

Boston & Maine Railroad Historical Society
19 Incorporated 71

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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November — December 2006

Bob Warren, Editor (bmbobwarren@comcast.net)

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The Officers, Directors and Staff of the B&MRRHS wish it's members and their families a Happy and Joyous Holiday Season and a Healthy and Prosperous New Year.

B&MRRHS CALENDAR

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

Meeting events for the remainder of the year

- November 11th** Allan Pommer will present New England Railroading in the 1970/80's
- December 9th** Members Night

Your program chairmen, Jim Nigzus and Buddy Winiarz are busy lining up programs for 2007.

If you have slides or video and are willing to share same at the monthly Member Meetings contact either of these two gentlemen. They will be very pleased to hear from you.

Contact can be made via mail or Buddy at CPC835-DD@JUNO.com

Directions For The New Meeting Hall For The Society:

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

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

NEXT ISSUE

The deadline for submitting material for the Newsletter is the first of each even month. Such material can be sent to the editor at the above email address or to 1201 Kapok Circle, Clearwater, FL 33759-3210.

The editor reserves the right to edit any submitted material.

MEMBER INFORMATION

Newsletter

Correspondence concerning the Newsletter can be sent to either
2285 Stagecoach St. SW, Los Lunas, NM 87031
or emailed to:
bmbobwarren@comcast.net

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

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

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

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

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

Society Officers, Directors and Staff

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

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Show Coordinator	James Nigzus
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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	\$32
Basic & Spouse	\$34
Contributing	\$35
Canada & Overseas	\$55
Sustaining	\$50
Supporting	\$75
Benefactor	\$100
Corporate	\$500

Board Meetings Notes

Minutes of Sept. 9, 2006 Meeting Rogers Hall, Lowell, Ma.

In Attendance: Abegg, Kosciolk, Gagnon, Winiarz, Byron, Walker, Gintovt

Meeting Called to Order: 1:50PM

Approval of the Minutes: Gagnon, 2nd by Abegg. Motion carried.

Approval of Agenda: Abegg, 2nd by Byron, Motion carried.

No Reports: President, Vice President, Membership, Bulletin, Archives, Programs, Models

Clerk's Report: Walker reported that applicable Society documents received and placed on file since July 2006 BOD meeting.

Treasurer's Report: Kosciolk reported that Society income tax was filed and Society solvent. Gagnon, 2nd by Byron, Motion carried.

Hardware Committee: Winiarz stated that Society has received a heavyweight (fall/winter) version of B&M conductor's uniform worn by Maurice Robinson and donated by his son Steve Robinson that also includes some keys, lapel service pins etc.

410 Committee: Winiarz and Kosciolk reported that Nigzus had scheduled a work session on B&M combine same day as meeting to work on replacing wood siding that is deteriorated on Dutton St. side of passenger end of combine and would not be attending meeting.

Shows Committee: Society had shows planned in Concord, NH on 9/10 and at Varnum Brook Elementary School (Pepperell Siding Group) on 9/24.

OLD BUSINESS:

B&M TV Film: Byron stated that he is actively pursuing Paul Beck on B&M TV film to finalize and complete. Film has numerous segments that were shown on Boston's Channel 4, WBZ-TV and probably last aired in early 1950's. Society's goal is still to have completed by end of October in time for Xmas flyer mailing and Springfield '07 show.

Lowell Folk Festival visitor headcount down from 2005 attributed to City of Lowell moving trolley stops away from 410/combine towards Tsongas arena and lack of food vendors who also were set up more towards Tsongas arena area.

35th Anniversary Banquet: Winiarz reported that banquet return mailings have been slow to date.

Society BOD nominations: Ballots were mailed to members in good standing and must be returned by October 14th to be counted.

Next Meeting: October 14th at 1:00PM at Rogers Hall, Lowell, Ma.

Motion for Adjournment: 3:15PM: Byron, 2nd by Gintovt. Motion carried.

Respectively Submitted:

/s/ Wayne M. Gagnon, Secretary

Company Business

Election Results

Secretary	Wayne Gagnon	75 votes
Clerk	Ellis Walker	75 votes
Directors	Dan Hyde	76 votes
	Wayne Gagnon	76 votes
	Justin Winiarz	76 votes
Alternate Director	Pat Abegg	76 votes
	Sandi Shepherd	74 votes
A total of 76 ballots were returned.		

Here is the **BUS SHUTTLE SCHEDULE** for the LRTA 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

From the Editor

Missing Punctuation

We apologize for the missing punctuation in the September – October Newsletter as well as issue #104 of the Modelers Notes.

Our contact at the printer was unavailable when it came time to print these two publications the printer took an approach that allowed the text and photos to be used but with the punctuation omitted.

We will continue to work with the printer to avoid a repetition.

Bob Warren, editor

Ye Editor has New Email Address

Effective immediately the new email address for the editor is:

bmbobwarren@comcast.net

IN MEMORIAM

Franklin Ellis

Marshfield, MA

Aug. 9th, 2006

Frank was an active member of the Boston & Maine RRHS. A frequent presenter of slides at our meetings, earlier this year, he presented a program on the reconstruction of the Greenbush Line.

Frank generously loaned his railroad films to us which allowed us to produce Volume #6 "The Films of Frank Ellis". He also donated much material to our archives.

Frank was always a smiling fact at our membership meetings. In order to get to the meetings in Lowell, he would take the subway to North Station and then the commuter train to Lowell.

