

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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January — February 2006

Bob Warren, Editor (bobwarren@earthlink.net)

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

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## B&MRRHS CALENDAR

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

### Upcoming Events For 2006

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

#### Directions To The Societies New Meeting Location:

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

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

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

#### NEXT ISSUE

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

The editor reserves the right to edited any submitted material.

**MEMBER INFORMATION****Newsletter**

Correspondence concerning the Newsletter can be sent to either  
The address on page I  
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**

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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** tape over 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

### President's Message

Hopefully by now all members have received their 2006 Society calendar and the latest issue of the Bulletin Vol. XXV #1 with the index CD enclosed.

If anyone received a CD that was damaged please let us know.

We got many questions as to why the July–August and the September–October Newsletters were so late in arriving at some members households. Both issues were mailed in a timely manner. Once it is at the Post Office we have no control over how it is handled.

Some members got their July–August Newsletter in October

I questioned the USPS and they blamed it on the hurricanes. I said they were mailed in July, how did the hurricanes affect them? No answer.

I am able to understand the September–October issue being late to certain areas of the country due to natural disasters.

As long as you pay your dues and are a member in good standing you have a label printed up for both the Newsletter and Bulletin or any other publication we may send out.

In the November-December issue it was inadvertently omitted that the Officers and Directors of the B&MRRHS hope that all members had a safe and happy holiday season and we wish everyone a healthy and prosperous New Year.

/s/ Buddy Winiarz, President, B&MRRHS

The November Board meeting was very light.

*President* discussed the 35th anniversary banquet in October of 2006 in place of the membership meeting.

Made mention of a Society trip in September to replace regular membership meeting.

*Treasurer*—As of October 25, 2005 we had \$4,445.99 in the Checking account and \$61,992.29 in the Savings Account.

*Membership*—We stand at 1122 members, exchanges and comps as 11-11-2005.

*Bulletin*—The latest issue was mailed and had the Index CD enclosed. Next issue of the Bulletin should be at printers by Nov. 21st and hopefully be mailed before Christmas.

### November Membership Meeting

November had member and Rail-to-Trails advocate Craig Del la Pena come to Lowell for a presentation on Rails-to-Trails. Unfortunately his laptop “poofed out” during his presentation and he was unable to continue but he gladly answered questions about Rails-to-Trails to the members present. Thanks for being a good trooper Craig.

### Meeting Event Schedule Changes

As of this time we have two changes in the Membership programs for 2006.

May has Gary Webster coming in for a presentation. Details to be TBD.

In September a trip on the Hobo/Winnepesaukee Railroads is planned from Meredith, NH to Lincoln, NH with a buffet lunch at the former B&M Plymouth station. A flyer will be forthcoming.

October will be the 35th anniversary banquet at our new meeting place, Rogers Hall in Lowell. More information and a flyer with menu will be forthcoming.

At the December meeting, those in attendance were treated to a video on railroading on the Lamoile Valley Railroad and New Hampshire & Vermont Railroad in the early 1990's.

### Shuttle Bus Schedule

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	5:2

### 2006 Society Calendars

Additional calendars may be purchased for \$10 post paid.

Please send your orders to:

B&MRRHS  
Dept C  
PO Box 9116  
Lowell, Ma.  
01852

Check or Money Orders. Please do not send cash as the society will not be responsible for loss.

### Society Member Honored

Member Roger Robar of Lisbon, NH was recently recognized for his efforts in restoring the B&M Lisbon, NH station with an award from the North Country Council.

The station, located within the White Mountains Div. ran from Wells River, Vt./Woodsville, NH to Berlin, NH with a major branchline to Groveton, NH.

Built by the Boston, Concord & Montreal RR in the 1870's. This is the only remaining station built by the BC&M RR that has a full curved roof line and six unique style dormers.

### View Historical I.C.C. Railroad Investigation Reports.

Go to: [dotlibrary.Specialcollections.net](http://dotlibrary.Specialcollections.net).

Once there you'll be presented with a selections of various types of reports to view.

To get to the Railroad reports select I.C.C. Historical Railroad Investigations Reports (1911-1966).

Once there you'll note the covered years now goes through 1993. Select the year you're interested in and the reports by railroad will be listed.

Select the particular railroad and you'll be presented with the text of the specified report.

*Submitted by Buddy Winiarz*

## About The System

### Laconia Car Company Salesman Picture Album

The CD shows about 65 pictures taken from a (the?) Laconia Car Company's salesman's book. It was created around 1914 and photography, still being in its infancy, wasn't quite as professional as it is today. The pictures are very interesting and appear to be candid. There are people in them, sometimes blurred

Railroads depicted include the B&M (4-wheel 'bobbers' and several #104\*\*\* series cabooses. early stock cars), MEC, BAR, Portsmouth Navel Shipyard, G&U, M&WR, BRB&L and Boutwell, Milne & Varnum (Rock of Ages quarry before it was Rock of Ages!) with others. Some of the background is better than the photo subject!

The CD retails for \$5.00 with \$2.00 for S&H.

Purchase from:

Modeler's Junction

88 Lowell St., Route 113, Methuen, MA 01844-3616

from Roger Robar and Wayne Gebhardt

### Hurricane Carol

Yes, the Boston and Maine has been hampered by hurricanes, one that affected Meredith, NH came in Sept. 1954.

As a result of that hurricane, instead of one train at Meredith, there were four and a number of Sprague busses.

A washout endangering the tracks occurred about a mile and half south of Ashland.

The first train to be stopped at Meredith was the 3:26P northbound, which arrived after 5P. Passengers and crew boarded Sprague busses and driven to Ashland, north of the break only to learn that the southbound train (*which would have been turned - ed*) had been rerouted through White River Jct.

Meredith News Sept 1954

Submitted by Jim Nizus

### Early Lowell Station Being Rehabilitated

The station built in 1876 and ultimately became known as the Rialto building was donated to the Lowell National Historical Park in 1989.

"The former Boston & Maine Railroad Depot on Central Street... is about to receive the final touches of its multi-million dollar facelift.

"Work today includes repairing the roof and installing a new red-brick and granite façade. Accomplished last year was the installation of a set of replica historic towers on the two corners of the building tat face Central Street.

