

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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March - April 2005

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

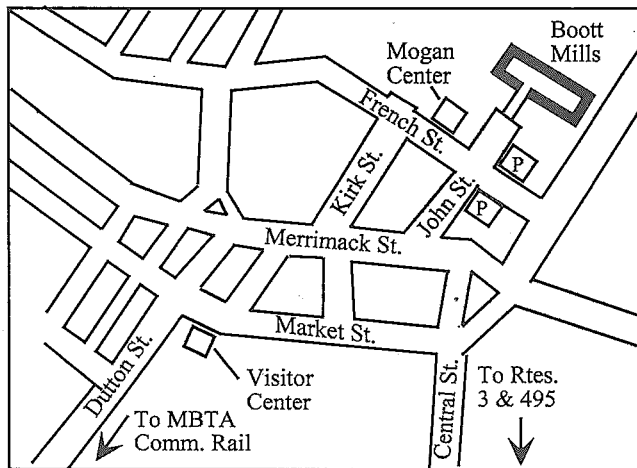
Meetings commence at 3:30 pm on the second Saturday at Boott Mill unless otherwise indicated.

- March** Gary Webster will be presenting New England railroading
- April** at Mass Bay: *Drill Ye Tarriers*. See details on page 4
- May** Justin Winiarz presenting slides from NY, PA, MA and Ohio.
- June** TBD
- July** Folk Festival...no membership meeting
- August** No Meeting
- Sept** TBD
- Oct** Dick Towle showing the B&M and other Railroads

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:
CPC835-DD@JUNO.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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Secretary	Allan Klatsky
Clerk	Ellis Walker

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MEMBERSHIP

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

Membership

c/o B&MRRHS, PO Box 469

Derry, N.H. 03038

Buddy Winiarz, Membership Sec.

B&MRRHS Membership Dues

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

Please send membership requests to:

B&MRRHS - Membership

PO Box 9116

Lowell, MA 01852-9116

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

Company Business

No January BOD meeting due to inclement weather. February BOD Meeting

President Buddy Winiarz reports that he is still working on a trip to the new BET for the Society.

Treasurer Allen Klatsky reports that we have \$51,009.84 in the Savings account and \$11,161.87 in the checking account

The next Bulletin is at the printers.

Membership stands at 1189.

Jim Nizgus reported that the Society did very well at the show in Springfield this year. Doing a whopping \$3,347.09 in sales which also includes memberships.

Membership Meeting

The February membership-meeting saw Buddy Winiarz take us around the Guilford system in Mass., NH and NY, a little archeology along the former Concord & Claremont Branch, East Broad Top RR, Altoona, PA, along the former Erie RR in NY which is now part of the Norfolk Southern RR and finally The Societies fan trip in Wilton and various other locations.

Welcome aboard to the following new members.

Gary J. Lindwurm	FL	Joan Weinstein	NH
Barbara A. Woelfel	MA	Mark & Betsy Herder	NH
Charles L. Crowther	MA	Richard Mitchener	NH
David Erickson	MA	Roland P. Garland	NH
Gary Pedersen	MA	Stephen Grise	NH
Jim Fanning	MA	Frederick Willis	NJ
John Carew	MA	Chris Hopper	U K
Peter Lawlor	MA	Nicholas A. Skinner	VT
Jay W. Francis	NH	Tom E. Thompson	WV

Fallen Flags

It is with deep sadness that we have learned of the passing of Ronnie Shaw. Ronnie was the wife of the late Joe Shaw. Prior to her taking ill, Ronnie held different positions within the Society and helped out in our many activities.

Ronnie and Joe held annual cookouts at their home in Portsmouth, N.H. for the Society.

We have truly lost a great friend. We will never forget Ronnies contributions along with Joes in making the B&MRRHS what it is today.

Our prayers and condolences go out to Ronnies family.

The Society also extends its prayers and condolences to the family of member Paul Shea on his passing.

Sunrise Express

One of our member sent a clipping from the Biddeford Journal's Gleanings, look back 100 years ago.

Mention was made of the derailment of the Sunrise Express near Durham, NH.

Does anyone know anything about this train?

If so, please let the editor know via email with Sunrise in the subject area.

The Maine Bullet

By Dwight A. Smith and Tim Gilbert

B&M - New Haven's "Maine Bullet", symbols M-6 [NYC-Rigby] and M-7 [Rigby-NYC], freight train from Rigby Yard in South Portland, ME. to Harlem River Yard in the Bronx, NY via the Worcester gateway continued to give excellent service for the Maine paper industry (and Aroostook potatoes, too) right up until the New Haven's demise when it was absorbed into the ill fated Penn Central system. Almost overnight the PC killed the through overnight service. Pre-PC I recall that the S.D. Warren paper mill at Cumberland Mills, ME. (P.T. Co.) shipped many carloads destined to a trucker at Harlem River who distributed the paper to consignees throughout greater New York City. The PT had a special switcher run to pull the "Bullet" cars out of the mill and into Rigby on a daily basis, just in time to connect to the afternoon "Bullet". Oxford Paper in Rumford, ME and other Maine mills utilized the "Bullet" service, too. It had a good run while it lasted!!

In 1931, the BULLET's consist was primarily merchandise cars. Trucks of the New England Transportation and Boston & Maine Transportation Companies would provide pick up and delivery services to or from customers in a wide area - for instance, the concentration around Lowell by BMT serviced 26 communities; Lawrence 36; For Boston (B&M), BMT served 50 outlying stations - a connection for the Boston cars was made at Lowell; likewise, cars from the concentrations around Concord, Manchester & Nashua were made at Lowell.

The BULLET provided overnight service to and from New York from Portland, Dover, Lawrence, the Merrimack Valley from Lawrence to Concord., Besides New York, Providence, New Bedford/Fall River, New Haven, Hartford & Waterbury were provided with overnight service to and from the points served by the trucks of BMT.