You could always count on Frank, no matter what the weather, Frank came.

Our meetings will not be the same without Frank he will be missed.

Our condolences to his family.

Boston & Maine Railroad Historical Society Officers,
Directors, Staff and members

what the original exterior was," he said of the building, built in 1868 or 1869.

Project Needs More Help

Cathy Burke, executive director of Lisbon Main Street, said the project is progressing, but is in need of more help. "We need more volunteers. We really need to have people on board to finish up this project in a timely manner," she said.

One way Robar and others involved in the project hope to see help come forward is in the way of contractors volunteering to help complete the exterior before snow flies. Originally, it was hoped a few local contractors would pitch in, but Robar said it seems most of them are so flooded with their own work and projects, they've had difficulty finding time to squeeze in the train station as community service.

The final stage of the museum's long anticipated restoration will be completing the interior, Burke and Robar said Wednesday. Burke said many people have pitched in and deserve credit for bringing the project this far, but Robar and Peter Loescher, chairman of the Railroad Restoration Committee, deserve special kudos.

"The town has really rallied behind this. A lot of people and a lot of hard work exciting part," Loescher said Wednesday. "The history of Lisbon is one of my main interests," he said. He is the owner of the Parker Block downtown and enjoys seeing the town's historic buildings preserved, he said.

Loescher said Robar is a master craftsman who has elaborate models of trains in his home. "The station has become one of his models," he said Wednesday. "Now he's getting to work on a big project instead of a model.

"Roger Robar is a quiet man who just loves the station, loves the town and the town owes him a great debt. He's working almost full-time on the station. Roger has really been the glue that has pulled so much together and really made it a showplace. When it's completed, hopefully next year, it will become a destination - for people to come to as a destination. It's just a great project," Loescher said.

Adding To Museum's Collection

In addition to the plea for more volunteers, hopefully professional contractors, to pitch in and help with completing the exterior of the train station, Burke said another need the community can help with is to boost the collection of the fledgling museum, which will showcase the region's railroad history, of which Lisbon was an important part.

Robar grew up right up the hill from the train station, and has been a railroad buff since he was a child. A number of years ago, he bought a vintage black and white photograph of the train station, which was imprinted with the year 1948 on it. He didn't notice until some time later, that in the photo are two little boys, about 10 years old, and they were twins. At that time, he and his late brother, Ronald, were the only set of twins in Lisbon, he said, and he put it together that it was he and his brother in the photo, now adorning the wall of the future museum and visitors center. There will also be space for the Lisbon Main Street program to be housed in it.

Curving Architectural Roof

The train station was a typical country railroad depot size, 20 feet wide by 50 feet long, Robar said of its footprint. But what is considered a "local gem" by Robar and other train history enthusiasts is its fully-curved architectural roof. Most stations are two-pitched,

Lisbon Station can't pg. 5

Train Shows

RAIL-A-RAMA XXXIX

Sponsored by the Mystic Valley Railway Soc.

Sunday, February 25, 2007

Christina's Function Facility, Foxboro, MA

10A - 4P

\$4 adult, \$1 child (ages 5-12), under 5, free.

About The System

Historic Lisbon Train Station Being Brought Back To Life

By Amy Ash Nixon Staff Writer

Lisbon New Hampshire

A deep red stain has been applied to thousands of small pieces of wood, the fancy siding that is being applied now to the Lisbon Historic Railroad Station and Museum, largely at the hands of perhaps its No. 1 fan, Roger Robar.

Robar, 70, the clerk of the works of the mostly volunteer-run restoration project begun several years ago, said on Wednesday that the project is now in its phase two stage, where the exterior of the building is being restored and readied for winter. The colors of the building, deep red and a cheerful yellow, are largely in place, and match the visitors' sign at the intersection of Central and Main streets.

Inside the station, box after box of the siding pieces await installation on the exterior. The siding, rounded at the end and set in so the fancy edges show, are called scalloped or "fish scale," Robar explained. "We're trying to keep it as close as possible to

Lisbon Station con't

he said, and simpler in style.

Robar pointed up through the rafters in the open ceiling Wednesday to the arcs of the old timbers that frame up the roofline, pointing out how they curve like antique sleds to create the graceful curvature of the roof.

The station was built, he said, by the Boston, Concord and Montreal Railroad, and old photos of the station will decorate the walls, along with as much memorabilia as can be obtained to outfit the new museum.

New windows and a new main entry door are being custom built for the train station now, and temporary heating will hopefully be installed soon, to allow for some progress to continue over the winter months, Robar said.

"It was in sad, sad condition," Robar nodded, saying the project's architect told volunteers if they hadn't gotten the grant and started work when they did, it might have been beyond salvaging.

Robar said the building was almost lost from Lisbon entirely, saying its last owner became ill and sold it to someone before the town could buy it. That owner, a few years ago, hired a crew and was beginning to remove the depot from town to move it to his property in Vermont. Robar was out for a walk and asked what was going on. He then ran over to the town hall and made some noise about a landmark being taken away and the moving of the train station was halted since no permits were in place, he said.

"We literally stopped him that day," Robar said. "This should not ever be moved, it's a landmark.

The Caledonian-Record, October 13, 2006

Submitted by Buddy Winiarz

Governor Dedicates Rail-Trail

Windham, N.H.—On September 16, 2006. Gov. John Lynch cut a ribbon and helped dedicate a rail trail on the former line that ran from Manchester, N.H. to Lawrence, Ma. (the former Manchester & Lawrence line).