Final work will prepare the building for lease to a private developer who can assume a low-cost lease and complete renovations,

It should be noted that the rear elevation was an interior wall of the depot facing the train shed.

Lowell Sun Nov. 15, 2005

Submitted by Jim Nizus

### B&M Establishes Radio On Freight Train

Conductor Now Able To Talk To Engineer

Radio brought a new era to Northern New England railroads yesterday when the first caboose-to-locomotive, two-way talking communications was established on a regular freight train of the Boston and Maine Railroad, as a 100 car freight -BM-11- made its regular run between Boston and Mechanicville, N. Y.

The test run was entirely successful, with Conductor Edmund C. Mwesser in the caboose on the train's rear end, able to converse at will in two-way conversation with Engineer Guy L. Lamphere in the cab of the big 5400 horsepower diesel-electric which hauled the train.

The only interruption in the perfect reception was while the train was underground in the 4-1/2 mile Hoosac Tunnel beneath the Berkshire Hills.

#### "OK ON THE HIGHBALL"

The test was the latest step in many months of research by the Boston and Maine engineering department forces seeking a satisfactory method whereby freight train crews in engine and caboose can be kept in constant touch with each other on their runs. For 100 years and more their only means of communication once a train was underway has been hand signals by day and lantern wig-wagging by night. The only alternative when hot boxes or other running gear troubles developed enroute has been the unsatisfactory and time consuming practice of "pulling the air"-railroad parlance for an emergency application of brakes made from the caboose.

It was just before six o'clock yesterday morning in the Boston freight yards when an engineer cranked a gasoline driven generator in a caboose and another in the locomotive. A few minutes warmup, and then those in the caboose heard a voice from the loud speaker saying "Front end BM-11 calling rear end BM-11." "Acknowledge," the voice went on. "How's the air pressure back there?" "70 pounds" the conductor spoke into his microphone. "OK on the highball," and the train moved out.

A mushroom-type antenna protruding six inches above the roof of the caboose and the locomotive handles the receiving. The receivers of the system are on constantly so that either conductor or engineer can instantly talk to the other by simply depressing a button on the handle of the microphone at either end, and speak, which automatically cuts in the transmitting apparatus.

The test, an official of the railroad told newspapermen, will be continued on various freight runs for an indefinite period.

Reprinted from the Manchester (NH) Leader January 23, 1946

Submitted by Buddy Winiarz

### No Restored Loco On Rail Train

The Sept 27th editions of the Peabody Weekly News, and the Salem News both report that the Peabody city council shot down the idea of putting a restored loco on their sooner or later to be built rail trail. However the idea hasn't totally died!

Submitted by Nelson Dionne

### A Novelty In Diners

An observation lounge dining car which adds new comfort in rail travel was inaugurated on the Minute Man train over the line of the Boston and Maine on Jan. 17. This car, the *Concord*, will operate out of the North Station one day and on the eastbound trip the next, until the new service can be placed on a daily basis with its sister car, the *Lexington*, now being finished. The cars are the product of our own car shops at Billerica.

A ladies' lounge of gray and rose in which smoking is permitted; an observation lounge finished in buff and cream, with wide windows and air-cushioned wicker chairs; a dining room decorated distinctively in buff and blue; and an open-air observation rear-deck with blue canopy, illuminated sign and brass rail, are among the details of this new type of car. It is the most colorful equipment in the service of the railroads of the country.

The *Concord* and *Lexington*, which were formerly cafe diners, represent the most advanced application of the interior decorator's art to the remodeling of railroad equipment along the lines of color and comfort appeal.

The idea for the new type of car originated with the passenger department in connection with its program to make travel by train more attractive. The design was developed by the railroad's mechanical engineers, who called on H. Ledyard Towle of New York, chairman of the DuPont color advisory service, for advice as to color scheme and interior decorations. But the finished cars represent the product of the Boston and Maine's car shop forces at Billerica. Superintendent, foremen and workmen of the Billerica organization combined interest and labor in the work of producing the new type car, and the product is one of which the Billerica shop organization and the railroad are justly proud.

The open-air observation platform, under its striped visor, is somewhat more colorful than the others of this kind already incorporated on Boston and Maine trains. Just inside the rear door, the observation lounge catches the eye as something entirely new and different. Its windows provide for ample view of the Minute Man's scenic route, the interior is painted in a restful Duco combination of Concord buff and Lexington cream with light green striping. The 16 air-cushioned wicker chairs provide new seating comforts. Curtains drape the windows to carry out the color scheme, and a desk and magazine library are added details. Just beyond is the ladies' lounge, with a wicker and damask suite of chaise lounge and chairs in a room attractively finished in old rose and London smoke gray. Milady who rides on the Minute Man will have restful surroundings in which to relax, enjoy the scenery, smoke or have tea. Pedestal ash trays and adjustable tables are provided. This is the first car in the service of New England railroads which makes such provision for the modern woman.

The dining room carries out the theme of buff and blue painting in a live and attractive color combination. The Minute Man blue extends up to the line of window sills, from which Concord buff is carried beyond to the vaulted ceiling set with center dome and side lamps. The dining room seats 24 persons, each group commanding a view from wide windows. A new set of china service, with the Minute Man figure from French's statue at Concord as the decorative theme will be part of the equipment of both the *Concord* and *Lexington*.

Beyond the dining room is the kitchen. Small and compact, it provides for the chef and his assistant the details necessary for preparation of the Minute Man's table d'hôte dinners.