Over time, this overnight service to and from New York was adjusted. By 1940, there was added a Conn River connection to the BULLET at New Haven for B&M stations and outlying territory from Holyoke through WRJ. BULLET service to the B&M in Boston was dropped (it was easier to truck the merchandise cross-town to the New Haven) as was service to Concord and Manchester (although Manchester still had same PM service to Nashua via BMT and the Hillsboro local to Lowell). Gardner was added via the Bellows Falls-Worcester local which allowed a connection of the Peterboro local at Gardner.

The BULLET was not just a train, but a network of trains and trucks providing overnight service with New York to the extent possible. As such, it was a second thread to B&M freight schedules; the first was providing "prime-time" overnight service to and from Boston to points on the B&M and connecting railroads from where locals and trucks could deliver during the next day. Over the course of years, railroad traffic of merchandise declined, but in the late 1950's until the coming of the Penn Central, shippers like SD Warren still needed prompt delivery to New York via carloads consigned to a trucker; - the only difference between 1931 and the 1960's was that Warren did the loading of the boxcar instead of the Portland freight house.

Train Shows

Mass Bay RRE Program - April B&MRRHS Joint Meeting

April 21: Tonight is our Annual Joint Meeting with the Boston & Maine Railroad Historical Society; this year, in Newton Highlands. Program: *Drill Ye Tarriers...* by Mass Bay RRE Director Steve Butterworth. Steve has volunteered for years with the Railroad Museum of New England, first lifting rails from abandoned branch lines, then relaying them at the museum-affiliate Naugatuck RR.

Steve will show slides and demonstrate the skills and tools for hand-track laying that tourist railroads rely on to keep the right-of-way in shape.

Driving directions: Mass Bay RRE meets at the Newton Highlands Congregational Church, Lincoln and Hartford Sts., one block west of Walnut St. and two blocks north of Route 9 in Newton Highlands, Mass. Take a T Green Line 93D Riverside94car to Newton Highlands and walk one block west. If you are driving east on Route 9 from Route 128: go under the T Highland Branch overhead bridge; turn left at the first traffic lights (at the top of the hill one mile from Route 128); go two blocks north on Woodward St. to the flashing blinker light; turn right onto Lincoln St. Enter the church basement through the double steel doors at the 93loading zone94 driveway next to the Hartford St. parking lot.

John Reading Secretary, Mass Bay RRE

The Society will be at the following shows

18th Annual Model Railroad Show & Open House

Pepperell Siding Model Railroad Club

Sept 25th; 10A – 4P

Hollis/Brookline High School; Rte 122 (south) Hollis, NH
Adults \$5; 65 and over \$4; Handicapped \$4; Children \$1;
under 6 free; Family Maximum \$12
Info: Travers Rank (603) 588-2546

Railfare Model Railroad Show

Nashua Valley Model Railroad Assn

Emerson Bldg. 692 Main St, Bolton, MA

April 23rd; 10A – 4P Show & Open House

April 24th – Open House only Rte 455, Bolton

Adults - \$4; Sr. Citizens - \$3; Children 5-12 \$1, Under free
Family maximum \$10

12th Annual Haverhill Train Show

March 13, 2005 — 10 AM to 4 PM

Silver Hill School, Washington St., Haverhill, Ma.

(at exit 50, Rt. I-495)

Fares are: Adults \$4.00, Children 5-12 \$1.00

Under 5 FREE

For Info call: John Muise, 15 mechanic St, Haverhill,
Ma., 01830; (978-373-0704 AFTER 7 PM)

Other Shows In The Area

Chester On Track

Chester Station Railroad Museum

Off Route 20, Chester, MA

May 21st; 9A – 4P

Info: (413) 354-7752

Train Show

N.E. Train Collectors Assn

Shrewsbury High School

Shrewsbury, MA

March 13; 10A – 2P

Admission \$4,

Spouse & children free

Info: Peter (781) 944-0038

Train Show

New England O Scale

April 3; 10A – 4P

Hudson Elks Hall; 99 Park St, Hudson MA

Adults \$4; Children 5 – 12 \$1

Children under 5 – free

Contact: Metrowest Model Railroad Soc.

(505) 337-6661

Model Railroad Show

Bedford Boomers

Nov. 6th; 10A – 4P

McKelvie Middle School

Liberty Hill Road/Gault Rd

Bedford, NH

Info: (603) 472-3137

Open House Train Show

North Shore Model Railroad Club

Americal Civic Center,

465 Main St, Wakefield, MA

Oct 22nd: Open House & Train Show

Oct 23rd; Open House Only

9:30A – 3:30P

Adults \$3; Children, Seniors \$1; Under 5 – free

\$7 family Maximum

Spring 2005 Convention of the Northeastern Region, NMRA

Granite State Flyer will be held at the Marriott Hotel at 2200 SOUTHWOOD DR Nashua, NH 03063. Friday through Sunday May 13-15.

Fan trip on ex-BCRail RDCs

Registration: \$30. Contact: John J. Campbell, Jr., registrar, 63 Alexander Drive, East Hartford, CT 06118. Telephone:

860/568-5075. Or, e-mail: john_NER@yahoo.com

Boston & Maine Railroad Historical Society
REPORT OF ARCHIVES COMMITTEE
 For The Year Ended December 31, 2004

The Archives Committee met 8 times in 2004, the same number of meetings as in 2003. The average attendance at our meetings, exclusive of guests, was 5. Regular attendees at our meetings were David Ashenden, Len Batchelder, Rick Conard, John Goodwin, Dick Lynch, Gareth Thomas, and Ellis Walker.

The work at our meetings consists of answering requests for information, organizing our collection, and processing and filing new acquisitions.

