

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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September — October 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 Boott Mill unless otherwise indicated.

- Sept 10th** TBD
- Oct 8th** Dick Towle showing the B&M and other Railroads
- Nov 12th** 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 Rutland's Island and Corkscrew Division.
- Dec 10th** Member's night

## 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), bear to the left here. Rogers Hall is about 3/10's of a mile on your right. Directly across the street is Rogers Park, parking is 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.

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

**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 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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Pat Abegg	Carl Byron	Wayne Gagnon
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Paul Kosciolk	Jim Nigzus	Sandy Shepard

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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

### July Board Meeting Minutes

It was a very light meeting and little business was done.

Treasurers Report: Checking had \$39.01 in it after paying bills; Savings had \$63,296.07

Clerk has put the May 2005 Treasurers report on File and the June 2005 BOD Minutes on file.

A donation was made to the American Heart Fund in the name of Dorothy A. Monroe

Founding past member H. B. Crouch has passed away.

Life Member Donald Hodge passed away. Don made the telegraph machine that the Society displays.

Membership stands at 1140 as of 7-9-05.

/s/ Buddy Winiarz, President

### 2006 Society Calendar

The societies' 2006 calendar is currently at the printers and is expected to be mailed in the September timeframe.

The Society would like to welcome aboard the following new members

Donald L. Ainsworth	MA	William J. Lee	NH
Paul Baillio	MA	Timothy MacDonald	MA
Edward Bond	GA	Joseph Marano	NY
Brian Burns	NY	Richard P. Mattione	MA
James F. Costello	MA	Albert J. Nelson	NH
Terry R. Cusick	FL	Joel Norman	MO
Andrew B. Davison	CT	Tom Ryder	NH
Jonelle DeFelice	MA	Dave Saums	MA
Steve Erickson	RI	Larry Scott	VT
Raymond S. Faulkner, Jr.	ME	Brian Scace	MD
Wayne L. Foster	VT	Marc Snow	NH
John L. Gearhart	PA	Robert L. Soper	MA
Theodore Gerber	MA	Benjamin M. Sullivan	MD
David Gregoire	MA	Bruce A. Tebbetts	NH
George R. Havrilla	MA	Robert Thoms	MA
Peggy Hewes	VT	Randy Toop	MA
Ellen Jenkins	MA	William M. Walsh	MA
Walter S. Kowal	MA	S. Weiler	IL
Lee E. LaRoche	RI	David B. Witherell	MA
Edouard A. LeBlanc	MA	Charles R. Woodbury	NH

### In Memoriam

**Dorothy Monroe**

wife of Vice President and Historian, Russell  
"Russ" Monroe

**Ben Crouch**

Former member of the Board of Directors

**Donald Hodge**

Don made the telegraph machine that the Society displays.

**Everett E. Howland Jr**

Member of the Society and Flying Yankee Restoration Group.

### Guilford Rail System May Face Brush Fire Charges

— Pittsfield, Maine - Guilford Rail System might face charges later this summer related to a string of 24 brush fires May 13 that stretched through three counties, according to a story in the Kennebec Journal of Augusta, Maine, and published on its Mainetoday.com Web site. The brush fires ran through Kennebec, Somerset, and Waldo counties, and caused at least \$10,897 worth of damage, forestry officials said. If charges are filed, this case would be the latest in a series of court actions involving the Forest Service, local fire departments, and GRS.

Maine law requires that railroads keep 7-foot swath on either side of their rails free of flammable materials, such as brush or grass. That distance expands to 25 feet in areas identified as hazardous. Officials suspect modified, dirty, or damaged locomotive spark arrestors might have been the culprits.