B&M Employee's Magazine February 1927

*Submitted by Alden Dreyer*

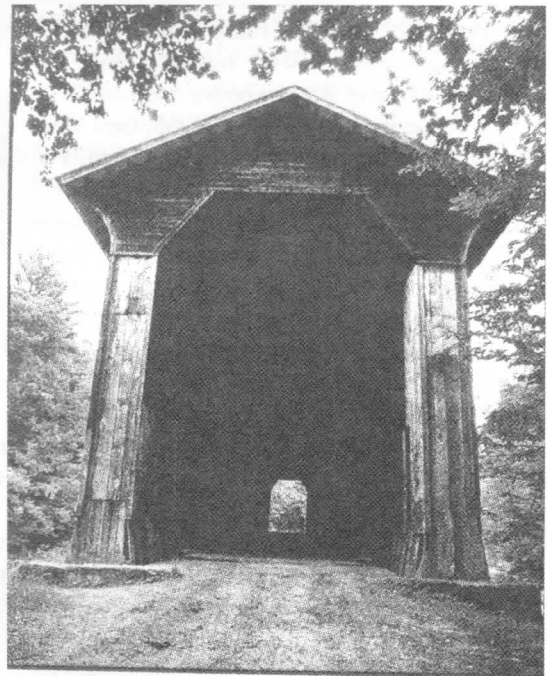
### Former Railroad Covered Bridges To Be Restored.

By John P. Gregg, staff writer

The *Valley News* reports that the 216-foot Pier Bridge and 123-foot Wright's Bridge across the Sugar River in Newport, NH, located on the former C & C Branch are slated for restoration. The bridges are part of the 10-mile Sugar River Recreational Trail.

Jonathan Parker Snow, noted B&M bridge engineer designed both bridges, the Pier Bridge as a double Town-Pratt lattice truss while the Wright's Bridge is of Town-Pratt lattice truss with laminated arches construction.

*Submitted by Robert Terhune*



### Flying Yankee Under Cover

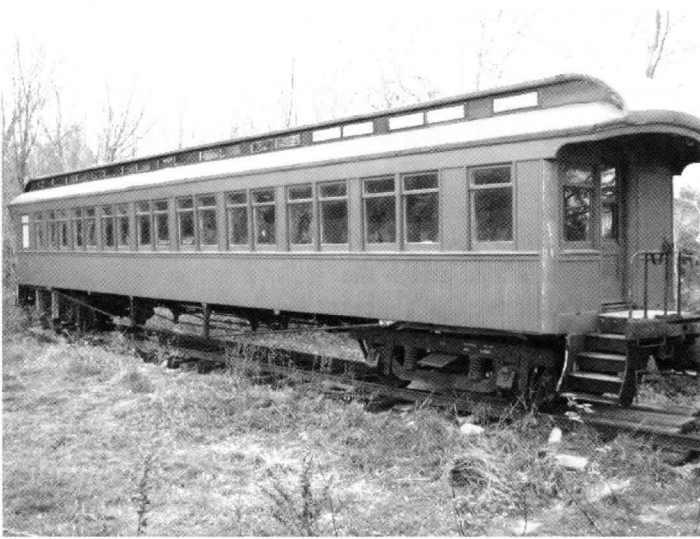
A 204 foot metal-framed, heavy duty tent structure has recently been ordered which will totally enclose and protect the Flying Yankee at Lincoln, NH. The structure, which cost almost \$19,000, is actually comprised of three 68-foot long units - each of which is 14 feet wide and 16 feet tall. Each unit is fire-retardant, has a 15 year life expectancy and will be manufactured by Cover-it which is based outside of New Haven, CT. The three units are expected to arrive in mid to late October. Near-term goals for the fall of 2005 include identifying a vendor and sending the four Flying Yankee truck frames out to be rebuilt (which will take the better part of a year) and start discussions with various manufacturers for the replacement engine, generator and traction motor package.

*Flying Yankee Newsletter via The 470 The 470 Railroad Club*



## How I Saved A Derelict B&M Wooden Coach

By David Woodbury



Actually there are a lot of them right in New England. Tynsborough, Lunenburg, Lowell, Jefferson, NH. These are the remains of the great fleet of B&M wooden coaches which remained in revenue service as late as 1953, then were put into wreck MOW service till finally scrapped. The late Nelson Blount purchased many and many of his went off to become the backbone of Strasburg's exceptional fleet of still operating cars. The rest were pretty much left to the weather and the vandals. This is the story, so far, of one of them. I trust that there is a future yet untold.

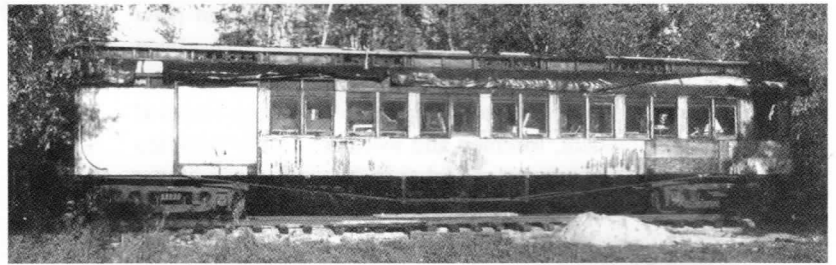
It was the late summer of 1988. One weekend, I was able to sneak away to ride the Green Mountain Flyer from Belwells Falls to Chester, VT. It was a cloudy, wet day when everything took on a gloomy look, but it was the first time since the 1960s that I had ridden the former Steamtown route and I was looking forward to the revived service.

Before Riverside was the yard it is today, it was a weed-choked graveyard for the remnants of the Steamtown collection that never made it to Pennsylvania. Off in the brush or tipped over were some outside braced wooden boxcars and LIRR commuter coaches, but standing on the track next to our main were three wooden coaches which I could see easily as we crawled by. Two were obviously of Rutland ancestry, painted a faded Pullman green and the third was the last of the B&M cars that dated back to the earliest days of the Vermont Steamtown. They were a sorry sight on that rainy day, dripping water from the eaves, rotted trim, soaked chipboard covering the windows. Here was a crying shame. Those cars hadn't long before they were going to be gone forever. But what could anyone do?

In fact, I did nothing for three years, but the thought never left me that it was just too bad not to give preservation a try. Someone suggested calling Green Mountain management to see what was the score. That was a good idea, but not easy to accomplish. Calls were made and even letters written, but no response until finally I was able to learn that the owner, an operator of a tourist railroad was a loggerheads with the Green Mountain over the future of those cars and storage charges for them. When someone like me

with stars in his eyes whom they had never heard of chimed in, they were suitably unimpressed. It took another year to get the two parties to talk to each other enough to make a deal that would solve both of their problems.