We received a total of 36 major donations and logged in 30 small donations (1 or 2 items), a few of the latter being uncataloged items from prior years. Donors in 2004 included Ted Anderson, Andover (N.H.) Historical Society, Paul Baillio, Bruce Bowden, Carl Byron, Bradley Clark, Robert Domingue, Alden Dreyer, Robert Fuller, Wayne Gagnon, Roland Garland, John Goodwin, Ross Hall, Paul Kosciolk, the Macmillan Family, Philip Marie, Paul Moccia, Barbara Munsk, Nashua Historical Society, Frederick Nowell, Bronson Potter, Jonathan Roderick, George Sanborn, Wayne Slayton, Charles Sullivan, John Vasquez, Samuel Vaughan, Jr., Jack Walsh, Faith and William Wallace, Robert Warren, Arnold Wilder, Robert Wilner, Buddy Winiarz, the World Bank. The Committee thanks all our donors for their generosity and encourages our members and friends to donate additional material to our growing collection. We will also appreciate receiving information about potential donors.

We responded to 114 requests for information this year, somewhat fewer than last year's 140 responses. Most requests come via email, with telephone and mail requests coming in much fewer numbers. Our increasing computer resources enable us to provide more complete answers than in the past. Dick Lynch has provided valuable service to the Society by updating his index of the B&M Bulletin and by continuing with his monumental project of indexing of the B&M Railroad Employees Magazine. These tools give us a place to start with many research requests. Our growing computer catalogs also help us locate useful information. We revised and updated our index of right of way and track maps.

Several of our members have been willing to answer research questions during "off-hours." Thanks go to David Ashenden, Carl Byron, Rick Conard, Adrian Gintovt, John Goodwin, and Dick Lynch.

In April Committee members Carl Byron, Allen Klatsky, and Rick Nowell manned a Society booth in a railroad show in

Concord, New Hampshire, sponsored by the New Hampshire Historical Society. Our booth featured many photographs, time tables, and other reports from our collection and sparked considerable interest, even though the turnout for the show was thin overall.

Through the courtesy and industry of Jim Nigzus we now have a very useful tube file for the storage of oversize drawings at our storage facility in North Chelmsford. We have transferred a considerable amount of uncataloged material from Lowell to North Chelmsford, freeing up space in Lowell for the increased amount of cataloged material. We also moved a large segment of the Robert Chaffin Collection to North Chelmsford from a member's home.

Our most labor intensive activity is the classification, marking, and filing of new acquisitions. John Goodwin has continued his many years of service in the painstaking work of cataloging photos and negatives, many from the Dana D. Goodwin Collection. We inventoried another 70 sets of drawings from the Boyd Structure Collection. The work was slowed by the need to repair many items in the process. We completed the computerization of the E.E. Russell Negative Collection, a treasure trove of photos of B&M steam locomotives.

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

We had the privilege of contributing to an exhibition at the World Bank in Washington to commemorate the 60th anniversary of the Bretton Woods Monetary Conference. Society member and retired B&M engineer Loyd MacNayr was on the engine crew of the train that carried President Roosevelt to the Conference, and his audio reminiscence of the event, furnished by our Archives, was featured in the exhibit.

The creation of an Archive of photographs and other material illustrative of the history of the Boston and Maine Railroad and its predecessors was one of the original objects of the Society. Our facility at Lowell and the people who give lavishly of their time to it are resources of which all members of the Society can be truly proud.

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

Watershed Council Gets Oversight Grant

Greenfield – The Connecticut River Watershed Council has received a \$16,975 grant from the Massachusetts Environmental Trust that will be used to provide oversight on the cleanup efforts at several contaminated sites within the East Deerfield rail yard.

In 1998, a diesel fuel spill by the yard's operator, the Boston & Maine/Guilford Railroad, led to an investigation that discovered groundwater pollution, which in turn resulted in a state Department of Environmental Protection "Tier 2" hazardous waste site designation.

Subsequent investigation of that site and other contamination

at the rail yard discovered more than six recent and historical spills at the rail yard.

Ground water at this location flows toward and is within a short distance of the Connecticut River and other streams.

"This grant allows us to hire a licensed site professional to review and comment on the railroad company's plans and reports, and we will also conduct outreach to involve town officials and the community in the investigation and cleanup process," said Andrea Donlon, river steward for the Connecticut River Watershed Council.

Greenfield Recorder submitted by David Ashenden

Engineers Strike Of 1877

Many of our readers who are knowledgeable about B&MRR history will recall the engineers' strike of 1877. The Boston Globe noted that the men "quit work on the order of the Brotherhood of Locomotive Engineers after the company had refused to accede to their demands." The engineers lost the strike, and every engineer on the road lost his job.

Clippings, notes, and photos kept by J.E. Alger, a B&M engineer and early rail fan. Mr. Alger's scrapbook takes us back to the early years of railroading when engineers were assigned to specific locomotives. He was deeply interested in careers of engineers on the B&M and also on the Boston and Albany, for whom his father had worked as an engineer. In the scrapbook he provides the following handwritten

List of Engineers Who Left the Service of the Boston & Maine R.R. Feb. 12, 1877 Their Trains and Years of Service