Most of the 4.1-mile stretch of the trail has been paved and a five-foot shoulder of stone dust has been added. It is part of a state-planned bicycle and pedestrian trail that would run from Salem to Concord. The trail runs from North Lowell Rd. to Rt. 111.

"I'm delighted to participate in this ribbon cutting ceremony," said Lynch. "I really applaud the community of Windham for what you've done." "I'm really hopeful this will be the start of a trail that goes all the way to Concord," he added.

The ceremony culminates about three years of work by the WRTA to develop the trail. The project, at a price tag of about \$525,000, was made possible by private donations and in-kind services.

The asphalt section of the trail is 10 feet wide and has drawn not only bike riders and walkers but also horseback riders, scooters, rollerbladers and baby strollers.

The Alliance continues to seek donations for signs and fencing and to improve and maintain two bridges on the trail.

The trail runs from the Windham Jct. station to the approximate site of the Canobie Lake station (Bud W).

Salem N.H. Observer via Buddy Winiarz

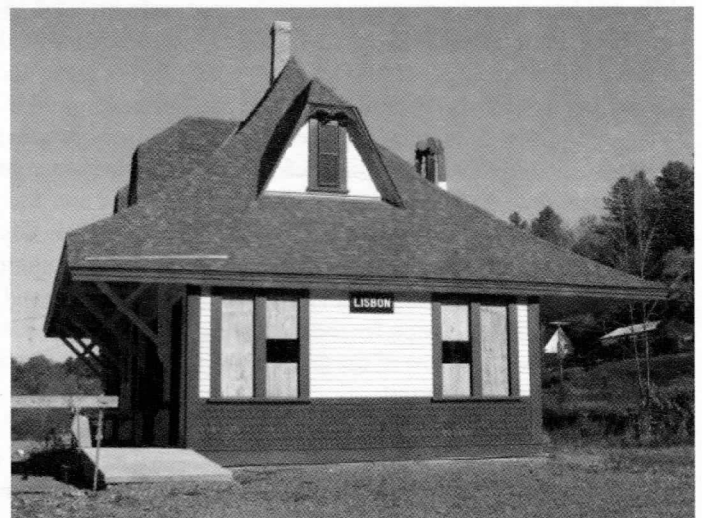
Historic Lisbon Railroad Station Restoration Update

By Roger Robar – Clerk of the Work

Phase II of the project is well underway to complete the exterior of the structure. This will include installing trimwork, clapboards and the fish scale wood shingles below the windows. The false doors have been installed and we are waiting for the new operating doors to install. The federal program AHEAD supplied man, machine and materials to provide under ground conduit for electrical, phone and cable to the Station saving us proximately \$2000.00. The new chimney is nearly complete and will replicate the original. New wood sash with insulated glass will be ready for late fall installation.

The New Hampshire Main Street Center of Concord has awarded the Lisbon Main Street, Inc. a HUD grant of \$31,000.00. This grant will be used toward the interior work.

Donations to this historic B&M Railroad Station Preservation project may be made to the Lisbon Main Street, Inc. 25 Central St., Lisbon, NH 03585 Lisbon Main Street, Inc. is a 501 (c) (3) non-profit organization.



R. Robar photos

More Train Service Ordered By Maine Governor Plan

Augusta, Maine - Gov. John Baldacci has signed an executive order ordering a plan for expanded passenger rail service to interior and coastal communities. The order, also calls for clearer economic development plans near train stations along the existing route of Amtrak's Downeaster.

This order could set the stage for passenger service north of Portland to Brunswick and Lewiston-Auburn, with seasonal and excursion links to Rockland, Bethel, and other destinations in Maine. Baldacci's order directs the Northern New England Passenger Rail Authority and its executive director, Patricia Douglass, to work with the state Transportation Department and review all of the existing expansion studies and present by Dec. 1, 2006, "a clear set of next steps for investment north of Portland."

PAN AM RECEIVES #2 SAFETY AWARD

In Group C, which recognizes line-haul railroads whose employees worked fewer than 4 million hours, the Association of American Railroads awarded Florida East Coast the gold, Pan AM Railways, until recently known as Guilford Rail Systems, the silver and Elgin, Joliet & Eastern Railway bronze. Pan Am's safety record was third best in the nation.

*Atlantic Northeast Rails & Ports
Via The 470 470 Railroad Club*

From The Archives

Early Boston And Lowell Documents

The B&MRRHS Archives recently received the gift of seven manuscript reports concerning the early days of the Boston and Lowell Railroad dated between December 1832 and December 1836.

We are pleased to present herewith the December 20, 1832 report, that of Patrick Tracy Jackson to the railroad's directors. Jackson (1780-1847) was prominent among the Boston Associates, a group of Boston merchants who plowed their trading profits into industrial development at Waltham, Lowell, and elsewhere. His reputation as an effective builder and administrator made him a logical choice to be named Agent, i.e. chief operating officer, of the Boston and Lowell Railroad.

The report that follows refers to two earlier reports, those of October and December 1831, which sadly did not form part of this group. Nevertheless the seven documents, believed never before published, form a valuable record of the construction of the first steam railroad in New England--the oldest railroad in the Boston and Maine System.
Rick Nowell, Archives Chairman.

