

Boston & Maine Railroad Historical Society
19 Incorporated 71

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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July — August 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 will commence at 3:30 PM on the second Saturday at Rogers Hall unless otherwise indicated.

July Folk Festival...no membership meeting

Lowell Folk Festival

The Society will be manning the combine during the Lowell Folk Festival on July 30 and 31. Volunteers are needed for one or both days or even for several hours. Come down and give YOUR Society a hand and meet some new friends and learn a bit more about YOUR Society.

Anybody interested may drop us a notice either by e-mail to the Society e-mail address or a card to the Society PO Box in Lowell attention Folk Festival. Please be sure to include your phone number if sending to the PO Box.

August No Meeting

Sept No Meeting

Oct Dick Towle presenting the B&M and other Railroads

Nov TBD

Dec Member's night

**See President's message
regarding a new Meeting
Place**

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 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	Russ Monroe
Treasurer	
Secretary	
Clerk	Ellis Walker

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John Goodwin	Mike Basile	Paul Kosciolk
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Dan Hyde Jonathan Miner

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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&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

MESSAGE FROM THE PRESIDENT

Due to the construction of condos and apartments in surrounding buildings by the Boott Mill, the B&MRRHS has decided to find another place to hold its Board and Membership meetings. The major reason we needed to find another facility was that the only place left to park was in a public parking garage at a cost of \$2.00 per hour. This would have cost members anywhere from \$4.00 to \$10.00 to park.

The B&MRRHS has been meeting in the Boott Mills for fifteen years and we could not have asked for a better place to hold our meetings.

In the September—October Newsletter there will be directions on how to get to Rogers Hall located off Rt. 38 in Lowell.

Rogers Hall is a former all-girl school in Lowell that was purchased by a group of Jaycees who in turn converted it into a senior housing center. The community room in Rogers Hall holds up to 250 people. Besides a perfect place to hold meetings we can have a catered banquet in 2006 for the 35th anniversary of the founding of the B&MRRHS.

Buddy Winiarz, President

Company Business

There will be no membership meeting in September of 2005

Our first Board of Directors and Membership meeting at Rogers Hall will take place in October with Dick Towle doing a presentation on the B&M and other New England railroads.

The Next Bulletin

Andrew Wilson, Editor, B&M Bulletin

Will feature part 1 of Rick Nowell's Concord RR history, and a piece on the "East Wind." We will also be debuting a new look for the Bulletin (a minor graphic re-design), and, tentatively, include a brand-new comprehensive index to the Bulletin, Volumes I-XXIV.

May & June Meeting

In May Justin took us along Guilford, scenes in New York, the east Broad Top, Huntingdon, Pa. and various spots in Ohio along with the Steamfest held in Dennison, Ohio.

June saw Gary Webster do a presentation of Boston & Maine, Maine Central and various other New England power, passenger cars and various other foreign equipment.

Program Chairman Wanted

The society is looking for a program chairman to set p presentations for membership meetings. If interested please contact the society via e-ma, regular mail or tell some one at a meeting.

E-mail Message Being Blocked?

Those persons not already on my mailing list please use NEWSLETTER spelled out in caps in the Subject line when writing. I am experiencing an extensive amount of spam so that my spam blocker is placing some of my regular mail aside and if I don't capture it, it can inadvertently be deleted - Bob Warren, editor

Board Meetings Notes

APRIL: The Treasurers report stated that we had \$60,262.07 in the Savings account and \$8,473.93 in the Checking Account.

Membership stood at 1,185 members, exchanges and comps.

Newsletter: the Modelers Notes survey by Bob Warren and Bruce Bowden was discussed.

Bulletin editor Andy Wilson has acquired a new computer to prepare the Bulletin.

New Business has Bruce Heald working on a fourth book for "Rail Images" by Arcadia, which will include B&M passenger cars, freight cars, MoW and plows and spreaders.

MAY: President Winiarz reports that calendars for 2006 will be ordered in the amount of 1300 for a cost of \$3,560.00.