Once that was out of the way, I was faced with removing the B&M car within 90 days. Where was I going to go with it, and how was it going to get there? My first thought was to take it to a place where other people had cabooses and coaches and who worked on them there. It was over forty miles from my home and cost \$100 per month. In my ignorance, it sounded reasonable. After some initial enthusiasm on the part of the owners, once they saw the car, they demanded that I hire a contractor to restore the car as quickly as possible citing trouble with the neighbors and the town if a derelict car were left on their property. That didn't square with my checkbook or my interests. Quite clearly, they had no confidence. They did make one positive suggestion and that was to contact Diamond Jim Robinson, noted rigger and mover of rail equipment. Jim was one of the few early positives I met. He was practical and had a can-do attitude and gave me a price I could live



with. Things were looking up. But where to put it?

My neighbor is a practical man who took an interest in my project. He had the right idea immediately. Bring it to your house. Yes, but what about the Town and the other neighbors? I had the room, with only a little clearing, and the distance of the move from North Walpole, NH was about the same. The town-building officials were a little puzzled as to how to give me a permit for two lengths of rails and ties. They figured it out by telling me to obey the lot line setbacks as if I were putting up a building. I did and nobody said a word thereafter. I have good neighbors and what I was doing wasn't noisy or smelly and they couldn't see it unless they tried.



Jim moved the coach in February of 1992. There it was soaking wet and full of junk, some of which might be very important to keep. It's just that I didn't then know what that was. I had no plan and no idea what my goal was except to keep the car intact.

My first move was to tear out stuff that was obviously bad, but to keep samples for future replication. It was in this process that I came to realize that the car was not a combine in spite of the baggage doors cut into the sides and that it was originally a 72-passenger coach. The remaining clerestory windows had numbers stamped and scratched into them and that way I learned what the original B&M number was (1246). By consulting equipment cards at the society archive in Lowell, learned that this car was one of an order of 30 cars delivered by Pullman in 1907, taken out of service in 1950 and converted to MOW use and then sold to Nelson Blount in 1959.

Now I knew what I had to do, rebuild as much as possible. If you are interested in what took place in some detail in the following 12 years, you should read my articles appearing at [www.RyPN.net](http://www.RyPN.net) (Rail Preservation News) in seven installments since 1998. In short, I put in a lot of time and learned a lot of things about woodworking both rough and finished.

I also thought at first that this project would generate some attention, that some would not be friendly. The neighbors remained friendly. What I was doing created almost no stir in the community or anywhere else. This was fine with me since I thought it would be harder to manage a joint effort than to just go ahead myself and take the consequences. That turned out to be correct



except that now, I need a little more public involvement.

The work is done now, at least as far as I can take it. The car still lacks seats because the right kind, Hale and Kilburn flip over aren't available, at least to me, on a reasonable basis. Another reason for deliberately leaving out the seats is that the next owner may not want them, or if does, can install them. Mechanically, it is what it is, an example of acceptable practice c.1950. From my perspective, the car has real potential as a display of early 20th century car building in the twilight of the wooden car era.

This leads to my final point. While I enjoyed (almost) every minute of the 13 years of work, I put into it, I wouldn't want the car to revert back to the mass of soaking rotted wood it was when I got it. This is where you come in. This car is looking for a home where it can be responsibly preserved and improved the foresee-

able future. As it gets older, it will only get rarer and more interesting. It won't enjoy that kind of future sitting where it is. After I'm gone, it won't get any attention and will be seen as a nuisance by my heirs. Put your heads together on this one and come up with a plan. Then come and talk to me about it.

*Photos by author*

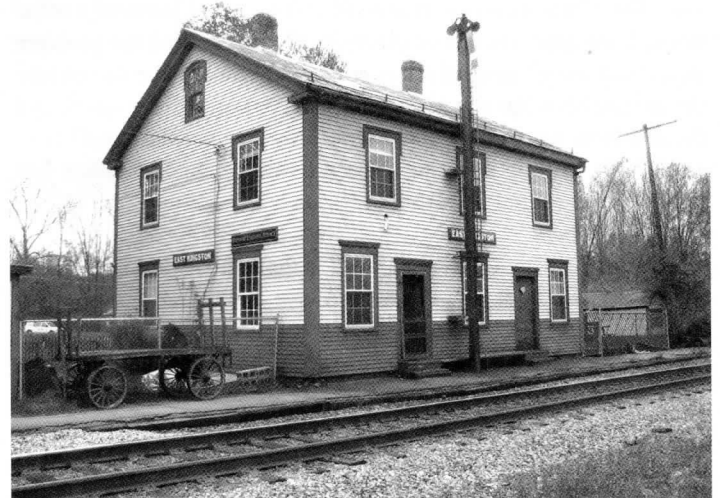
## East Kingston B&M Railroad Depot

By Sue St. Martin

Built in 1846, the Depot lies on the Western Division Line, in the village heart of East Kingston, New Hampshire, on Route 107 between Kensington and Kingston. This unique New Englander style structure was the main freight depot for East Kingston and the surrounding small agricultural towns. There was also passenger service, until 1967, bringing people to work and play in the larger "more industrial towns and cities" like Boston, Haverhill, and Exeter.

The remaining outbuildings include a work/tool shed, privy, and Powwow Halt Stop. All served the Depot and rural life here in East Kingston. The Depot was also a Western Union Station as well as home to station and freight agents. The ticket booth remains in its near original state containing artifacts and railroad memorabilia dating back to the mid 1800's. A "parlor museum" of other East Kingston artifacts, memorabilia, and photographs is currently on display.

The Depot was purchased in 2001 and is now owned by the Town of East Kingston.



## Conway Branch Web Site

Interested in the Conway Branch and have access to the Internet? Check out the following web site.