Name	Train	Years	Engine	No.
Taylor S. Dodge	Shifter at Portland	5	Casco	68
Henry G. Mills	Portland and Exeter	6	Pepperell	60
George W. Kent	Portland and Kennebunk	12	Straffor	35
George W. Stevens	Portland and Exeter	25	Mercury	53
John B. Whitcomb	Portland and Boston Freight	25	Samoset	65
John Tilton	Portland Round House	5		
Warren Cook	Portland and Dover Extra Freight	3	Shawmut	39
Milton R. Davis	Portland Shifter	3	Comet	67
Jerome Cook	Spare Engineer	3		
J.H. Maeder	Portland Shifter	1		
Stephen L. Twombly	Portland and Boston Freigh	t8	Tranefort	63
Andras Babb	Great Falls and Exeter	15	Exeter	34
Henry F. Pasho	Exeter Round House	32	Columbia	59
A.B. Lang	Dover and Portland Freight	4	Hercules	33
John F. Chesley	Dover and Alton Bay Freight	7	Essex	16
A. Ferguson	Spare Engineer, Dover and Portland yesterday	2		
B.F. Grover	Dover and Alton Bay	12	Pacific	26
Benjamin Whitten	Exeter and Portland	16	Forest City	55
G.H. Pasho	North Andover and Lawrence	6	Norris	5
C.E. Kidder	Haverhill Shifter	6		
W.S. Beardslee	Lawrence Shifter	5		
D.M. Morse	Lawrence Shifter	3		
W.C. Grove	Lawrence and Dover Extra Freight	3		
A.F. Stevens	Lawrence and Dover Extra Freight	5		
C.A. Stevens	Lawrence and Boston	11	Lowell	72
Henry Alexander	Lawrence Freight	4	Suffolk	48
Washington Knights	Portland and Boston Freight	6	Saco	73
Chas. W. Gilchrist	Great Falls and Boston	1	Pilot	64
Chas. F. Morse	Boston and Lowell Freight	3	Memecho	8
J.P. Adams	Lowell and Andover	6	Wannalancet	13
Eugene Knight	Shifter Lowell	3	Decatur	66
A.C. Ripley	Boston and Lowell	7	J.C. Ayer	70
Horace Tilton	Boston and Lawrence Extra Freight	8		
W.H. Walker	Way Freight	9		
James Hayward		38		
John F. Sanborn	Medford Branch	20	Camilla	30
Geo. A. Lord	Lowell and Boston	5	N.G. Paul	46
F.S. Hall	Medford and Reading	5	Hinkley	19
Charles Gray	Reading	1		
C.B. Lord	Spare Engineer	1		
J.S. Wiggin	Newburyport	4		
John L. Webster	Lawrence and Boston	20	Gen. Sherman	42
Ira D. Clough	Newburyport	15	Granite State	18
E.H. Wright	Boston and Lowell	15	Gen. Grant	41
Timothy O. Page	Portland Express	20	North Star	50

Engineer Strike con'd

I.H. Nute	Reading	10	Bay State	17
Jesse L. Austin	Boston Shifter	2	Achilles	47
H.G. Fellows	Boston Shifter	5	Portland	2
Samuel A. Fish	Spare Engineer? Boston and Lawrence	12	Saxon	51
George A. Kendall	Great falls Freight	11	Cumberland	62
Chas. H. Thompson	Boston Shifter	1		
L.F. Kidder	Way Freight	8	Middlesex	43
Harvey B. Potter	Great Falls and Boston Cogswell	25 56	Francis	
I.H. Chadbourne	Merrimac Branch	9	Antelope	7
B.F. Smith	Newburyport Freight	4	Ajax	32
S.F. Dustin	Newburyport	9	Andover	31
Abner C. Paul	Spare Engineer	3		
S.D. Towle	Boston Freight Shifter	4	Lion	40
Wm. H. smith	Newburyport	22	Haverhill	27
W.D. Cobb	Boston Shifter	8	Escort	69
J.A.O. Owen	Georgetown Branch	23	Mystic	28
Wm. P. Fernald	Great Falls, Exeter and Boston	32	Minerva	57
Chas. W. Huff	Spare Engineer	13	Engine House Boston	
Elbridge D. Smith	Newburyport and Danvers	13	Newburyport	29
J. Warren Fuller	Reading	5	Lawrence	12
C.P. Chesley	Dover and Alton Bay	25	Alton Bay	36
Samuel G. Folsom	Great Falls Branch	24	Medford	4
John W. Randall	Newburyport	??	Atlantic	25
George F. Smith	Boston and Exeter	??	Sachem	54
Charles W. Randall	Boston Freight Shifter	??	Dragon	1

A clipping that accompanied Mr. Alger's list identified it as being the complete list of engineers on the B&M with the names of the trains they were accustomed to run. The clipping supplied the names, trains, and years of service. Mr. Alger supplied the names of locomotives and numbers. The last three engineers' names were added by Mr. Alger.

The clipping notes, "Superintendent [Horace E.] Chamberlain [Chamberlin] of [the Concord R.R. at] Concord, N.H., has promised to furnish seven or eight experienced engineers this morning. Mr. [Nathaniel G.] White [B&M president] says that the managers of the Old Colony, Eastern, Lowell, and Fitchburg Railroads have also tendered assistance. Freight trains will be set aside for a time.

"Milton J. Davis, driver of an extra freight train, was arrested at Kennebunk last night on a charge of running away with the Company's property."

Mr. Alger was one of the engineers appointed to fill the void left by the departure of B&M engineers in the wake of their strike in February 1877. He lists the following as men who joined the B&M as engineers after the strike and who were alive in January 1920: Geo. E. Follansbee, J.E. Alger, Chas. E. Gould, E.F. Tucker, Otis R. Freeman, Bill Emery.

The Archives Committee meets monthly to sort and process our growing collection of material about the B&M and other New England railroads. Volunteers and visitors are always welcome. To receive notice of upcoming meetings, please write:

Chairman, Archives Committee, B&MRRHS, P.O. Box 469, Derry, NH 03038.

Rick Nowell, Arcives chariman

Maine Bill Pushes Surcharge On New Hampshire Amtrak Riders

Augusta, Maine – Unable to persuade some of their counterparts in their neighboring state to subsidize the existing Amtrak "Downeaster" passenger service between Portland, Maine, and Boston, Mass., Maine lawmakers are being asked to consider a surcharge on Downeaster tickets sold in New Hampshire, according to a story in Foster's Daily Democrat of Dover, N.H., and published on its Fosters.com website. The fees would be combined with voluntary subsidy payments from Maine.

"New Hampshire hopefully will be a partner — willingly or not," said Rep. Boyd Marley, D-Portland, co-chairman of the Legislature's Transportation Committee and sponsor of a bill proposing the surcharge. The decision to use legislation to push New

Hampshire to contribute to the Downeaster comes as the two states negotiate payments for upgrading the three-year-old service. Marley's bill does not specify an amount or when the surcharge would start.

The Downeaster trains, four in each direction daily, make three stops in New Hampshire — Dover, Durham, and Exeter — but the Granite State has never contributed to the service, and Maine is urging the state to pledge \$1.2 million in federal money to track improvements that would increase revenues and add a fifth daily round trip. The two states will meet on the request this winter, although a final decision will be made by members of New Hampshire's Executive Council.