*Trains 'News Wire'*

### B&M Passenger Cars Resident In The Illinois Railway Museum

by Ted Anderson

Two 80-ft Pullman cars, 1907 diner 1090 (BM3285MWX) and 1906 cafe-coach 1094 (BM3288MWX), made their way to the Illinois Railway Museum in 1992, traded for an all-steel diner to replace them in wreck train service. To be on the property at all, track space charges are applied to each piece of equipment, more for indoor storage. With the purchase of the steel diner and shipping charges, the two cars had a "negative restricted track space charge" of over \$6000. Through generous donations from members of the society and the B&M Yahoo Group, the IRM Used Bookstore, and myself, those charges against the equipment are now about \$2200. For the past three years, all time that I can afford has been spent on stabilizing and restoring them. The diner, outdoors, is in a relatively stable environment, but requires constant attention to slow the inevitable attack of the elements on a nearly 100-year-old wooden artifact last painted around 1947. Though the south side and inside vestibules were painted close to B&M maroon last year, only this past weekend did wife Andrea and I get to put the first coat of Rustoleum damp-proof primer on the north side, mixed with Marine Penetrol to drive it into the old finish. Another coat of primer, then topcoat will complete it for the season. Since premium poly paint is pricey and two north side windowsills need to be replaced, your donations would be most appreciated, made out to the Illinois Railway Museum, P. O. Box 427, Union, IL 60180, with "B&M diners" in the memo line. Donations are confidential, so I can only say "Thank you" collectively.

On the cafe-coach fortunately inside in Barn 3 (near the depot), only a little attention has been paid recently, most of the effort going to the battle to save 1090. In the past week, I have purchased from a Museum volunteer two upper deck wall fixtures in the passenger compartment to match the existing fixture, and one glass globe for the overhead Mission-style lamps.

### Lowell Folk Festival

This years Lowell Folk festival was a mixed bag as Saturday saw beautiful summer weather and Sunday started off with showers and ending in a nice day.

Only 1890 people came through the combine and there were sales of Society merchandise of \$278.00. Also in the donation milk can for the B&M #410 was \$75.00.

The exhibit continues to garner many positive coments. Once again the model train layout intrigued young and old alike.

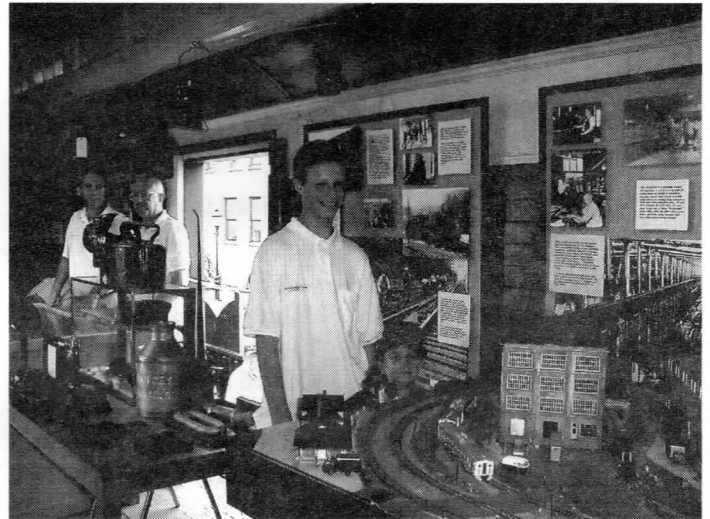
The #410 looks in great form this year due to all the hard work of the restoration crew volunteers. Along with the exhibit in the combine a lot of hard work is done and the Society should be proud of the professional image projected.

Society Folk Festival Chairman Jim Nigzus would like to thank the following members for their help in manning the combine during the Folk Festival: *Pat Abegg, Mike Basile, Fred Brown* (refreshments), *Ed Felton, Paul Kosciolek, Dick Marquis, Russ Munroe, Jimmy Nigzus* ( layout engineer), *Richard Nichols, Sandy Shepherd* (train engineer), *Peter Victory, Buddy Winiarz* (hobo) and *Justin Winiarz* (layout engineer).