<http://groups.yahoo.com/group/cwbranch/>

## Tower C Remembrances

By David Lamson

"AHhhh yass!!! I goB called one evening during the rush from Tower C that all of the main line signals could not be cleared across the Mystic Branch diamond. I Assumed in my superior knowledge that "the trap" was the culprit and went as fast as I could to the tower relay room. "Fast" is relative going down Rutherford Avenue during the rush in those days. Without checking the relays, I immediately activated the procedure for getting out of "the trap" and asked the towerman to try the signals and they did not work! I tried it again and they still didn't work. I then was totally flummoxed, because I just "knew" that it had to be the trap. The only way I could get out of trouble was to trace the juice with the plans and a meter until the trouble was found. Trains had to be moved, so I had to be the ground man for the tower to let trains through red signals because the train crews didn't always climb down to contact the tower in those days. No radios on passenger trains, then. I couldn't really trace the problem until the rush was over. I called emergency headquarters to get another maintainer to help me keep the trains moving. While doing the bidding of the towerman to keep things going, the towerman notified me by phone that the assistant signal supervisor wanted me to call him. While I was telling the supervisor what was going on, many of the trains sat there. Finally, the other maintainer showed up after most of the rush was over and leaving him to assist the towerman I went into the relay room to find out what was what. I checked out the circuits and found the home signal allowing trains to cross the main lines from the Mystic Branch was indicating "clear". I went out across the main lines and down to the back track where the Hood Plant was and discovered the dwarf signal in question lying on its side. The "little darlings" had pushed it over and jammed a rebar through the lens into the mechanism. If I had treated the problem as an "unknown" instead of "assuming", I would have driven into the area right by the signal and would have found the problem and the rush hour would have been "saved" by the intrepid signal maintainer. I'm smiling now, but I wasn't smiling then...Neither was my Assistant Signal Supervisor!"

*Carl Senfileben:*

"Ah yes Tower "X", I never worked that place but dispatched it for years. The system was just as Dave explained, but had two major problems, 1. "the trap" which caused the machine to lock up over the Wharf diamonds, left over from old Tower "C" requiring a maintainer to respond before any trains could move, a real joy during the rush hour and much worse the "mind of it's own" that would line a different route to the same location! The mind of it's own problem carried over to the "new" CTC machine that the dispatchers took over and wasn't fixed until the field code system was replaced about four years ago. The new code system requires "field blocks" which are much safer the office blocks."

*Bob Warren:*

"Mention of Tower C, H, etc. brought back memories of the years that I worked Mystic Jct. in yard service. Many a time crossed the Portland mains coming and going to Mystic Wharf. On one occasion I recall being stopped at Washington St. waiting for an opening in the early evening 'rush' hour when the tower gave us permission to start for Yd. 9. However we had more tonnage than could get rolling fast enough so a panic call to Yard 9 yardmaster

for the hump engine to come down and help get the cut out of the way so no commuter trains would be delayed - am sure the tower operator was much relieved that we cleared the mains before the rush really got started. Another memory involved moving the engines from the rear of the engine house (BET) across all the mains so that they could back into Yd. 2 to pick up their respective trains - 4 or 5 engines would be coupled together and once the signal released the engine boy would they hustle."

## New Hampshire Money Means Downeaster Can Add A Trip

Portland, Maine - Maine will move ahead with plans to add a fifth round-trip Amtrak train between Portland and Boston, now that a dispute with New Hampshire over funding rail improvements has been resolved. The additional round trip will fill in gaps in the Downeaster schedule and boost revenues by 30 percent, said Patricia Douglas, who heads the Northern New England Passenger Rail Authority. She said she hopes the new schedule will be in place by this time next year.

The expanded service was made possible Wednesday when a transportation committee in New Hampshire approved spending \$1.6 million in federal money to install a passing siding near Dover, N.H. Maine will provide \$400,000. Without the siding, the line is considered too congested to allow for expanded Downeaster service.

Maine officials had been working for more than a year to persuade New Hampshire officials to fund the project. One-third of the train's riders come from New Hampshire. But Maine ran into fierce opposition from New Hampshire-based C&J Trailways, which operates bus service to Boston from Portsmouth, Dover and Durham, N.H., and Newburyport, Mass. The bus company's owner, James Jalbert, had argued that spending the money on rail service was a bad investment and that the rail authority had failed to integrate bus and train service to reduce competition.

Last March, the New Hampshire transportation committee - which includes 5 members of the state's transportation commission - delayed voting to give the rail authority and Jalbert a chance to work out their differences.

They did.

Last week, they announced an agreement that calls for the bus company and rail authority to act as partners in the common pursuit of getting people to eschew their automobiles in exchange for public transportation. The partnership includes allowing passengers to use the same ticket to ride the bus or train. In addition, the bus company has changed its schedule to fill gaps between train trips.

## Lightweight Pullman Standard B&M Cars

By Tim Gilbert

The lightweight PS cars arrived on B&M property on the following dates.

Restaurant-Lounge Cars		Combines	
70	8/30	3800	6/28
71	9/19	3801	7/3
Coaches			
4800	6/13	4804	7/3
4801	6/26	4805	7/3
4802	7/3	4806	6/22
4803	6/20	4807	7/3



## From The Archives An Early Milk Contract

*The milk business of the B&M and its predecessors has always been a popular subject among the members of the Society. The Archives hold a number of milk contracts dating from the Nineteenth Century. The following is reproduced as the representative of a number of contracts involving the Fitchburg Railroad.*

"This agreement made and concluded by the Fitchburg Rail Road Company, a corporation duly established by the laws of Massachusetts, and Joseph D. Brown of Concord in the State of Massachusetts.

Witnesseth.

"That said Company in consideration of the agreements of said Brown herein contained, hereby agrees with said Brown, that it will furnish and run over its road for the exclusive use of said Brown, or his assigns, an eight wheel milk car from and to Concord to and from Charlestown, with the right to take milk at Lincoln and Stony Brook, on every secular day and holiday for one year from the day of the date hereof, and on twenty six successive Sundays in said year commencing on the seventeenth day of April A.D. 1870, for the sum of four thousand dollars per annum payable monthly.

"It is hereby agreed that said cars are to be used by said Brown or his assigns, only for the purpose of transporting milk and cans and sufficient ice to cool the same (not exceeding nine hundred cans at any one time) which with ice included shall not exceed ten tons actual weight.

"It is hereby further agreed that in case said Brown or his assigns, shall during said year transport more than three hundred and twenty eight thousand one hundred and thirty five (328,135) cans of milk during said year in said cars, for any excess over that number, he or they shall pay said Company therefor, at the rate per can of milk of the number aforesaid based upon the sum or price aforesaid.