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



Credit: B&MRRHS Archives. Gift of Wayne Slayton.

January – February Mystery Photo Location

Amherst, Mass was the location of the Mystery Photo. Our copy of the photo in the society archives was the gift of Donald S. Robinson. I believe it was made from a copy in the Special Collections and Archives at University of Massachusetts, Amherst. The caption accompanying the photo was from the UMass Alumni Mag., Spring 1999, p.42. - Rick Nowell, Archives Chman.

Several astute readers also identified the location and provided additional information about the station and location.

Thomas A. Warger "I'm pretty sure that photo is of the B&M (originally Central Massachusetts RR) depot in Amherst, MA. The site is now Amherst Farmers Supply, but the depot building is still there. The view is looking just about due west. The vantagepoint could be the upper story of the present-day main building of the store. The distance from the camera to the little depot building looks about right.

"Mass Aggie" would be present-day U Mass Amherst. The high ground in the background of the photo would be South Pleasant Street (a.k.a. Route 116) running north-south. Everything off the right margin of the photo would be Amherst College. I think I remember reading that the Central Mass had to pass within a mile of downtown Amherst as a condition of the town participating in financing construction of the railroad. In any event, the rail bed (now bike path) rises out of Lawrence Swamp, a mile or so behind the camera, comes up a pretty stiff grade to nearly the crest of the big north-south ridge that is Amherst and what we see in the photo. Then, just west of the station, it goes into a cut and under Route 116 before turning southwest and heading down the other side of the ridge and across the pool-table flat Hadley to the Connecticut river and Northampton — end of the line.

"The depot building today still has what appears to be a semaphore, but can't tell whether it is genuine or a reproduction. Actually, I'm rather surprised no collector has acquired it—if it is real."

Jeff Plate "The photo in the Jan/Feb newsletter appears to have been taken at Amherst on the Central Mass. (Compare the photo of the Amherst depot in Central Mass., p. 85). 'Mass Aggie' was the predecessor of UMass Amherst."

Douglas Rice "The station is Amherst, Mass on what we used to call the 'Burma road', the Wheelwright Branch, but I suspect the Southern Division timetable of 1923 would head it as 'Massachusetts Central RR'."

Wallace Powers "It is the station at which my personal effects arrived via rail freight from Astoria, OR upon my discharge from Navel Service in Sept. 1946. Unfortunately, it and the bridge over the Connecticut River, which bridge carried the rails from Northampton to Amherst and beyond are now gone".

Harvey Allen "...west toward Hadley and Northampton. The Central Mass station is still in use as a warehouse for the Farmers Supply of Amherst. They have added a large building on its east side but from the street it still looks like a railroad station.

"There are over 50 autos parked in the yard to transport the legislators, the four miles to the college campus. One of the large maple trees near the station is still there although all the Elm trees are gone. Trolley motors came in on the south siding to pick-up coal cars (one at a time) for delivery to Mass Aggie power plant".

New Haven Ventures into B&M Territory

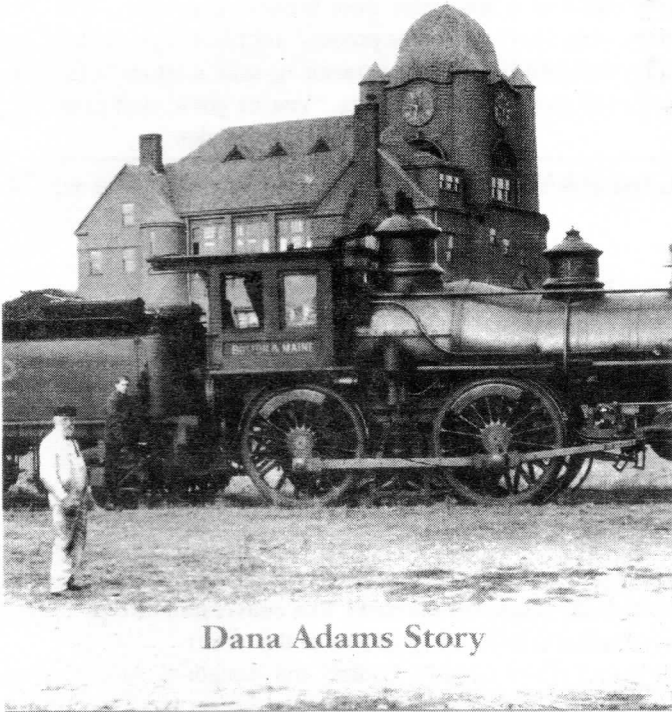
In addition to a line to Lowell operated by the New Haven they also had a line that ran from Framingham to Fitchburg through Clinton. There is an overhead station where it crosses over the B&M Worcester to Ayer line. - Norm Larkin

Today it is operated by CSX and called their Fitchburg Subdivision. A local freight runs out of Framingham on a regular basis as far as Leominster. The line is OOS from Leominster to Fitchburg.

- Dave Wright

DAILY *except* SUNDAYS

The Diaries of a Nineteenth Century Locomotive Engineer



Dana Adams Story

DAILY *except* SUNDAY

The Diaries of a Nineteenth Century Locomotive Engineer
by Dana Adams Story.

IN 1991 the Boston & Maine Railroad Historical Society acquired a rare collection of forty-three diaries kept by Philip Tyler Adams, an engineman on the Essex branch of the Eastern Railroad. These diaries open windows into the past, recording day-to-day railroad operations, glimpses of life in the town of Essex, and a look into the personal life of Philip Adams and his family, Dana Story, his grandson, is the author of several books on the history of Essex, MA, including *The Shipbuilders of Essex* and *The Building of a Wooden Ship*. This book is published in cooperation with the Walker Transportation Collection, Beverly Historical Society and Museum.

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Gray Painted GRS Boxcars

According to information from Alden Dreyer the Waterville shops will do up about 150 cars numbered 20000 to 20149.