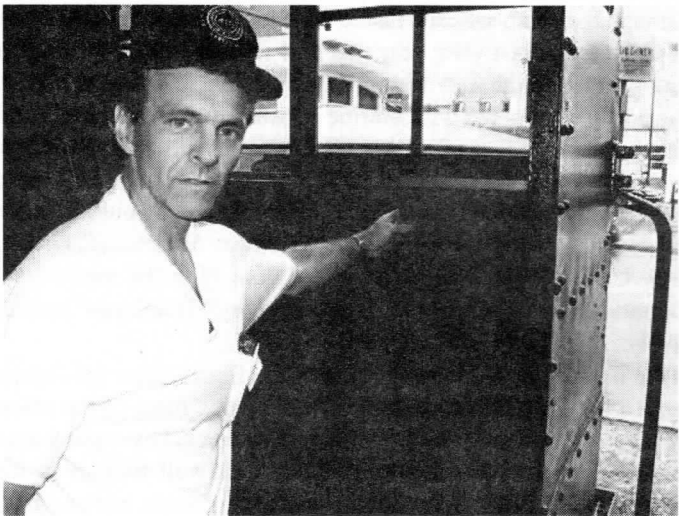
Left to right: Buddy Winiarz, Peter Victory, Pat Abegg and Sandy Shephard

*Photo courtesy Lowell National Historic Park*



The Society's two engineers, Justin Winiarz and Jimmie Nigus at the layout in the combine.

*Buddy Winiarz photo*



Jim Nigzus shows the woodwork done in the B&M #410 cab to some of the visitors at the Folk Festival.

*Buddy Winiarz photo*



During a lull in the people coming though the combine Peter Victory and Pat Abegg discuss railroading. Also pictured are Jimmie Nigzus, and Paul Kosciolek and Al Campbell.

*Buddy Winiarz photo*

## From The Archives

George Sanborn submitted the following clipping from the *Boston Evening Transcript*, in 2002. Authored by J. A. Crowley, it also appeared in the *B&M Employees Magazine* and can be found on page 3 of the August 1927, issue.

\* \* \*

"In the large switching yard of the Boston & Maine railroad at Boston every track has a name, number or other designation identifying it for practical working purposes. Mostly these tracks are numbered consecutively by groups, some are lettered and many are known simply by names. It is in this last classification that a track's genealogy may be traced, so to speak, even if, in the undertaking, a skeleton rattles here and there in the family closet.

"During the last twenty-five years many tracks have been rechristened with numbers to simplify the general public's task of locating them, but, to the old dyed-in-the-wool railroader "Pier 40" continues to be "Pier 3." "18 House" is still the "Spud House" and "9 Track" will always be the "Turnout." "Beverly," "W. Lynn," "Medford," Charlestown," and "E. Somerville" are names applied to certain tracks because of their location or the destination they serve. The "Vermont Up" and the "Vermont Down" tracks take us back to the days when freight trains to and from the Vermont & Massachusetts Railroad were handled by these tracks. In those days "Up" was the usual designation for trains in a given direction and "Down" for opposite direction. For many years the terms "outbound," "outward," "inbound," "inward" have been used indiscriminately, but today we find a tendency to use "outward" and "inward."

"In the "Water," "Milk," "North," and "Union" tracks we have a snack of old Boston and in "Broadway," "East Side," "West Side," and "the little track around the corner" conventional New York. Everyone knows that the Terminal division was once a part of the Atlantic Ocean. If they don't these track names speak for their own heredity: "Pond," "Ocean," "Gulf," "Lobster," "Island," "Bridge" and "Bay-View."

"Front St." track marks the old water line in Charlestown as So. Margin Street and No. Margin Street marks it in Boston.

"The "Snake," "Summit," "Hump," "Y," "Hill," "Diamond," and the "Ladder" tracks are so called on account of their appearance. The "Boulevard" track is near the State highway at Revere. Then there is the "Run-Around," "Corner," "Inside," "Outside," "North Side," and the "South Side." Two tracks commemorate the discovery of gold in Alaska. They were laid during the height of the fever and frenzy and were christened "Klondike" and "California."