Alan Klatsky has resigned as Treasurer due to a move to Nevada and Paul Kosciolk has taken over until elections. Kosciolk has submitted the Jan. Feb., Mar. and April reports. The Board of Directors approved them.

Jim Nigus reports that 16 linear feet of shelving has been constructed in the storage building.

The first spring session was held and the wooden windows in the cab of the 410 will be re-installed.

This summer during July and August the B&MRRHS will man the combine on Saturdays from 1 to 4 PM.

JUNE: The Treasurers report was \$59,136.97 in saving and \$12,287.07 in checking and was approved by BOD.

Bulletin Editor Andy Wilson is looking to do an "in-depth" index for the Bulletin from #1 to Vol. XXIV #4 compiled by Dick Lynch. Discussion was should it be on CD-ROM or in book form...further discussion will follow. It would be mailed to the membership in either form. It will not be put on the web site and some sort of watermark will be burnt in for protection.

The 410 committee has had three work sessions this Spring and completed the woodwork in the cab. Work sessions will resume in the Fall with the locomotive and tender getting a new coat of paint.

Nominations will close on August 15, 2005 and the ballot will be enclosed in the September—October Newsletter. The position of President, V. President, Treasurer, Clerk and Secretary are open and three Directors and two Alternate Directors.

The Society will be manning the combine during the Lowell Folk Festival July 30 and 31. Volunteers needed.

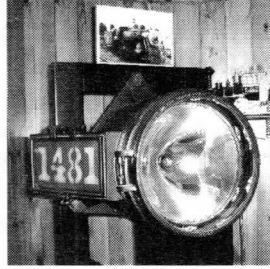
The last meeting of the B&MRRHS was held at the Boott Mills for both the BOD and Membership as a vote was taken to move to Rogers Hall in Lowell for future meetings.

The Society received a letter from Benjamin L. Bernhart who did eighteen historical publications on railroading and his most noted, a five volume book on Reading RR stations and is planning on doing one on the B&M using photos he has. The book will be 300pages with over 1,000 illustrations with a detailed history of every station and structure. He asked if the Society would be interested in "publishing" the book or backing him on it. The Board felt this was not in our interest but would take books to sell to our membership.

Headlight Value

Dave Fogg has the headlight from Mogul #1481 and is interested in knowing the value of this item.

If you can assist Mr. Fogg in his quest please contact him either by e-mail at "Patricia Fogg" patdavef@naisp.net or Dave Fogg; 77 Cumberland Rd.; Wrentham, MA 02093-1826



Boston & Maine RS-3 #1508

From: "Scott J. Whitney"

"I'd like to pass on the word that the Railroad Museum of New England in CT is now actively seeking to bring Boston & Maine Railroad Alco RS-3 #1508 back to New England for preservation. The museum would greatly appreciate any monetary funds that folks could pass their way for this (and of course others) project."

Howard Pincus of RMNE notes "*Looks good, has GREAT wheels-thinnest is 35/16" and biggest 40/16" and trucks, a VERY strong 244 engine-no smoke at idle or in advanced notches, 50+ lbs lube oil pressure, a good crankcase inspection, nice rotating equipment (gen and aux gens). Has one small rad leak, NG batteries (we knew that), the old water lines to the turbo blew after about 15-20 mins of operation and we had to shut it down. It is generally good and strong, it does need some TLC and attention to some details, and has the makings of a really good RS-3. I would say it is better than 529 was when we got it from AMTK.*"

Contributions go to:

Railroad Museum of New England, Inc.
B&M 1508 Fund
PO Box 400, Thomaston, CT 06787

All contributions specifically marked for 1508 will go only to 1508. We are paying for the locomotive, the transportation to New England, a lube oil change when it gets home, some misc water hoses and gaskets, etc. If money keeps coming in and these things are all paid up, then the money will be set aside for the future body work (fixing the usual banged-up hood doors, etc) and a first-rate B&M paint job.