Also that all boxcar repaints for the 29000, 31000 & 32000 at Waterville will now be done only in Gruiford Gray and the last white car was probably done nearly a year ago.

Revolutionary Car Colors on the B&M

By Bill Keay

The closest there to a "matching dark blue trainset" (in reference to steam locomotives painted other than black) was the Observation-Lounge-Dining Cars "Concord" and "Lexington".

Both had the interior of their dining room area, (and only this area, it seems), decorated in a 'buff and blue' color scheme when they were rebuilt from Cafe-Diners at Billerica Shops, for use on the "Minute Man".

"Concord" was placed in service on January 17, 1927, and "Lexington" was placed in service on February 8, 1927.

The first run of the 'buff and blue' painted P2c's was on July 22, 1927, when 3688, "Paul Revere", (with 3681, "William Dawes" sitting on an adjacent track), took the westbound "Minute Man" out of North Station. This was amid a ceremony which included a band, a 'Paul Revere' re-enactor on horseback chasing the train down the platform. Also most of New England's Governors rode the train to a Governor's Meeting in the Midwest. (If only you could have been there with modern color film...)

Incidentally, this choice of colors was not without some controversy.

It seems that certain critics claimed that the 'buff and blue' colors chosen by the B&M were in fact colors of choice not by the minutemen and colonial forces, but, perish the thought, Tory forces fighting for the British.

Ultimately, with the help of several local military history experts, it was shown that, although there were no definitive uniform colors in use by the Alarm Companies at the time of Lexington-Concord, the color combination of dark blue and variations of white, (to include 'buff'), did eventually become adopted by New England troops serving under Washington.

As an interesting side note on the matter, Harold Murdock of the Harvard University Press stated the following:

"If it is insisted that they be historically exact in decorating a train bearing the name of 'minuteman', they could not use paint anywhere, the chairs should be upholstered in home spun, with rag rugs on the floor. Incidentally, they would serve rum and hard cider in the dining car".

This last point is rather humorous considering that this was the height of prohibition-era America!

Maplewood MA Station Razed

This station built in 1853 for the Eastern Railroad's Saugus Branch was ordered destroyed by the City of Malden, MA.

It was moved from its original location to the Charles Ro store in Malden as the first piece in a display of railroad artifacts. However it now appears that no further artifacts will be seen at the store.

.....
 • Will the person who submitted the
 • Steamtown Story and 3713 photos
 • to the new Hampshire office please
 • contact the editor
 •

Paper Preservation

Walter P. Grey - former State of California Archivist, and presently Director of the State Railroad Museum stated the following. The best protection for your timetables -and for most of your other books, papers, photographs and prints -is to keep them in the same environment you find comfortable: moderate temperature (70 degrees Fahrenheit or less); no abrupt temperature changes; low to moderate relative humidity (40 percent or perhaps a little more); clean air with lots of circulation; no bright natural light and no fluorescent light; no insects; and good house-keeping. Keep your materials where you live -an inside room is best. Don't keep material in attics or basements or near water sources like washing machines or bathrooms.

Heat results in damage by accelerating oxidation and causing drying. Generally, the lower and more consistent the temperature, the better. Light causes damage. The sun and fluorescent light emit ultraviolet radiation that causes fading, and even incandescent emit invisible radiation that is harmful over time. Most fragile materials (photos, art prints, watercolors, and other works on paper) should be kept in the dark as much as possible. Never stick a Post-It note on anything. No tape, even the stuff that says "acid free".

Standard office manila folders are made of high acid paper containing wood fibers, and increase in acidity over time. If you can't find acid free folders, use sheets of 100% cotton bond paper in the front and back of the folder.

Some will suggest that polyethylene and polypropylene containers, typically bags, can be used for long-term storage, but this is a bad practice. Don't seal plastic or paper envelopes or folders. Let the material breathe. Paperboard boxes are best and won't rust. Finally, there is a debate about storing material standing on edge, or flat. If you have the option, store flat in appropriately sized shallow boxes.

National Association Of Timetable Collectors via **The 470** - 470 Railroad Club

\$10M For Transportation

By Richie Davis
Greenfield Recorder Staff

Ten million dollars in federal funds for transportation projects are headed to the region as part of the federal budget. The grants include a study of a commuter rail project that would connect Greenfield with Northampton, Springfield and Brattleboro, Vt.

The funds, announced Wednesday by Massachusetts Congressman John W. Olver, the ranking Democrat on the Transportation Appropriations Committee, also include \$3 million for the Turners Falls-Gill Bridge.

A commuter rail study for using existing rail lines along the Interstate 91 corridor will receive \$750,000 and will help the Pioneer Valley Planning Commission link up with a similar study under Way in Connecticut, according to Maureen Mullisney, transportation program manager for the Franklin Regional Council of Government,

The COG would also be involved in the study, which would look at feasibility of commuter rail service extending as far as Cbremon and Hanover, N.H., to provide better access to com-

munities along the corridor, as well as boost economic growth and reduce highway congestion.

COG Administrator Linda Dunlavy noted that passenger rail systems tend to require huge public subsidies and said, "I'd love to see it in Franklin County. But first, let it get to Springrieki.

PVPC Senior Transportation Planner Timotby Doherty said that after four or five years of planning and \$2 million by the state of Connecticut, a New Haven to Springfield service using Amtrak lines could be a few years from becoming a reality. While it's "very, very, very early in the process" for planning it further north along Guilford Had Systems tracks, he said, a return of the commuter rail could be in the works, "You've got to start planning.

Submitted by David Ashenden

Last B&M Conventional Passenger Trains To Portland

By Rick Hurst.

Len Bachelder's piece on the Bangor & Aroostook sleepers and B&M conventional train service in the November 2003 issue of *The 470* was most interesting. I also had wondered about the seeming inconsistencies in the B&M's August 30, 1959 timetable and have done some digging into the events of this period. As you will see, the B&M went all Budd DC on Boston to Portland on October 25, 1959. Below is a brief summary of some of the important events at this time.