"Many track names perpetuate the fame of railroad men who have gone before. Thus we have the "Tuttle," "Tyter," "Pats," "Johns," "Kelley," "Hubbard." Still other tracks are named for commodities usually handled on them, such as "Coal," "Oil," "Hog," "Ice," "Charcoal," and "Brick." About seventy years ago a read-headed man with red side whiskers customarily unloaded bricks

from the "Brick" track into his dump cart. For many years the yard crew's signal, conveyed from one to another when switching a car onto this track, was to stroke the imaginary side-boards.

"Movements onto the "Hog" track were signified by pressing the nostrils, in clothes-pin fashion with the thumb and fore finger. This signal has since been adopted as standard practice in attracting attention of crews on passing trains to the presence of a hot-box.

The "Wellington" track was recently retired after rounding out nearly a century of service. The rails, a type of a previous generation, were called "John Brown" rails and were sent to Keene shop to be converted into tool steel.

"Old Main" tracks testify to the change of traffic currents. The "Muster" track recalls the days State troops embarked from that spot for annual turnouts. The "Paint-shop" tracks and "Nunnery Hill" switch represent buildings and an eminence long since disappeared. The "Right Hand," "Two Below," "Rocky," and "Jeezaboh" are names, from unexplained sources, that have survived the vicissitudes of time.

"And now we rattle the skeleton: The "Crazy" track derives its name from the old McLean Asylum, for many years in close proximity to it. The "Bughouse" track gets its sobriquet from the fumigation plant it serves, where bugs in Egyptian cotton are exterminated.

"The "Prison" track has followed a course that led it into State Prison.

"But even in an otherwise good track may have a past. The "Brewery" the "Distillery," and the "Rummy" tracks are haunted with spirits that creak and groan of burdens borne no more.

"As I spin this yarn a shipper rings up to inquire if it is proper, as he had been informed, to bill freight to the "Big Shoe" track if intended for the new fruit terminal. As this is a new one to me I ring for Yardmaster Peterson. "Ever hear of the 'Big Shoe' track, Pete?" I ask. "No," he replies, "but they've christened the new fruit tracks 'Big Show.'"

"And so it goes: hardly are the rails of a new track fastened to its moorings than a railroader, in fancy, chants: "I christen thee 'So and So.' May you steel yourself to the task you shoulder; may the weight of your cares roll sweetly by: and may you ever be a true guide of the wheels of commerce."

"Other yards on the system probably have their own sets of interesting names for the various tracks. The magazine would be glad to hear from these points."

\* \* \*

The Archives Committee meets monthly to sort, classify, and preserve our growing collection of material about the B&M and other New England railroads. Volunteers and visitors are always welcome. If you are interested in becoming a volunteer, contact Rick Nowell, Chairman, Archives Committee, B&MRRHS, P.O. Box 469, Derry, NH 03038 or fnowell3@yahoo.com.

## National Railway Historical Society Awards Railway Heritage Grant

Lackawanna & Wyoming Valley Ry. Historical Society, Inc. (a.k.a., Lackawanna & Wyoming Valley Chapter, NRHS), Scranton, Pa. \$3,500 toward the purchase of new firebox grates for use in the restoration of Boston & Maine 4-6-2 No. 3713 at Steamtown.



## The Hobo Railroad In Lincoln, NH Is The New Home Of The Flying Yankee

Glen, NH: Officials report that after many months of planning, the Flying Yankee has finally landed in its new home, the Hobo Railroad in Lincoln, NH.

On August 10, 05, the O.B. Hill Trucking and Rigging Co. from Natick, MA completed what could be the final over-the-road move of the historic three-car Flying Yankee passenger train.