A group of 4 RMNE members has put up the "down payment", and they, plus 6 others, are also contributing \$100 each per month for 20-24 months to pay off the balance. Other interested parties are encouraged to join the "equipment trust group". And, all should know we are not bashful or stingy about cab rides!!!

Unit is in Owosso, MI on TSBY. There is a sales agreement in effect for its purchase by RMNE. We hope to move it east starting by the third week in June, if not sooner.

....any contributions are fully tax-deductible, as RMNE is a non-profit educational and historical group, IRS section 501(c)3, and has been so since 1974.

Dave Poor: Just wondering, is this B&M 1508 the REAL one or is it the ex D&H 4075 that became 1508:2?

SCWhitney: It's the real one

In Memoriam

The Officers and Staff of the Boston & Maine Railroad Historical Society extend its deepest sympathy to Historian Russ Monroe on the sudden passing of his wife.

Life Member Robert Thomas McCulloch recently passed away in Ft. Lauderdale, FL.

Employed by the B&M in the 50's & 60's as a fireman and trainman on the Portland Division, McCulloch eventually migrated to Florida where he worked in the airline industry.

150-year Old Erving, MA Station On The Block.

As reported in *The Recorder*, the present lessee of the station operated a restaurant in the building as The Box Car Restaurant and is attempting to purchase the building. Current owners indicate they are not selling although rumor had it that Dunkin' Donuts will purchase the building.

The station is a great location to watch eastbound Guilford trains outlaw.

The Recorder, Greenfield MA via David Ashenden

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 available 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 it 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 FYs is not like railroad equipment at all; its nearest cousin is more likely our modern airplane or your present day automobile!

New England Rail Fan Keeps His Word

By Reid Coploff

Massachusetts's man donates train whistle to Steamtown.

Even after 48 years of working in the railroad industry, a simple whistle blast can still make David Barnes emotional. "It sounded like the old days," he said. "It still makes my eyes water."

Mr. Barnes heard that lonesome sound on his visit to Steamtown National Historic Site on Friday. The South Carver, Mass., resident had come to donate a 60-pound whistle for the Boston & Maine 3713, a locomotive now under restoration at the park.

The whistle was on the engine commonly referred to as "The Constitution," which last ran in 1958. Mr. Barnes was using the whistle on the Christmas trains at Edaville Railroad, the New England tourist line where he works.

The visit to Steamtown completed a train deal made decades ago.

The broken-down Constitution, built in 1934, was sold to F. Nelson Blount when he was assembling the Steamtown collection. At that time, Mr. Barnes asked if he could have its whistle.

"I loved the sound of it," he said. "I'd hear it as a kid going by my house every day and I wanted to use it on the engines I was running."

Mr. Blount gave the whistle to Mr. Barnes with a caveat: If the engine was ever restored, he had to give it back.

The whistle is a unique Nathan type, said Carl Packer, coordinator of the restoration for the Lackawanna and Wyoming Valley Railway Historical Society, a local group raising money for the project. The design gives it a different sound than other steam whistles, he said.

"It sounds awesome," Mr. Packer said. "It's a very distinct sound. It's a deep, mellow sound versus a high pitch."

Last year, Mr. Packer placed an ad seeking the whistle in the magazine of the Boston & Maine Railroad Historical Society and discovered Mr. Barnes had it.

When Mr. Packer contacted him, Mr. Barnes was more than happy to fulfill the promise he had made to Mr. Blount.

The local historical group has been working to restore the engine, which originally ran from Boston to Portsmouth, N.H., with Steamtown since 1998.

The groups need to raise about \$70,000 more to get an available federal matching grant and have enough money to finish the job. The total restoration cost is expected to be more than \$1.2 million.

To blow the whistle, it was hooked up to compressed air Friday. It will be one of the last pieces put on the restored engine.

Kip Hagen, Steamtown's superintendent, is hopeful the engine will be done in two to three years. It has been in Scranton since 1985, when the Steamtown collection began its move to Pennsylvania. Once finished, the locomotive will be used for some of Steamtown's mainline excursions.