"And in consideration of the foregoing said Company agrees with said Brown and his assigns, that it will not furnish or run between Charlestown, Concord, Lincoln, or Stony Brook, any milk car for the use of any other person, persons or corporation, upon any terms more favorable, or at less price than those herein stated, or furnish to him or them any greater or better facilities or accommodations.

"It is further agreed by said Company that they will transport free the aforesaid Brown and his employees in said cars they taking all risk of accidents of whatever kind or nature.

"The foregoing contract is to take effect April 1<sup>st</sup> A.D. 1870, and to terminate April 1<sup>st</sup> 1871.

"[signed]

"Fitchburg Rail Road Company

by William B. Stearns  
President

"Joseph D. Brown."

*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.*

## Lexington Branch

Well, it may not officially be called the Lexington Branch any more - but some might be surprised to learn that an active piece of this old B&M line still exists today. When the railroad abandoned the segment of the Lexington Branch between Bedford and Billerica, MA, in 1962, about two and a half miles of trackage was preserved at the line's northern extremity. This stub-ended track allowed a way for trains to access the B&M's Billerica Shops facility from the New Hampshire division main line. The Billerica Branch, as the track was renamed, also preserved freight service to Grossman's Lumber on Route 3A and a public delivery siding at Billerica Station (River Street).

Over the years, the Billerica Branch was cut back further. It now ends on the northern side of Route 3A. Although no freight customers currently exist on the line, it does continue to provide at least one benefit. Long trains of cars carrying welded rail back out from Billerica Shops and onto the old Lexington Branch. Then, they pull forward onto the main line at North Billerica.

*Bedford Depot News via 'The 470' newsletter 470 Railroad Club*

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## Caboose Notes

By Tim Gilbert

When longer trains which required helpers began to be operated around 1930, the B&M could not place the helper behind the buggy because of the wood underframe with steel center sills of the #104000's. The only B&M buggies with steel underframes at that time were the fifty #104600's

which were meant to be replacements of the bobbers for local freights when they were built by Laconia in 1921.

By having the helper behind the buggy allowed the helper to be cut off on the fly which saved some time on the road - the alternative was to stop the train; cut off the engine and buggy; put the buggy back on the train; and restart the train.

To facilitate this movement, the B&M in the depths of the Depression, assembled twenty-five all-steel clones of the PRR's N5b's in 1932. These twenty-five all-steel buggies supplemented by twenty more New Haven NE-5

clones in 1942 and 1944 were used primarily for trains which required helpers.

In 1959, 38 of the #104600's were sold to the Morrison International Corp. - the Steel Underframes and Trucks were used in the construction of the 38 buggies built by Morrison Int'l which the B&M acquired later in the year 1959. These buggies were numbered in the C100-C137 series (later renumbered into the C51-C86 series with the survivors renumbered by Guilford into the #451-486 series). The Morrison International buggies had the same underframe that was rejected in 1932 as suitable for helper operations.

Meanwhile, the PRR and NH clones survived - 24 of the PRR clones and all twenty of the New Haven clones survived until 1972; by 1978, nineteen of the PRR clones and seventeen of the New Haven clones were still on the roster.

The B&M's most modern buggies were the transfer (monitor-less) buggies built in the early 1960's. The B&M before 1959 never classified buggies other than using the AAR Mechanical Designations - "NM" for buggies with four wheels and "NE" for buggies with eight wheels.

## The Decline In B&M Passenger Traffic

by Tim Gilbert

Below is a table breaking down B&M's Revenue Passenger (000's) carried between 1927 & 1950 into three categories: - Local, Commuters & Interline.

Year	Local	Commuters	Interline	Total
1927	9,388	21,519	1,655	32,561
1928	8,203	20,128	1,576	29,909
1929	7,951	19,434	1,586	28,951
1930	6,726	18,204	1,375	26,305
1931	5,470	15,938	1,088	22,497
1932	4,178	12,953	755	17,906
1933	3,629	11,302	669	15,600
1934	3,999	11,211	715	15,925
1935	4,087	10,835	759	15,682
1936	6,287	9,874	917	17,079
1937	7,688	9,089	1,133	17,908
1938	7,044	8,778	978	16,800
1939	6,647	8,653	963	16,263
1940	7,256	8,780	1,013	17,048
1941	8,425	8,722	1,408	18,556
1942	12,905	10,379	2,773	26,057
1943	16,200	11,078	3,799	31,077
1944	15,403	11,513	4,014	30,931
1945	15,656	12,002	3,914	31,574
1946	13,588	13,134	2,711	29,414
1947	10,948	13,287	2,104	26,319
1948	9,418	12,562	1,694	23,674
1949	7,447	12,138	1,328	20,914
1950	5,715	11,661	1,139	18,516

## Montreal Portland line

Boston and Portland competed fiercely to serve as the seaport terminus of Montreal's rail route. The face-off came to a head in March 1847.

Officials sent two letters from England, one directing Montreal to go with Boston and another to go with Portland. The Portland letter arrived first - by four hours - and Portland won the rail route.

(Source: *Portland, Martin Dibner, ed. Portland: Greater Portland Landmarks, 1986*)

## Mystic Valley Railway Society Excursions

Spring Excursion To Washington, D.C. April 7 - 9, 2006  
 "Cherry Blossom Special" via Amtrak to Washington, D.C. leaving South Station at 9:35 am on Friday and returning Sunday evening. A complete package with lodging, meals and transportation to view Cherry Blossoms, historic sites, monuments and more  
 Fares: \$475 pp. double occupancy coach class on Amtrak.

Newport Vt. express Sat. & Sun. June 17-18

St. Johnsbury Vt. Our Chartered vintage Vermont Railroad passenger train departs at 2:00 a.m. from the 1883 Victorian depot for the 85-mile round trip with a return scheduled for 3:30 p.m. Sunday. Optional connecting comfortable motor coach from the Boston area for \$50 additional with two meals. We travel the Vermont Railroad following the former Canadian Pacific Route via Lyndonville, Barton & Orleans to Newport on the shore of the international Lake Memphremagog nestled in Vermont's Northeast Kingdom. Over night lodging at Newport area motels. A special fare of \$150 per person double occupancy includes four meals, lodging and transfers to and from hotel.