Boston, Decem. 20, 1832¹

To the Directors of the
Boston & Lowell Rail road Co.
Gentlemen

In conformity with my agreement as Treasurer and Agent of the Boston and Lowell Rail Road Company, I herewith submit a Statement, marked A, exhibiting the items and amount of Receipts and Expenditures for said Company to this date, instead of closing them on the first instant for the purpose of bringing in some important Contracts, determined and entered in the Books since that date.

By this Statement the amount expended appears to be \$284,134.88. From this sum may be deducted the value of certain Real Estate purchased, in order to avoid paying heavy damages for passing through the same. This value is estimated in a memorandum [missing] annexed to Statement A to be \$11,813.39 which leaves the actual expenditure on the Road \$272,321.49.

The Statement A also exhibits a balance against the Proprietors of Mill Pond Wharf \$24,644.67. This account will be settled as soon as the question is determined between the two Companies, which shall own the Flats on the Cambridge side of the Bay, purchased of the Proprietors of Canal Bridge. A reference to the Memorandum of that purchase will enable the parties to judge to which Company this property had better be assigned.

The amount charged in Statement A paid to the heirs of B. Joy was paid for about 63 Acres of Land, purchased of them, which has since been sold for the amount it is charged at. By this negotiation we saved the heavy damages which would have been obtained for passing through the Barrell farm.

I also respectfully submit, for the information of the Proprietors at their annual Meeting to be held on the first Wednesday in January next, the following Report of the progress of the Work, with as full and a correct a view of the Affairs of the Company, as the present situation of them will permit.

Location of the Road

Since my last annual Report, the location has been determined and the Road laid out through the whole line. It commences in Boston at Barton's point, and crosses the Bay to East Cambridge, passing through the Village, and across Miller's Creek, to the Barrell farm, through the same, West of the asylum, to and over Winter hill, thence to Lowell as stated in my former Report. For a more particular

¹ I have retained the author's spelling and capitalization and have changed his punctuation and layout as seemed best for clarity.

Jackson report con't

description of the route, I beg leave to refer to the Copy of my report to the Honourable the Commissioners for the County of Middlesex, and to the Plans.

Progress of the Work

Land and Fences. We have settled the damages for Land and Fences for about half the line in length, but a comparison of the amount paid, with the estimates, shows that only two-sevenths of the whole estimated amount has been paid. Some of the most valuable lots are not settled for, but nearly all are in progress for settlement.

The grading of the Road, viz. the Excavation and Embankment, on the whole line, with the exception of the three sections of deep cutting reserved to fill up the Flats, is under Contract, and is nearly completed, wide enough for two tracks; the Bridges in the Country, (except the one over Patucket [Pawtucket] Canal) are all under Contract, and are in great forwardness. The Bridge over Miller's Creek is nearly completed—the materials for the Bridges over Charles river Bay, and over Patucket Canal are on hand and are contracted for, and arrangements will made to complete them next year.

We have laid the Rails for a single track from Miller's Creek through the Barrell farm etc. 3793 feet in length; a part of these, over the marsh 100 feet in length, are laid on Frame Work; this marsh is yet to be filled up—a part of the rails above 1000 feet in length, are laid on Timber, over the embankments, the remainder are laid on stone block. Contracts have been made for stone Blocks and Sleepers at prices which will bring the cost within the estimate. We have received from England 24,405 yards is 6.93 miles of Rails with chairs of the Liverpool & Manchester² pattern, and about 3300 yards, is nearly one mile, of Stevens' pattern, and 11,838 yards is 3 36/100 miles of Vignoles pattern—making in all about 11 ¼ miles. The cost of the Liverpool & Manchester pattern is 1.05 Cents & of the Vignoles 96 23/100 Cents per yard delivered here. My present opinion is that we shall prefer to use the Vignole pattern, but as I daily expect Mr. Geo. R. Baldwin from England, I shall not order any more rails, until I have an opportunity to advise with him.

Estimate of Cost of the Road

The Statement B exhibits estimates of the Cost of the Road, made up by Mr. Baldwin and myself after a careful examination and comparison with the Contracts. Some parts of it must be necessarily uncertain. Under the head of Land, we have been governed partly by the opinions of the Owners and their neighbors. The Fencing we have generally cast at two dollars per rod, which is the highest price we have as yet paid for building and maintaining Fences.

Under the head of Grading and Bridges, the estimate for the Cost of the long Bridges is uncertain, but we believe it to be sufficient to meet the cost.

Under the head of forming the Road &c. The estimate for the Stone Blocks and Sleepers is full high. For forming the Road and laying Rails, we took the estimate in the report of the Committee, viz \$1,306 per mile, not having any other data from which we could make a calculation of the cost of this part of the work.

Under the head of Superintendence & Surveying, I have estimated the whole expense at about double the amount already paid.

I cannot now present any estimate of the probable cost of the Engines and Cars which will be necessary for the use of the Road. I have purchased and received from England, Two of Mr. Stephenson's Locomotive Engines, one of 15 and one of 20 horse power, cost £850 and £1,000 sterling, which I ordered thus early, that I might avail myself of the attention of Mr. Geo. R. Baldwin to them, while he was in England. The cost of these, together with two Tenders, some spare Wheels and some other small articles for models is \$10,746.29.

I have received one Car, for moving earth, from Baltimore as a model, and have purchased materials and made contracts to prepare 100 Cars for this purpose. On this account I have expended \$3,392.65.