"You never know what you'll find until you tear it down and it's hard to project a completion date," he said.

The engine has been completely taken apart as part of the reconstruction, Mr. Hagen said.

"You don't just go to the store and buy a few parts," he said. "They have to be machined and repaired."

Now that the whistle is back where it belongs, Mr. Barnes said he has just one request. "I want to hear it down here on a train some day," he said.

Scranton Times Tribune via P Eagan

An Update On 3713 Rebuild

from Rail Preservation News

Here is a brief list of what we have been up to on the B&M#3713.

As you may know, the entire locomotive has been sand blasted inside and out. This brought some new items of concern to light. We knew of some cracking in and around the fire box, (staybolt holes) and mud ring. After blasting, it was discovered that many more staybolt holes with cracks radiating from them than before blasting. It was determined that making a totally new firebox would be more economical than repairing all of the cracked holes. With the firebox removed, we were able to closely inspect the mud ring. Nearly 2/3rd's of the mud ring rivet holes need work. Many torch gouges and bell mouthed holes would need repair before riveting. All four corners are cracked. The tab where the two, sliding boiler shoes are mounted is badly rusted and needs repair. Again, it looks like a new mudring (or at least sections) will be made. The frame is in good shape. The drivers have some questionable areas. The trailing truck frame is bent and has a few cracks. We are working on a way to straighten it out.

Work is moving forward.

The smokebox shell is being put back together and the new liner and door ring will be riveted in soon. The smokebox front has been repaired completely and the door is getting a new liner. New boiler washout sleeves and plugs have been made and are threaded in place. New staybolt and rivets material is in house and will be made into bolts and rivets in the near future. Many of the appliances are being cleaned, inspected repaired (if needed) and reassembled. The main steam turret and valves have been cleaned and lapped.

These are most of the items that are in progress right now.

Bruce Mowbray via the Internet and Doug Drew

Support The Restoration Of The 3713

The Lackawanna & Wyoming Valley Chapter, National Railway Historical Society is the project manager for fundraising in support of the rebuilding of this locomotive.

Send your tax-deductible donations to:

Carl Packer, RR2, Box 362, Dalton, PA 18414. (ph: (507) 378-2420.

A Word Of Appreciation

Don and I have been greatly pleased by B&MRRHS member's response to the publication of *B&M Trackage with Don Hills*. Thank you for your kind words and enthusiastic support.

An 'Errata & Addenda' is available by contacting Carl R. Byron via E-mail at: PBCB4@cs.com or by mailing him an SSAE at: #5 Lakeside Drive Groton, MA. 01450

Thank you.

Carl R. Byron

Bernardston Bridge

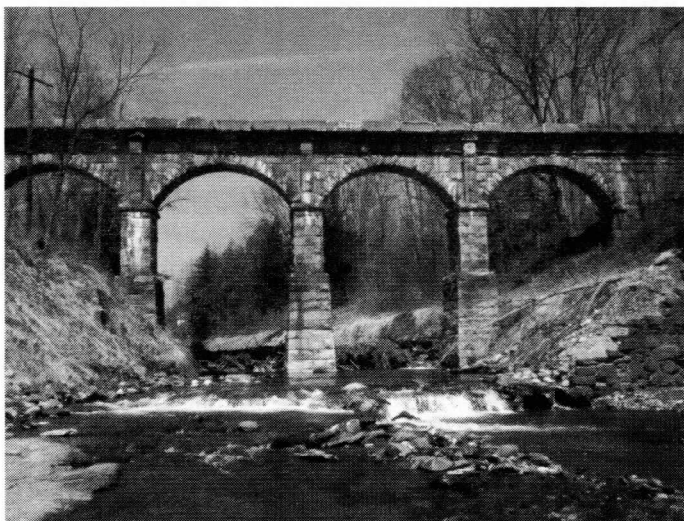
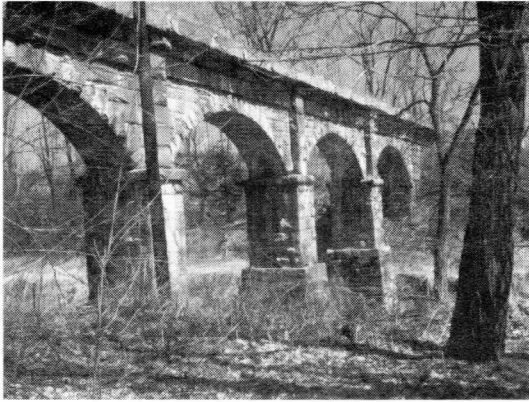
By Alden Dreyer