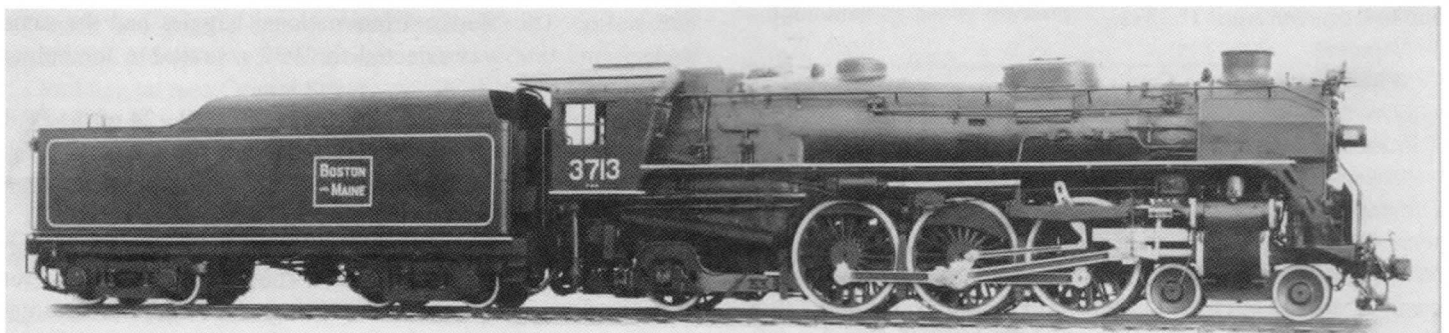
For details, contact Mystic Valley Railway Society, P.O. Box 365486. Hyde Park, MA 02136-0009, ph.617-361-4445 or WWW.MYSTICVALLEYRS.ORG



## 3821 Rolling On MoPac Rails

Scott Whitney collection

Interesting that they gave her the lowered headlight and MU and blanked the top headlight.



Builders Photograph

## Swampscott Wreck Remembered

*This dedication took place on 11-19-2005 near the Swampscott train station.*

Joe Balsama, Swampscott Historical Society and big push behind this memorial did a presentation on the Lynn, Revere Beach & Boston narrow gauge RR a few years back for the Society

By Jamie Jamieson  
Staff writer

Swampscott: Most people no longer feel the impact of the Swampscott train wreck of 1956. But for the 200 people who gathered Saturday to dedicate a monument to the 13 people killed in the accident, it's as if tragedy struck yesterday.

"To me, this was a current event," said Danvers historian Richard Trask, whose father died in the Feb. 28, 1956, crash. "All of a sudden, it's history."

Because so many North Shore commuters used the Boston & Maine line to get to work in those days, the gruesome accident hit especially close to home as the new medium of television carried the news into everyone's living room.

But 50 years later, memories of the tragedy are beginning to dim. That's why those who gathered Saturday at the Swampscott MBTA station were so grateful that the Swampscott Historical Society took the trouble to remember.

Many others at the dedication also thanked the town for its thoughtfulness.

It was former Swampscott Historical Society President Joe Balsama who first suggested the memorial. Balsama moved to town to take a teaching job just two years after the wreck and knew very little about it until he started reading accounts at the Historical Society. It seemed to him something that monumental should be remembered.

He scheduled a forum, but couldn't find a speaker, and just crossed his fingers that people in the audience would have memories. He was worried it would be a flop, but 65 people turned out ready to tell their stories.

"It was just a magical meeting," said Douglas Maitland, a member of the Historical Society and of the committee that created the memorial. Maitland and his twin brother, Duncan, knew that their father had been one of the first firefighters on the scene at the train wreck.

"It was something that he would not talk about at all. It was just so devastating," Duncan said.

The first time they ever heard him tell his story was at the meeting Balsama arranged. "People in the audience just started talking and it took off by itself," Doug said.

Their father, J. Richard Maitland, died a little more than a year ago. In a sense, the memorial that carries the names of the 13 victims also honors him, the brothers said.

There were 100 injuries on the train that day. But just two of them were from that ill-fated front car. One of them was in the crowd Saturday.

"My father and I survived," said Joanne Duffy of Beverly. She was just 18 that morning. "We were lucky. It was a wake-up call and a second chance at life," she said. Duffy escaped with a broken collarbone and injuries to her head and eye. Her father, Sheldon, had more serious internal injuries. But they both recovered. The monument is "wonderful," she said. It's a peaceful reminder of all

the people who felt the loss. "I never thought anything could happen like this," she said.

Remembering 13

The names inscribed in the monument at the Swampscott train station:

Walter D. Allen; Ruth F. Bean; Francis E. Boettner; Alberta L. Haley; Raymond F. Jones  
Penelope Kotsovilis; Walter B. Lee; Pauline Pavlo; George S. Sillars; Donald K. Taylor, Jr.  
Ernest A. Tourtellotte; Gardner S. Trask, Sr.; George V. Warren, Jr.

Salem Evening News 11-21-2005

Submitted by Buddy Winiarz

(see also story in the Novmeber-December 205 Newsletter)

## Beating The Record

By John Hylas Smith

In 1976 I worked on a rail crew for the Boston & Main Line. We were a "tie crew". We replaced ties on the line from White Mountain along the VT/NH border down into Mass.

There was a rumor that spread through the crews that nobody had ever laid 2000 ties in a day. We were hitting 1800 to 1900 on a fairly regular basis.

On one crisp morning there was excitement in the air. All equipment was up and in good running condition. The ripper said there was a straight stretch of track ahead. I worked the drag. I was with 4 "yellow hats" that would pull out the bent spikes set by the mechanical spiker, reset the spike and drive it with a hammer — by hand. I swung a hammer and could mark a dime on every spike I drove. Old school.