Early 1959 - B&M continues to pursue a Maine Passenger Train Rescheduling Program in order to reduce expenses and to pave the way for future curtailments. The conversion of conventional trains to Budd RDC cars is a part of this effort.

June 25, 1959 - Maine Central and Bangor & Aroostook announce they want to discontinue all passenger train service after September 12. Both roads said that their move followed the decision of the B&M to substitute, on July 12, 1959, self-propelled rail cars between Portland and Boston. In retrospect, we know that both railroads were becoming seriously concerned about the increasing losses they were experiencing hauling a continually decreasing number of riders. The move by the B&M toward an all Budd car operation simply hastened the day of reckoning.

June 25, 1959 - B&M spokesman George Hill insists that the 6 daily conventional trains in and out of Portland (three round trips) will continue to run as previously. He says that the only scheduled change by the B&M is removal of a sleeping car from the Gull, a Boston to St. John train. It will be replaced by a self-propelled Budd Highliner.

July 12, 1959 - The B&M discontinues standard equipment on the Gull between Portland and Boston. This requires all passengers, including those on the Van Buren sleeper, to leave the standard equipment Gull and board B&M's Budd RDC's at Portland Union Station. This was a very pointed way of discouraging the sleeping car clientele as well as through coach travel to the Maritimes. Per earlier announcement, the St. John to Boston sleeping car would have been discontinued on or around this date.

August 30, 1959 - New B&M public timetable issued which showed the northbound Van Buren sleeper operating on #13, Penobscot, but not listing the train on which the southbound sleeper operated. This could have been a simple oversight or it may have been a deliberate attempt to confuse would-be passengers in an

Last Pass Train con'd next page

Last Pass Train con'd

effort to further reduce use of this sleeper. '.

I believe that a portion of the westbound standard equipment Gull off the Maine Central was forwarded to Boston hours later, in order to position the equipment for the eastbound (northbound) trip from Boston that evening. This is confirmed in the Conductor Car Books of retired B&M Conductor Bobby Howe of Lowell, who recorded that BAR North Twin Lake was in the consist of westbound (southbound) #8 on Friday, October 16, 1959.

Mr. Howe also shows BAR South Twin Lake in the consist of #21, the eastbound Penobscot, on Sunday, August 16, 1959. It is also confined by the statement attributed to BAR officials that the Van Buren sleeper has been running northbound all the time and by the B&M exhibit showing revenue sleeping car passengers handled on this car in the period September 1 through October 20, 1959.

Right up until the change of time in October 1959, B&M and Maine Central continued to operate each other's equipment through between Boston and Bangor on some trains. Maine Central E's, RPO's and express cars, and stainless and heavyweight coaches operated in B&M territory (thank you Bobby Howe - carbooks!), and this was a year after the B&M had sold off its own stainless equipment.

Friday, October 23, 1959 - The last runs of both the northbound and southbound Van Buren sleeper are set for this date.

Saturday, October 24, 1959 - Maine PUC holds hearing on B&M proposal to discontinue one round trip between Boston and Portland and to replace the remaining conventional trains with Budd cars. A compromise is reached. In return for not cutting one round trip, Maine PUC will not object to B&M operating an all-Budd car service.

Sunday, October 25, 1959 - B&M commences all Budd car operation between ~Boston and Portland. (There may have been equipment moves to properly position each road's conventional equipment.) The public timetable shows the reduced service B&M hoped to operate, but one round trip was added (per the Maine PUC stipulation) and operated as extra trains until becoming #15 and #16 with Supplement #1 to Timetable #72 on November 2, 1959.

Thanks to Doug Kydd, Dave Hutchinson, Ed Levay, Bobby Howe, and Preston Johnson for pointing me in the right direction. This is a lot to wade through, but I hope that this sheds some light on this subject.

"The 470" Newsletter of the 470 Railroad Club

AAR's Classification of Passenger Cars

Unknown Author

"CS" - Combined Smoking and Baggage (Club) Car. A car having two compartments, separated by bulkheads, one compartment suitable for transporting baggage, the other fitted with seats or chairs and used as a smoking car; at times equipped with buffet or bar.

"CAD" - Combined Car, Baggage & Passenger - A car having two compartments. One suitable for transporting baggage, and the other fitted with seats for passengers and equipped for preparing & serving food or refreshments, the two compartments separated by bulkheads.

"DA" - Dining Car. Regular dining car, for the use of passengers in transit, fitted with regular kitchen, tables, chairs or seats, with or without bar, carrying cooks and waiters.

"DB" - Buffet Car. A coach or chair car equipped with cooking facilities to prepare & serve meals.

"DP" - Dining & Parlor Car. A car fitted with dining compartment, kitchen & compartment for passengers fitted with chairs, stationary or otherwise, carrying regular cooks & waiters.

"PA" - Passenger Car. A car for ordinary short haul suburban service, with seats and open platform.

"PB" - Coach or Chair. A car fitted with regular coach seats or reclining chairs, with or without toilet facilities, smoking room and lounging facilities.

"PC" - Passenger, Parlor or Chair Car. A car fitted with individual or movable chairs and having toilet and washroom facilities. May be equipped with a bar. Sometimes provided with barber shop and bath.

"PD" - Tavern. A car fitted with bar and tables.

"PL" - Lounge Car. For 1st Class passenger service and of a more luxurious character than a day coach with or without a smoking compartment with upholstered movable chairs, settees, etc., and other conveniences to provide comfort for passengers.

For the record, the B&M had DA's, DB's, DP's, PA's, PB's, PC's as per the 1/1954 ORPTE.

Lease Car Depreciation

From Tim Gilbert

Bob Warren asked "I wonder what advantage it was for those outfits that 'bought' the cars and then leased them back to the B&M? Probably for tax purposes for one of them.

Tim Gilbert's reply:

One - The accumulated total of the lease payments included interest much like a home mortgage.

Two - The lessor could accelerate depreciation of their investment which improved the rate of return in terms of cash by reducing the income tax cash payments in the early years, (& increasing them in later years).