Structural restoration of the Flying Yankee began at the Claremont Concord Railroad in November 1997 and after a thorough evaluation this past fall, Phase I as its been called, was deemed complete. Given that Phase II of the Flying Yankee's restoration will be completed in large part by subcontractors located off-site as funding allows, a decision was made by the State of New Hampshire Department of Transportation and the Flying Yankee Restoration Group to relocate the Flying Yankee to a location which would be more accessible to the general public (to assist with fund-raising efforts) and be closer to the actual rail in which the Flying Yankee would eventually operate on once restoration and final testing is complete. The Hobo Railroad and its well-known restoration shop, the Plymouth and Lincoln Railroad, both located on Route 112 in Lincoln, NH, were selected as the ideal location.

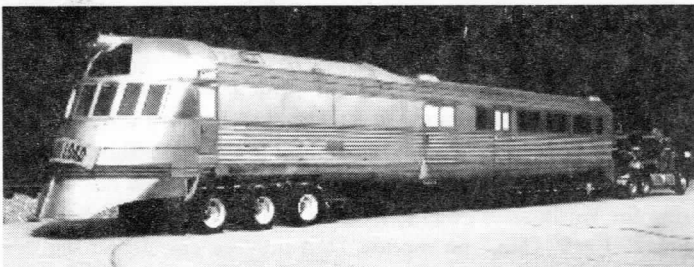
Arriving at the Hobo Railroad at exactly 3:10pm on Wednesday, August 10, 05, the procession of the three O.B. Hill Trucking and Rigging Co. trucks and trailers carrying the stainless steel clad Flying Yankee cars through downtown

Lincoln and North Woodstock, NH was also billed as a rolling tribute to longtime Flying Yankee Restoration Group Board member and North Woodstock native, Everett E. Howland Jr. who passed away on Jun 28, 05.

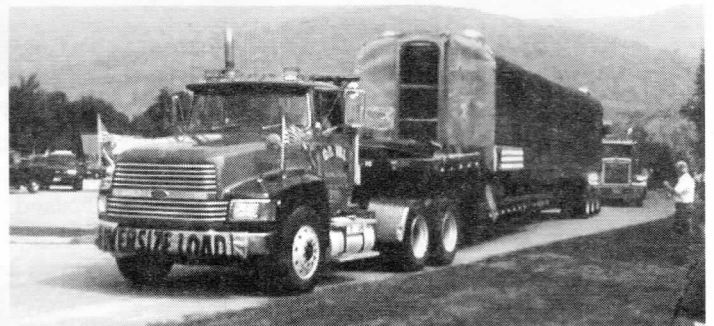
Greeted by several hundred railfans as well as a contingent of invited guests, VIP's, State and local officials at the Hobo Railroad, the Flying Yankee drew loud cheers as it rolled past crowds. Many of those present had memories of riding aboard the glistening streamliner in the 1940's or 1950's, while others had come to welcome the historic train to its new home.

An exciting calendar of special events will now be created by the Flying Yankee Restoration Group and the Hobo Railroad which will assist in fund-raising efforts, and a Flying Yankee Boutique has also been created in the Hobo Railroad Gift Shop. As funds allow, restoration activities will resume on the Flying Yankee in the coming months. First on the list of key tasks will be the restoration of the train's four truck frames which are in serious need of restoration.

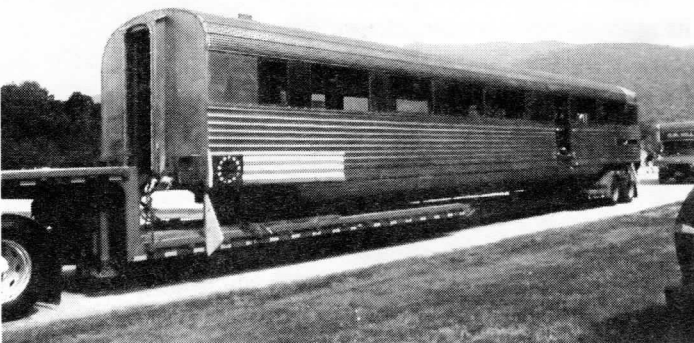
In the meantime, those interested in following the progress of the Flying Yankee's restoration, receiving the free monthly E-Newsletter or contributing to the restoration process, are encouraged to visit the official web site for the Flying Yankee, [www.flyingyankee.com](http://www.flyingyankee.com) or call Paul Giblin at the Flying Yankee Restoration Group main office at (603) 383-4186 extension 117.