(Alden offers more information about this bridge)

The Bernardston Viaduct was completed sometime in 1848 and may have been the final masonry railway viaduct built in Massachusetts and perhaps in all of New England. Note I wrote viaduct, as immense masonry culverts continued to be built from time to time. As the railway network expanded, it greatly reduced the cost of iron for bridges and this quickly became the material of choice for all serious railway bridges. Wood was much cheaper, of course, but tended to quickly rot and fire was a major threat during all seasons.

The source of stone for the viaduct is of interest as the Connecticut River Rail Road only connected with the Western Rail Road until March 1849 and did not have its own source of stone as far as we know. Monson quarry is a possibility, but the stone would have had to have been teamed to Palmer, so Becket quarry seems to be the most likely source. Any definitive information would be much appreciated.

The basic structure is only about 183 cm wide (6 feet) wide and has handled loads twice that width, and more, many a time and has carried Union Pacific Big Boy No.4012 twice. Sometime after the viaduct was built, a dam was constructed a dozen meters or so downstream to power a sawmill. It also powered the Bernardston Grain Mill for a century or so and this was still operating well into the 1960's with waterpower. The dam washed out a number of years ago and revealed the viaduct as built for the first time in living memory, unless the millpond was drained from time to time.



When the viaduct was built, the rails were laid directly on stone stringers, as that was the normal practice. After the June 1870 wreck inside a covered bridge at Athol, the Massachusetts Railroad Commissioners strongly advised the use of guardrails. It is quite likely that soon thereafter, or with the first rail relay, the rails were lifted off the stone sills and reset on proper bridge ties. At some time much later, the B&M had huge cast concrete blocks laid perpendicular to the viaduct to support the present ballasted deck construction.

Other than deck work, it seems nothing has been done to the bridge since it was built.

Train Action On The Bridge

EDWJ runs out of East Deerfield Mon., Wed. & Fri. and returns the following day as WJED.

As far as I know they go all the way to White River Junction these days.

So the bridge sees 6 trains a week and perhaps 300+ cars.

There is \$750,000 in the Federal Transportation Bill to study the return of psgr trains to Bernardston. Whether it will still be in there when the bill is passed, is, of course, not yet certain.

From Alden Dreyer

No Rail Extension For North Shore

By Dan Tuohy

A key legislator (Sen. Steven A. Baddour, D-Methuen, co-chairman of the Legislature's Transportation Committee), said ... extending the Blue Line to Lynn and improving commuter rail service to Haverhill are more important transportation needs than linking Boston's North and South stations with a rail tunnel.

Baddour, said the so-called North-South Rail Link, first proposed in the 1980s, was impractical, too expensive and could jeopardize plans to improve badly needed rapid transit and commuter rail service North of Boston.

Advocates for the one-mile tunnel between North and South stations said it was also badly needed as the last link to tie together the region's extensive rail system.

The Sierra Club said the tunnel could take 55,000 cars a day off the road, a statistic it culled from state reports. It said this would alleviate congestion in and around Boston and significantly improve air quality.

Baddour said ... that Massachusetts would have difficulty getting federal funding for another tunnel project after the cost overruns and delays in completing the \$14.6 billion Big Dig.

