/TankCarHistory.pdf>>