On comparing the estimate in Statement B, with my report in Oct 1831, it will be seen that the whole amount is about 5000 dollars less than it was then—As we now calculate the Cost of the Rails free of duty, which reduces the amount for this item nearly \$30,000, I hoped to bring my estimates down this much—but the estimates for Land and Fencing, for Stone Blocks and for Superintendence very much exceed the former report.—

There is one deep cut through Prospect and Winter Hill, of about 40,000 squares and two others in Medford of about 12,000 squares of earth not contracted for, left to be brought in to fill up on the flats in Cambridge and in Boston. It is supposed that the Owners of the Flats can pay the whole expense of moving this and still obtain the Earth for filling up, cheaper than it can be had elsewhere. To enable us to move this earth in season, two tracks of Rails will be required to be laid, and the question occurs, whether it is better to lay the second track permanently or a temporary rail. My own opinion is in favor of the permanent rail—The difference in the cost may be estimated as 2500 is to 5700 dollars per Mile; the distance is about six miles. I think we shall finally decide to lay two tracks on the whole road, but if we do not, the intercourse with Medford and Charlestown may justify the laying of two tracks at this end of the Road.—

Having this large quantity of earth to move within narrow limits, it is almost impossible for me to form any opinion as to the time when the Road will be completed—On this subject I hope to say that I hope to finish it in two years.—All which is respectfully submitted.

P. T. Jackson Treas^r & Agent

B&L Rail road Corporation

Boston 20th Dec^r 1832

Jackson report con't

Statements A&B
 Referred to in Report
 December 20. 1832

A

Statement of Receipts and Expenditures for Account of the
 Boston and Lowell Rail road Company to December 20th 1832

The Company are Credited with			
The Six assessments paid in		300,000.00	
Amount received on Seventh assessment		10,050.00	310,050.00
Balance of the Interest Acct		364.08	
do Rent Acct		77.77	441.85
do due to P. T. Jackson		13,200.00	
do due to John Lowell Jr		2,067.35	
do due to John Taylor		470.77	
amount of Acceptance for Iron		633.81	16,371.93
			326,863.78
The Company are Charged with			
Amount paid for Land		23,678.67	
“ paid for Fencing advanced for	6,046.55		
do	200.00	6,246.55	
“ paid for damages to save Bridges		2,593.50	32,518.72
Amt paid for grading the Road p acct		50,976.06	
Advanced on Contacts for do		46,415.00	97,391.06
Amt paid for forming Road and laying Rails		7,522.52	
Advanced on Contacts for same		1,100.00	8,622.52
Amount paid for Bridges, to wit,			
For Materials for Charlestown Bridge		19,743.21	
do and labor for Millers Creek Bridge		8,938.03	
Advances to Contractors for Concord river Bridge		4,500.00	
Materials and Labor for public and private Road and Stream bridges and for Culverts		7,457.46	
Advances to Contractors for same		26,624.61	67,263.31
Amount paid for Rail Iron			
For Rails & Chairs p acct		41,592.24	
Advance to Latham & Gair		397.99	41,990.23
Amount paid for Engines & Cars			
For Engines, Tenders and Cars p acct		11,731.51	
Advances for the same		2,407.43	14,138.94
Amount paid for Superintendance & a/c		8,120.00	
Advance to S. Parks		513.95	
Counting room Expenses		1,245.20	
Surveying Account		11,230.95	
Advance to James F. Baldwin		1,100.00	22,210.10
Amount due from Proprietors of Mill pond Wharf		21,841.23	
Advance for the same account		2,303.44	
Amount paid Heirs of B. Joy for Land		17,000.00	41,644.67
			1,084.23
Balance of Cash on hand			326,863.78

Boston December 20th 1832

P. T. Jackson Treasurer & Agent
 of the Boston & Lowell Rail road Company

Jackson report con't

B
Estimate of the Whole Expense in Building Road, including
Cost of Land and Damages

For Land	32,853.62	
“ Damages, allowed to save Bridges	7,070.00	
“ Fencing	27,955.20	67,878.82
“ Grading the Road, Bridges, Culverts and Drains. Viz		
Bridge over Charles River	47,375.00	
do Millers Creek	15,740.00	
do Concord River	9,000.00	
do Patucket Canal	5,170.00	
	77,285.00	
“ Grading Road, remainder of Bridges, Culverts and Drains	232,482.46	309,767.46
and		
“ Forming the Road, Trench Walls, Stone Blocks		
Sleepers and laying the Rails. viz.		
136,000 feet (half perch to foot) is 68,000 perch Stone for Trench Wall at \$1.00	68,000.00	
4 stone blocks to 5 yards is 72.576 at .60 cs.	43,545.60	
Forming Road and laying Rails. 25 79/100 Miles at \$1306 p mile	33,681.00	145,226.60
“ Iron Rails		
For 25 79/100 Miles single track. 90,720 yds Rail at \$1.00	90,720.00	
“ Iron Pins (14 to 5 yards) is 254.016 pins half pound each is 127.000 pounds at 7 1/2	9,525.60	
“ Oak Plugs 254.000 at \$4.50 per	1,143.00	101,388.60
“ Superintendence and Surveying probably		45,000.00
		669,261.48

Dollars

Boston 20 December
1832

P. T. Jackson Agent for the
Boston & Lowell Rail road Company

Dispatching by Train Order

By Carl Senftleben

I dispatched the Conn River for years by transmitting form “19” orders directly to the train crew via radio at places like West River, Wells River, and Windsor, including the C.V. on C.V. property. No operator required! In fact the only operator on duty between Springfield and Berlin was at WR Jct. And he/she was part time.