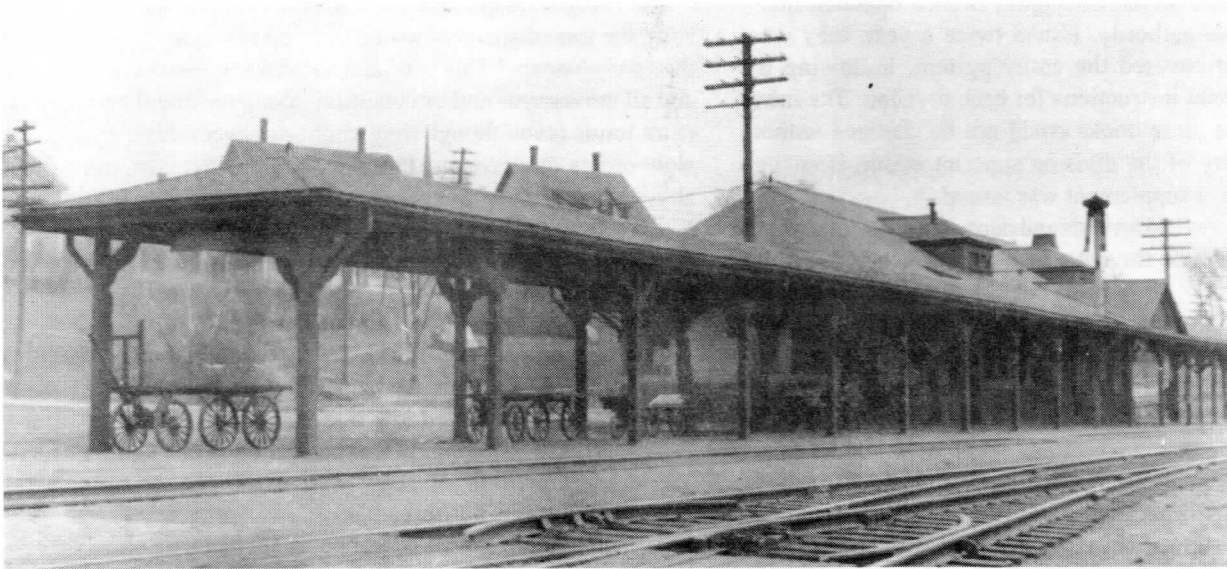
Cost estimates of the underground tunnel to link North and South stations have run from \$3 billion to \$6 billion over the years, depending on how many stations are included and construction factors.

No cost estimates have been made for extending the Blue Line service from Revere to Lynn, or to improve commuter rail service to Haverhill and Worcester. The projects are currently not on the state current funding list.

Salem Evening News via Buddy Winiarz

Andover, Mass Station

Modelers Notes #96 had a construction article on building an HO scale model of this station. Here are some photos of the prototype to accompany that article (for modelers) or for the historians amongst us.



Harry A. Frye
Collection.
B&MRRHS
Archives



Harry A. Frye Collection.
B&MRRHS Archives



S.Y. Whitney photo. dated 8/24/52
B&MRRHS Archives

Memories Of The Lexington Branch Of The Boston & Maine Railroad,

1942-57

What Time Does the 8:11 Leave for Boston?

By William L. Patton, Jr.

All passenger trains on the Lexington Branch operated under Employee Timetable authority. Issued twice a year, they were comprehensive and covered the entire system. Following the schedules were special instructions for each division. The information contained in these books could not be changed without the specific authority of the division superintendent. If enough changes were made, a supplement was issued.

These timetables covered arrivals and departures, meeting points on single track, and also the days of the week when the trains were to run. These books also noted "day" and "night" train order stations, where water for steam engines was available—in short, they were the operating bible of the railroad. All operating employees in train service, all stations, towers and track gangs were required to have a copy of the current Employee Timetable. The cover was of heavy paper stock. When folded it would fit neatly into an engineman's pocket.