We seemed to pick up steam as the morning rolled by. Most of us didn't think much of it. We were a good team. Rowdies, ex-Viet Nam vets, cowboys, city boys, farmers and experienced railroad men. By noon we new something was up. The red hats seemed real excited and we noticed that the white hats were still with us, which was rare by noontime. I remember hearing the ripper still at it. He never broke for lunch. By afternoon the word came down the line. We had hit 1900 and were rolling on. Then came 2000. We broke the record and the red hats were hollering "2100!" "Well we hit 2100. I don't remember any of us yellow hats saying much about it. We were exhausted. The red hats were pretty excited and I remember one white hat crowing... how's about 2101?"

Later on they gathered us all together and took our picture. I remember some time on, after I had been bumped by a more senior employee, that I received a patch in the mail commemorating that event. My wife sewed it on my jacket and I wore it for years 'til it just fell off me.

I wrote a railroad song about that day. It's been recorded. Time has passed on.

johnhylas@worldnet.att.net  
P.O. Box 4904  
Ventura, CA 93007

See song and other information from John on pg. 12

**2100**

by John Hylas Smith - 1976

2100 was the call. 2100 down the line.

2100 was the call. 2100 railroad ties.

We broke up camp 'fore the sun did rise.  
Fired up the engines, gonna lay some ties.  
Hay Tracky! Look out we're bustin' away.  
We're headin' right on through Thetford.  
Gonna break that record today.

2100 was the call. 2100 said the Boss.

2100 was the call. 2100, no time was lost.

It was dark when we rolled 'em out.  
The white hats hollered and red hats did shout.  
Damn you Trackies, who the hell are you?  
You'll drive 2100 or you're off my crew.

2100 was the call. 2100 in one day.

2100 was the call. And we didn't even get a raise in pay.

Well we drove on through the morning  
With sweat dripping down our brow.  
Cuttin', rippin', settin', and driving.  
Driving them old spikes and laying ties on the ground.

2100 was the call. 2100, the Big Boss wanted it all.

2100 was the call. You know they said we couldn't do it.

At noon the whistle blew a half hour break.  
We set down our tools, but the track continued to shake.  
Hey Cutter, I hear your saw a buzzin'. Lord have mercy  
On this Tracky, don't you know my back is a breaking?

Well the sun beat down upon our backs  
As we toiled on the B&M railroad tracks.  
Oh Super show a little kindness  
And bring that water bucket by.

Lord they knew they couldn't stop us  
As we hit 1805.  
Looking for 200 and one  
Space odyssey in the sky.

Oh Meat Ball ran beside us.  
And whipped us with his tongue.  
Ah damn you Trackies it's 2100  
Before this day is done.

2100 was the call. 2100 one by one.  
2100 was the call. 2100 before the setting sun.

When it was done nobody cheered.  
Nobody yelled "Hey!" for fun.  
The big Boss laughed, thought it was a gas.  
And he hollered...Twenty One O One....

Twenty One O One?

I laid down my hammer by the side of the track.  
And I looked him in the eye.  
I said, Big Boss Man you'd better turn and run  
Before I drive you like a spike.

2100 was the call. 2100 down the line.

2100 was the call. 2100 railroad ties.

**Glossary for 2100**

Tracky (Yellow Hats): Short for Trackman, the labor force.

White Hats: Foreman, Super, Supervisor, Manager

Red Hats: Under White Hats, Crew Boss

Cutter: Machine that cuts the centers on the old ties in the track bed. Also name for man who runs the Cutter.

Ripper: Cherry Picker Machine that rips the ties from under the rails.

Setting Ties: After new ties are inserted under the rail, a crew follows the Tamper Machine and sets the nailer plates between the ties and rails.

Drivers: The spikers. Drives spikes with hammers.

Super: White Hat

Meat Ball: Another nickname for Super

As you may have noticed on the song sheet after my name is the year 1976. The song was composed shortly after the event.

I recorded the song in my own recording studio in Vermont where I was living at the time. I had the song "Postal Copywritten" at the same time. The song was to be included on the Blue Sky Band - Country Blues album in 1979, but was too long to fit in with the rest of the arrangements. I still, occasionally, perform the song at local pubs and events in/and around Ventura where I live.

The first email I sent you is basically the "lead in" for the song. This way I hope I never lose memory of that time and will be able to pass it on.

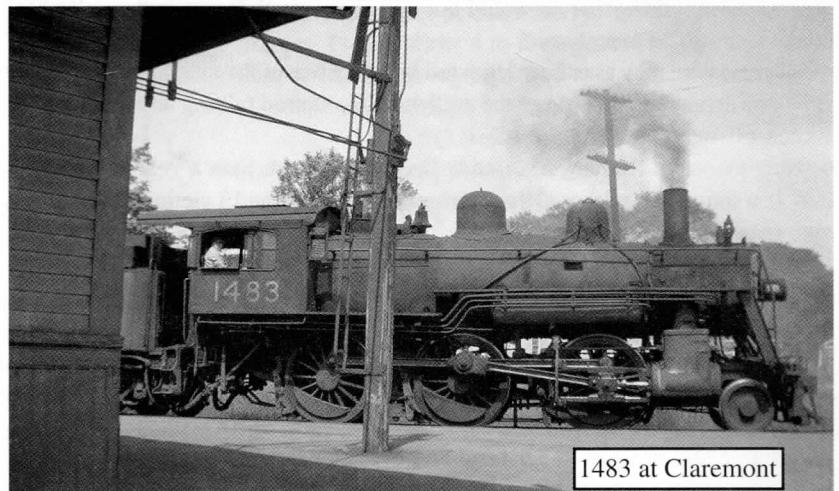
By contacting B&M, I was in hopes someone might have seen the photo that was taken of us or knew about our rail crew. It was definitely a magic time in my life and I was hoping to get a copy of that picture for my family genealogy collection. Unfortunately, the jacket that had the "B&M 2100" patch on it was stolen from me in Idaho. Don't know why they wanted that old jacket? I'd pretty much wore it out. I would have gladly given up the jacket if I could have kept the patch! Oh well.....

Thanks for your interest. Please feel free to publish my "lead in" story, my song, and the glossary if you like.

Maybe someone will read it and make contact or know about our crew and, perhaps, the photo taken of us.

Best regards,

John



1483 at Claremont

Scott Whintey collection