For instance,

- A) For an investment of \$1,000 with a ten year life, straight line depreciation would be \$100 per year.
- B) Assume the Annual Payments were \$179 per year for ten years which provided the lessor with a 6% return on his investment before taxes. Thus, the interest income would be \$79 per year which without depreciation would result in \$39.50 taxes annually before any charges like depreciation was offset against this income.
- C) The IRS allowed accelerated depreciation which front loaded the non-cash depreciation at a "sum of the years" rate. The first year's depreciation would be \$182 which, if the tax rate was 50%, would reduce his tax payments by \$91. In the tenth year, however, there would be only \$18 of depreciation, so his taxes were reduced by \$9.
- D) This accelerated depreciation for tax purposes was desired by investors because they want their money back ASAP.

That's the basic logic.

Two Switching Towers

Freight Movements to Boston Yards further Speeded.

Two new towers—H and 5—have recently been put into service at the lower ends of the Boston and Maine's freight classification yards. Practically all of the cars received at and forwarded from Boston move out through the lower ends of these yards, and as the speed with which cars are delivered depending upon their prompt movement after switching is completed, the free movement of switching engines and trains at these points is of paramount importance, and unless obtained might offset to a large extent the benefits gained through the speeds with which cars are switched at the hump.

New Tower H, at the lower end of the inbound yard, located just east of the overhead bridge leading from the inbound yard to East Cambridge, on the site of what was once known as "Dolly's" cabin, is a two-story brick and concrete building of fireproof construction, with the newest interlocking equipment. This tower controls not only the connections for the inbound yard to the Fitchburg division, but also all of the Fitchburg division mainline switches and signals, the westerly end of the Boston and Albany's yard and the crossing of the Boston and Albany grand junction branch with the Fitchburg division.

The main machine, which is of the electric pneumatic type, handles 32 switches and 46 signals, with 38 levers, and in addition has 9 spare spaces. This machine is of the most modern type with electrically lighted board to show position of any train within the territory which it controls. All of the mainline and dwarf signals color are light signals of the daylight type. In addition to the main machine, there is a 7-lever switch throwing machine with which the switches to the engine house and various other yard tracks are thrown. This tower replaces the tower located at the junction of the grand junction branch and the Fitchburg.

Tower Number 5 is located just northwest of the bridge carrying the southern division main line over the Boston and Albany tracks and the yard tracks between the inbound and the outbound freight yards of the Boston and Maine. This tower is of frame construction is located that the entire lower ends of both the inbound and outbound yards can be seen. The switch-throwing machine in this power had 17 levers and throws 27 switches at the lower ends of the inbound and outbound yards there are also 5 spare spaces for additional levers. These being yard switches, are not interlocked, each switch being equipped with an electrically lighted target type switch light, the position of which indicates the track for which the switch is set.

A small switch-throwing machine was also installed in tower C, controlling the switches on the easterly side of the outbound yard.

A loud-speaker telephone circuit has also been installed, running from tower D, just east of Easter Somerville station, and through Tower C at Mystic crossing, Tower 5, to tower H, by means of which, without raising his voice, the movement in of one of these four towers can call the movement of any train or engine to the other towers, thus insuring continuous movement of such trains or engines.

The present quick handling of cars at Boston is a matter of much pride to the entire terminal forces, who refer to it as "Minute Man" service.

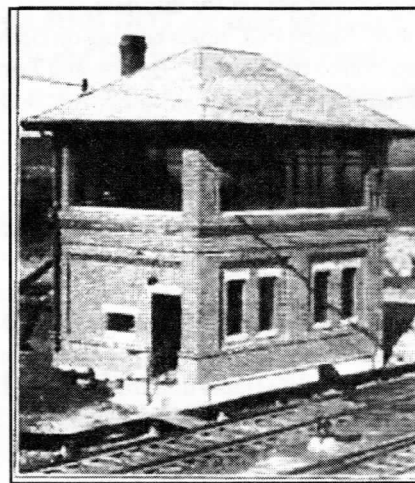
These towers with their equipment represent a considerable contrast to the signal facilities of not so many years ago, when a ball signal and few pipe connection levers constituted an interlocking plant.

At the present site of the new Tower H was once located a switch shanty known as "Dolly's", where John Dolly with his pipe-connected levers locked several of these switches. Many are the stories told about John Dolly and the visits to his cabin by various a.w.o.l. inmates the former asylum on the hill just above. John Dolly could not read or write, but using a signal code all his own and his own system of marks on the cars, seldom made a mistake in the switching of cars.

Dolly's peculiarities, well known to his fellow workers, varied from quick anger at any new man who could not immediately guess his private code of signals to the making of pets of roosters (many of the old timers will remember "Dewey") to the raising of other animals.

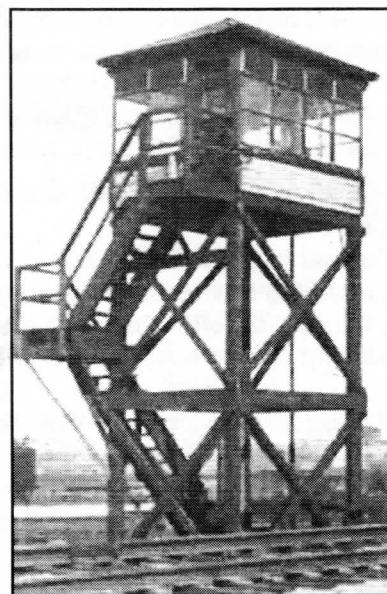
John Dolly, long since retired from active service, is now on the pension roll, and "Dolly's Shanty" is not more, but both will linger long in the memory of Boston and Maine men.

From B&M Employee magazine of the '20's and Alden Dreyer



Tower H

This tower was located to the west of the Diesel House at BET and east of the so-called Red Bridge which was recently torn down.



Tower 5

This was the Lower End yardmaster's office.

Located alongside the New Hampshire Div. mainline where those tracks crossed over the tracks comprising the lower ends of Yards 8 and 9 as well as the B&A yard.