While some railroads may be bogged down in antiquated labor agreements the B&M unions were on the cutting edge of rule modifications with employee protection via attrition. The reorganization in the 70s went without a major job action and included two man train crews and no cabooses among many other work rule changes.

Form “M”/”D” operating rules were placed in service in order to “dumb down” the employees training and to allow the MOW to take over track worker protection thus enabling much more productive track time. Under NORAC rules, by the way, trains have no rights, not by direction nor by timetable authority. On single track all trains and track cars must operate under a warrant.

Under form “D” control the train dispatcher is completely in charge of all train movements and informs the crew what it's limits are including which train will take siding. Thus it becomes very easy to write a computer program that will work on a train dispatcher's model board.

B&M 3713 At Steamtown

From Bruce Mowbray
Loco Shop

Here's what's been happening lately,

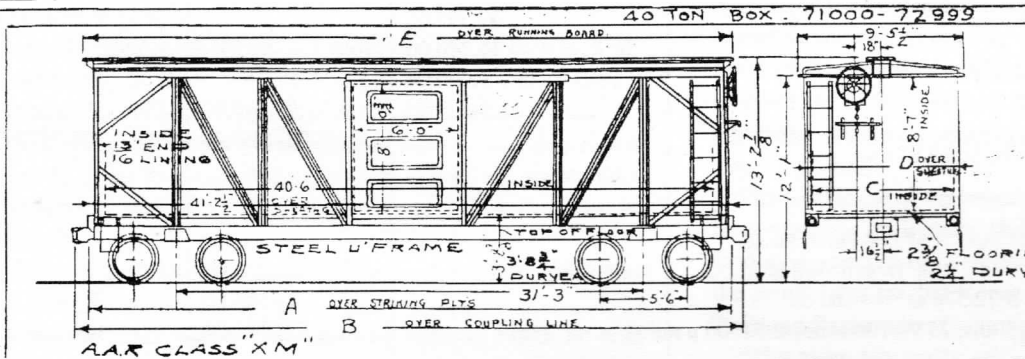
The smoke box barrel has been repaired and the feed water heater and booster and pump exhaust channels are complete. The smoke box liner has been riveted in. It took quite a while for me to make the tooling to do that. The smoke box door ring will be next. More tooling to make for that. I will reuse some of the bucking tools from the liner job. The flexible stay bolt sleeves are being welded in when our contracted welder is in. Most of the flexible stay bolts are made. Materials for the new firebox are in house as are all of the new tubes and flues. The material for the new side mudring sections are in. Soon the mudring will be removed, the front and rear sections will be repaired and the new side pieces will be welded on. There is an issue of how much of the side wrapper sheets will be replaced. We are constantly looking for manuals and information on some of the appliances that the B&M had installed on the engine. We just got a set of drawings for the tender and will be asking for quotes on having a new tank built. The old one is pretty much rusted through.

That's about all for now. Things are going slowly. I am the only person working on it full time and now I have a lot of other jobs that have priority. Keeping the operating loco's running is our main concern.

Differences Between B&M's Single Sheathed #71000-72999 Series Boxcars When Built In 1929-1930

By Tim Gilbert

In 1929-1930, the B&M purchased 1,975 40' Single Sheathed Boxcars from Standard Steel. The first order, Lot #49, was built in Baltimore and the cars numbered into B&M's #71000-71953 and MTC's #71975-71995 series. The second order, Lot 51, was built in Hammond IN – the cars being numbered into B&M's #72000-72999 series. Below is the Class Card Diagram for the two orders which also includes the 25 All Steel 40' Boxcars in B&M's #71954-71975 & MTC #71995-71999 series which were part of Lot 49:



There were five differences between the Baltimore-built #71000 single sheathed and the Hammond-built #72000 series boxcars when they were built and can be noted in the builder's photos (#71000 first & then #72000) from the collection of Keith Retterer.

- 1) **DOORS** - The #71000's had rather unique doors referred to, albeit incorrectly, as "Reverse Creco." It is unclear who the manufacturer was. Meanwhile the #72000's had standard Youngstown Doors manufactured by the Youngstown Steel Door Company.
- 2) **DOOR HARDWARE – BOTTOM DOOR GUIDES** - The #71000's had seven bottom door guides while the #72000's had only four.
- 3) **ROOFS** - The #71000's had ARA Roofs where the ribs were quite shallow while the #72000's had Murphy Roofs where the ribs projected more from the roof's steel panels.
- 4) **TRUCKS** - The #71000's were equipped with ARA Y-trucks which were similar to the PRR's 2D-f8 trucks while the #72000's had ARA Standard Double Truss Trucks.
- 5) **SLOGAN** - The #71000's had a "Minuteman Service" slogan under the herald while the #72000's did not.