In order to change operating conditions before a timetable supplement could be issued, the railroad issued "Bulletin Orders." These carried the same weight and authority of the current timetable. Usually pink in color, these orders were issued by the superintendent of the effected division. Bulletins were prominently posted at all terminals and crew dispatching points. Copies had to be signed for. Bulletins covered a wide range of subjects: changes in schedules, changes in signal indications, slow orders for sections of track, locations of major track work, out-of-service track, and new industrial sidings in service. Other information might contain notices about special trains such as the Circus Train. Lexington received these bulletins on the same day they were issued and were placed on an office clipboard reserved for that purpose.

On main lines of the Boston & Maine Railroad, the routine movement of trains was and still is governed by automatic color light signals. In the earlier days, portions of the Lexington Branch were equipped with automatic semaphores. These have long since been discontinued.

The Lexington Branch in the 1940s was controlled by a manual block system. Each predesignated station maintained a link both up and down the line. Lexington's partner was Arlington. As trains approached Lexington inbound, the agent contacted Arlington to determine if the way was clear. Arlington would give the signal via telegraph, the agent at Lexington would set the hand-operated semaphore at "clear," and the train was permitted to continue. Later in the day as trains proceeded outbound, this procedure was reversed.

Freight trains or other extras operating without timetable authority were issued special written orders given by the train dispatcher in Concord, New Hampshire, and called a "Form 19." Upon their receipt, the freight crew was authorized to do its daily work delivering boxcars to customers along the line. By strict order all passenger trains were ruled superior and the freight train had to take a siding whenever a passenger train was due. The Lexington Branch operated under this system until it was [placed out of service]. After the last train had cleared each station and cleared the station above, the operator set the hand-controlled semaphores to green for the night.

The Daily Lineup Early every weekday and at the start of each shift, the train dispatcher would open up his phone and broadcast the "daily lineup." This was an up-to-date advisory covering any and all movements and/or conditions along the line. This included extra trains (even though they might run every day), emergency slow orders on account of track conditions—in short, everything anyone would need to know to operate safely. The information covered every main and branch line under the dispatcher's jurisdiction and was of interest to station agents, section foremen and switch tower operators.

The Ghost Train

In earlier times [until 1931], the Lexington Branch schedules included several through [passenger] trains to Lowell. The Branch also offered an alternate route if the main line through Medford, Winchester and Wilmington was congested or blocked. The roadbed was in condition to accept these extras but the Branch was rarely used for this purpose.

In the middle of the night, a train might be heard slowly working its way up the Lexington Branch. Those "railfans" living close to the track would dress quickly to see they might catch a glimpse of this extra. As it usually turned out, the extra freight was transporting freight and passenger cars to the railroad's repair facilities at North Billerica, and the use of the Branch was judged to be the best way to do this. The following day, it was quite a thrill for the cognoscente to reveal the secret of this "ghost train." Once the B&M's main lines were upgraded to heavier rail, longer trains and heavier engines, the Lexington Branch as a detour was discontinued.

Bedford Depot News - Friends of the Bedford Depot Park

13th Annual

"Glory Days of the Railroad Festival"

Saturday, September 10, 2005 from 10 a.m. to 5 p.m., rain or shine.

White River Junction, Vermont; Admission \$2.00 per person

Glory Days of the Railroad Festival is a family oriented, fun-filled, day-long celebration of the railroading and transportation modes past, present & future. Events include: Excursion train rides, Kiddy live steam train rides, rail cars on display, Oral history presentations, Classic car/truck show, Photo contest, crafts, music, food, and entertainment all day. Web Site: www.glorydaysoftherailroad.org

This year's festival is dedicated to all former railroad workers, the men and women who have played a role in keeping the railroads of America running. It's hoped that as many former railroaders as possible will be able to make it to White River Junction for the festival. A list of area hotels, motels and B&B's can be found on the Glory Days website. Anyone wanting to participate in the oral history presentation should contact Tad Nunez, tnunez@hartford-vt.org

Contact Person:

Tad Nunez, Director

Town of Hartford, VT Parks and Recreation Department
(802) 295-5036 E-mail: tnunez@hartford-vt.org