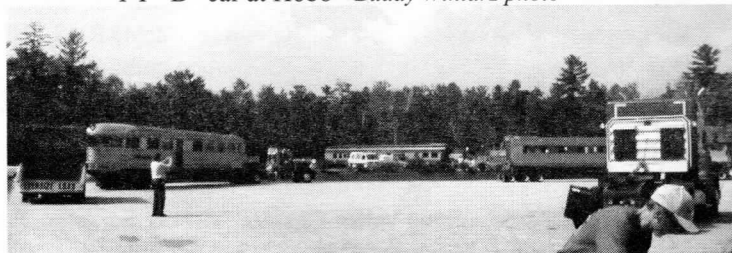
FY power car at Hobo - *Buddy Winiarz photo*



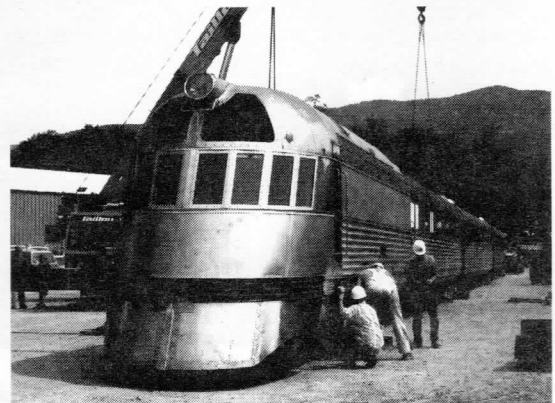
Flying Yankee—arriving on trucks at Hobo RR in Lincoln, NH - *Buddy Winiarz photo*



FY "B" car at Hobo - *Buddy Winiarz photo*



Cars B & C on flatbeds arriving at Hobo RR - *Buddy Winiarz photo*



*Photo - Flying Yankee Restoration*

## Rails Across New England

A new book on New England railroads will be released in November called "Rails Across New England". The book will cover Maine, Vermont, and New Hampshire. A second volume covering Massachusetts, Connecticut, and Rhode Island is planned for a future release. Info can be found at <http://www.railsacrossnewengland.com/>. Another source for books is Morning

Jonelle DeFelice

## Passenger Excursion Covering The Ex-B&M Worcester-Barbers-Gardner Branch

October 1, Saturday, PROVIDENCE & WORCESTER RAILROAD excursion sponsored by Massachusetts Bay Railroad Enthusiasts, Inc. Lv. Worcester 8:30 AM; ret. 5:30 PM. Trip covers P&W main lines to Providence (Valley Falls), RI, Gardner, MA and Groton (Red Top), CT. Adult coach fare \$59; children (12 & under) \$39; for 'Deluxe' seats add \$20 to each coach fare. MC/Visa. Info/credit card orders: 978-470-2066; e-mail [trips@massbayrre.org](mailto:trips@massbayrre.org); visit [www.massbayrre.org](http://www.massbayrre.org); write Mass Bay RRE, PO Box 4245-BV, Andover, MA 01810.

## Quantity Of Buggies On The B&M

Data by Tim Gilbert

	1949	1954
34' IL Five Window Narrow Monitor	13	9
34' IL Four Window Narrow Monitor	35	30
34' IL Lyndonville Variant	4	1
34' IL Two Window Wide Monitor	45	43
Total 34' IL Buggies	97	83
Pre-1920 Conv. 4 Wind N'wMonitor	1	1
1927 Combine Conversions	1	1
1943 Combine Conversions	4	2
1942 Milk Car Conversions	4	4
Total Conversions	10	8
23' IL SUF Original Monitor	33	33
23' IL SUF Modified Wide	14	14
Total 1921 Built (Some Mod. In 1930) 47		47
24' IL Steel (like PRR N-5b's)	24	24
27' IL Steel (like NH NE-5's)	20	20
Total All-Steel	44	44
Total Buggies	198	181