The last of these boxcars was retired in the mid-1960's, In the interim, many changes were made. In the 1930's, the "Minuteman Service" slogan was dropped when the #71000's were repainted. In 1938, B&M's reporting mark was changed to "BM." In 1944, fifteen of the #72000's had their wood sheathing was replaced for stock car service and were renumbered into the 27500-27514 series. After WW II, the KC brakes were replaced with AB brakes in order to comply with an ICC mandate. At that time, many, but not all, of the #71000's unique doors were replaced with Youngstown's. The original door hardware including the seven bottom door guides, however, remained. All cars received "Minuteman" heralds at this time. In 1955, 213 of the #71000's and 287 of the #72000's were sold to the International Railway Co. and leased back to the B&M for ten years as #70000-70499. Later on in 1955, 199 of the #71000's and 289 of the #72000's were sold to the Hyman Michaels Co., and leased back to the B&M in the #70500-70987 series. In 1956, another 300 cars, 98 #71000's and 202 #72000's, were sold and leased back from Hyman Michaels as B&M's #69700-69999 series.

Flying Yankee Report

August Flying Yankee Restoration – Update

BY Paul Gibling

Flying Yankee's Four Truck Frames: the State of New Hampshire has approved the Request for Proposal for the restoration of the Flying Yankee's four Truck Frames.

Vendors who received the RFP will now have until November 1, 2006 to consider the RFP and then prepare to submit proposals with firm, fixed-prices quotes to restore the Flying Yankee's four truck frames and install the new wheels, axles and bearings.

Wye Rebuild Now Underway In Lincoln, NH: Due to the construction of the train set a Wye is required to turn the train set. to be turned. the rebuild of the Wye on Rt. 112 in Lincoln, NH at the Hobo Railroad is underway as a joint maintenance effort between the NHDOT and the Plymouth & Lincoln (Hobo) Railroad

The 2nd Annual Flying Yankee Gala – Saturday, March 31, 2007: This event will once again take place at the Holiday Inn located at 71 North Main Street in downtown Concord, NH, just off I-93.

Following the Key Note Speaker, will be a live Auction filled with some must-have items – including one of the original piston's from the Flying Yankee's Winton 201A Diesel. Details regarding reservation information for the 2nd annual Flying Yankee Gala will be released later this Fall.

\$870,000 has been raised to the fundraising goal of \$3.5 million dollars.

Some Details Regarding The Flying Yankee

The first train of its type to operate east of the Mississippi River. Was built by the E.G. Budd Co. for a total cost of \$277,710.00 Was placed in service by the B&MRR on February 6, 1935. Recorded 2,737,375 miles between 1935 and 1957 when it was retired.

Weighed 123 tons and was 198 feet in length.

Carried 600 gallons of fuel and averaged 2.41 miles per gallon.

Cost an average of 32.8 cents per mile to operate, compared to 93.6 cents per mile for a steam locomotive (covering fuel & locomotive repairs).

Lakeport Freighthouse Fund Raising

The Lakeport Community Association is raising funds to rehabilitate the 1899 Lakeport freighthouse into a museum and community center.

The freighthouse is the last remaining building of what was a very busy railroad transport system in the Lakes Region, with tracks running in all directions.

Other communities are also restoring railroad buildings along the tracks and the W.O.W. (Winnepesaukee, Opechee & Winnisquam) Trains with Rails program is working on the second phase of their three-phase Laconia project, which extend the recreational train along the tracks from Laconia to Belmont.

Donations may be sent to: Lakeport Community Association c/o President Wanda Tibbetts, Wanda's Beauty Shop, 59 Elm St, Lakeport, NH.

Laconia Daily Sun 706

Submitted by Roger Bruns

Railroad Trading Cards Mix Fun With A Serious Message

Youngsters' fascination with trains are combined with a serious safety message in the form of a set of 12 Maine railroad trading cards being distributed statewide by Maine Operation Lifesaver, a non-profit railroad safety organization.

The full-color cards feature scenes from Maine's five active rail lines and Amtrak's Downeaster. More importantly, each of the 24,000 cards printed includes an important message about the dangers of trespassing on railroad property. Safety tips stress the seriousness of walking, snowmobiling, and all-terrain vehicle riding along private railroad right of way. Other points bring to light the dangers of fishing or swimming from railroad bridges, throwing objects at trains or placing objects on the tracks, hopping aboard trains, and walking a bicycle across the tracks.

Also included on the backs of the cards are descriptions of each railroad scene and information about contacting a certified Operation Lifesaver presenter for a free safety program.

Operation Lifesaver volunteers distribute the cards at schools when making safety presentations, during exhibits at community events, and at train shows. Cards are also given to children by Amtrak personnel and hosts when riding the train between Portland and Boston. A full set of the trading cards is available from the organization's website, www.maineol.org, in return for a small donation.



Live Stock Into Boston

By Bob Warren

I recall that the stock cars coming to Boston came in on the 'from Rotterdam' trains over the Fitch that would be a NYC connection. Stock had to move the most expeditious way due to the requirement that the stock be fed and water every so many hours.

Sheep and cows to New England Dressed Meat and Wool (located opposite Boynton Yard) as well as Squires, which processed pigs (located at Boynton Yard).

I don't recall any stock coming via the Union Frt. And speaking of the Union Frt. once they set off the B&M cars by Tower A, those cars would be pulled to Hump 9 for sorting.

Not a live animal processor, but Underwood had canning a plant on the Watertown branch.

Welcome Back 7470!

By Dwight Smith

In 1921 the Grand Trunk Railway shops in Montreal, Que. turned out a fleet of Class O-18, 0-6-0 switchers, including GT #1795. A few years later the Canadian National Railway was formed from a consolidation of many Canadian railways including the Grand Trunk. GT # 1795 became CNR # 7470 and toiled for many years in yard service in Montreal, Toronto, and points in between.