The all-Steel Buggies were used for helper operations on the main line. The 23' IL Buggies replaced the Bobbers in Local Service (primary turns with no need for overnight bunking). The Milk Car conversions were smooth riding and plush - also they were good buggies for overnight bunking. The combine conversions could be used in mixed freight - the most prominent one being the Manchester-Portsmouth Mixed. The 34' IL were long enough to be used for overnight bunking although many were used in local freight turns. The Two Window Wide Monitors were 1930 & later modifications made to Narrow Monitor Buggies, which had been built, between 1886 and 1907. These were heavily used on New Hampshire Division symbol freights as well as in local service.

## Burlington Zephyr

From Roger Robar

Paul Giblin - Flying Yankee Restoration Group, Inc.; "A quick note to let you all know of a wonderful new book being released September 30th by well-known train historian and writer, Gerry Souter. The book is called "Burlington Zephyr" and not only does the book contain some great information about the famed Burlington (Pioneer) Zephyr, but it contains quite a number of current photographs (and history) about New England's Flying Yankee!

"Gerry visited us last fall to take interior and exterior photographs of the Flying Yankee's shot-welded construction for the book as well pictures of the Flying Yankee's Winton 201A. Additional details so far indicated that the book will be 112 pages in length and will contain well over 200 photos - many of the Flying Yankee. The book will be published by Specialty Press and is currently available through Amazon."

## Coal To Mt. Tom

Offshore coal is arriving at Providence, RI, and usually reaches Northern Utilities' Mt. Tom power plant. via Providence and Worcester RR to Gardner, MA, then Guilford to East Deerfield and south on the Conn River Line. On June 20 at 10 pm PWs train from Providence to Worcester departed Valley Falls, RI, with 50 hoppers of coal and 34 cars of general freight. (PW power was 3909, 3004, 3008 and 4001.) At 2 pm on June 21 the 50 cars left Worcester behind the four PW locomotives, with a CSX crew. arriving in CSX's West Springfield Yard at 5:30 pm. The yard has a bottom dump coal chute, not used in years. From West Springfield, trucks will dray the coal to Mt. Tom.

Also on -June 21, PW ran a loaded 50-car coal train to Gardner for Guilford to forward to NU's Bow, NH, power plant. Guilford picked it up at 8 pm on June 22.

The 470 470 Railroad Club vis Atlantic Northeast Rails & Ports

## Boston & Maine Corporation

The B&M has revised their system diagram map of lines in categories I through 3 with category one being lines that the carrier anticipates will be subject to an abandonment or discontinuance application within a 3 year period, all lines are located within Massachusetts and have seen limited activity in recent years.

Lines include:

- (1) Georgetown Branch mileage G 4.66 to G 6.13
- (2) Saugus Branch mileage B 2.69 to B 12.43
- (3) Danvers Branch mileage 18.44 to 21.44
- (4) Lowell Secondary Sta 1304+77 to 1374+37
- (5) Wakefield Jct. Industrial mileage 11.50 to 19.07
- (6) Charlestown Br. mileage 0.00 to 0.80

Class 2 - Lines that may be subject to abandonment due to anticipated operating losses or excessive rehabilitation costs

- (1) Medford Industrial Track mileage 0.00 to .080

The Watertown branch which was previously listed under category one is no longer expected to be abandoned in 3 years and is being removed from system diagram map category one.

## B&M Diesels Never stray far from home

By Scott Whitney

VRS will be acquiring another EMD GP-40-2.

This unit is currently working in New Jersey and is currently the HATX 504 and is formerly the B&M 303 which will mean that VRS will have two of the former B&M GP-40-2's on the property. The other is former B&M 314, which is now the VTR 303.

## 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.



### 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

## More Photos on the Restoration of 3713

from Bob Wilner