Around 1960, the 7470 was retired from CNR service and was sold to a beet sugar refinery in Wallaceburg, Ontario where it worked for a few years prior to the shut down of the refinery. The 7470 then passed into the hands of a man in Michigan that proposed to move the 7470 from storage in Sarnia, Ontario to his back yard railroad in Reese, MI. I guess reality set in and in April, 1968 the owner placed a small classified advertisement in Trains magazine reading "0-6-0 Steam Locomotive for sale".

This is where I come in. In February of 1968 I was a passenger on an RRE snow train excursion to North Conway. While I was walking around the station and other facilities of the run-down B&M property I was blinded by a light bulb going off in my head! What a perfect location for a tourist railroad! By March I had a hand-shake agreement with the two owners of the station and round-house property. Yes, they agreed that the three of us should form a tourist railroad. One small obstacle stood in our path, and that was that the Boston & Maine still owned the trackage. Okay, I decided if we were going into the railroad business that we would need a locomotive, steam preferred. When I saw that little classified ad in Trains I wrote to the owner and started negotiations to purchase the 7470. After flying out to Michigan to meet with the owner, and a side trip to Sarnia to see the 7470 I went home to Portland, ME to inquire about a loan from my local banker. After signing my life away I had the cash and became the proud owner of 7470.

(At this time the following conversation took place between my wife and I:

DAS: 'Guess what I just bought?'

Gee: 'What did you buy?'

DAS: 'A steam locomotive.'

Gee: 'What, another of those little HO brass ones?'

DAS: 'No, this one weighs 150 tons.'

Okay, after my wife started speaking to me again I had to wrestle with the problem of how do I bring my new toy home to Maine?

To make a long story short, I made arrangements with the Canadian National to haul the 7470 in freight service from Sarnia, Ont to Portland, ME. Among the restrictions was that the 7470 must be coupled just ahead of the van (Canadian for caboose) travel at a speed not to exceed 15 mph. Friends and I took turns riding with the 7470 as messengers. It was an exciting ten day trip ending on Columbus Day weekend 1968 on a length of storage track at Rigby Yard that I had rented from the Portland Terminal Co. In 1971 we moved the 7470 from Portland to North Conway.

The tourist railroad project had stalled from 1968 to 1974 because of the road blocks thrown in our path by the B&MRR. After losing two court cases the B&M finally capitulated and sold us their tracks between Conway and Intervale. In May of 1974 my two co-investors and I formed Conway Scenic RR Inc. and restoration of 7470 to running condition began in earnest. The first steam up took place on August 3rd, 1974 and we ran our first revenue train behind 7470

on August 4th! And the rest, as they say, is history.

Guilford Agrees

Old Orchard Beach (Maine) developer Tim Swenson has cleared the first hurdle for a major, new \$30 million development project in downtown by getting air rights over the Pan Am Railways (Boston & Maine Western Route) tracks. Swenson must get voter approval to build over the townowned and operated public bathrooms on West Grand Avenue. He is hoping that the town council will agree to put the question on the November ballot.

In order to build what Swenson is tentatively called the Old Orchard Beach House Hotel, he would need contract zone approval from the town. He is proposing a nine-story condominium hotel and 250 space parking garage with the hotel fronting on West Grand Avenue and the garage on First Street. There would be no residential units above the tracks, just connecting structures between the parking garage and hotel.

Swenson has expanded his proposal to include a new public pier at the end of Old Orchard Street to the right of the existing pier. He is also the developer behind the Grand Victorian condominium hotel now under construction adjacent to the existing pier.

The 470 470 Railroad Club

Railroad Lingo

Clam Shell — Grab bucket used on a crane or derrick, consisting of two opposing scoops which open like a clamshell when receiving material to be lifted.

Orange Peel — Grab bucket comprised of three or four equal sharp-pointed scoops which, when closed, meet in a point at the base.

Wye — A principal track and two connecting tracks arranged like the letter "Y", with the top closed, by means of which engines and trains may be turned.

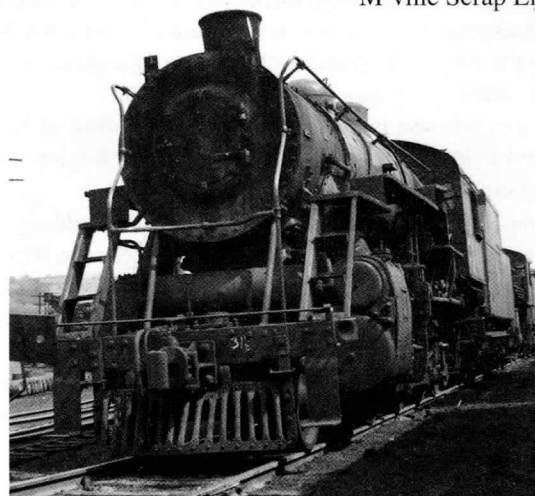
Flanger — A form of plow to clean ice and snow from the middle of the rails to provide clear passage for wheel flanges.

Home Signal — A fixed signal at the point at which trains are required to stop when the route is not clear.

(B&M Employees Magazine September 1948)

Submitted by Buddy Winiarz

M'ville Scrap Line



Scott Whitney photo