

Boston & Maine Railroad Historical Society
19 Incorporated 71

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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March - April 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

- March 11** Preston Cook will be doing a presentation on EMD. (Watch for further information).
- 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** TBA
- 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** TBA
- Oct.** A Fall Foliage trip is planned on the Hobo RR...watch for further details.
- Nov.** Plans for a 35th anniversary banquet watch for further details.
- Dec. 9** Members night, bring slides or video to share with your fellow members.

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

The address on page 1
or emailed to:
bobwarren@earthlink.net

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

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

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

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

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

Society Officers, Directors and Staff

President	Buddy Winiarz
Vice President	Russ Monroe
Treasurer	
Secretary	
Clerk	Ellis Walker

Board of Directors

Pat Abegg	Carl Byron	Wayne Gagnon
John Goodwin	Mike Basile	Russ Munroe
Paul Kosciolk	Sandy Shepard	Andrian Gintovt

Alternate Directors

Dan Hyde Jonathan Miner

Staff

Archives Chairman	Frederick N. Nowell III
Hardware Archives Chair.	Vacant
Bulletin Editor	Andrew Wilson
Contributing Editors	George H. Drury
Distribution	John A. Goodwin
Layout and Art Director	John Alan Roderick
Historian	Russell Munroe, Jr.
Membership Secretary	Buddy Winiarz
Modelers Notes	Bruce Bowden Bob Warren
Model Projects Coordinator	Vacant
Newsletter Editor	Bob Warren
Contributing Editor	Buddy Winiarz
Program Chairman	Jim Nigzus Buddy Winiarz
Show Coordinator	James Nigzus
Webmaster	Jonathan Miner

MEMBERSHIP

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

Membership

c/o B&MRRHS, PO Box 469

Derry, N.H. 03038

Buddy Winiarz, Membership Sec.

B&MRRHS Membership Dues

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

Please send membership requests to:

B&MRRHS - Membership
PO Box 9116
Lowell, MA 01852-9116

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

Company Business

Minutes Of January 14, 2006 Meeting

Rogers Hall, 196 Rogers Street, Lowell, Ma

In Attendance: Abegg, Walker, Kosciolk, Sheppard, Monroe, Gagnon, Hyde, Wilson, Goodwin, Byron, Nowell, Nigus

Meeting Called to Order: 1:40 PM

Approval of the Minutes: Two corrections noted and amended as such: "change Paul Veck on B&M film to Paul Beck; steam injectors obtained from Old Foxboro Hospital were not originally used by B&M.

Motion: Abegg, 2nd by Byron, Motion carried.

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

No Reports: President, VP, Models, 35th Anniversary, 410 Committee, Programs

Treasurer's Report: Walker reported that all applicable Society paperwork/documents filed with State of Massachusetts.

November Checking- \$12,556.83 November Savings: \$61,575.12

December Checking- \$12,556.83 December Savings: \$61,245.45

Abegg, 2nd Hyde, motion carried.

Membership Secretary: Kosciolk reported 1120 members from previous talks with Winiarz who was absent.

Bulletin Secretary: Wilson reported that Volume XXV, Number 2 has been mailed to members thru USPO. Future articles being reviewed for possible write-up include Hoosac Tunnel catenary and class 5000 electrics, tunnel construction, possible "East Wind" summer train article.

Archives Committee: Nowell presented summary of 2005 activities as such: Archives Committee met 8 times, same as in 2004. Average attendance was 5. Regular attendees names given due credit at meeting. Logged in 53 donations with donations received from "in memory" estates, fellow B&M board members, Friends of Bedford Depot, etc., and other parties too numerous to enumerate. Nowell thanked all regular attendees and volunteers for their time and effort(s) to identify, research, catalog inquiries and requests from members and non-members. Nowell also mentioned the passing of John Barr, former Eastern Massachusetts Street Railway motorman and regular member. Additional shelving was created by Nigus, Hyde, and Brown to create more storage of above donations. Received a generous donation from Jim Dufour for the digitization of the valuation plans of the North/South Cheshire Branch (South Ashburnham- Bellows Falls). Society continues to receive royalty checks from Dr. Heald's "Images of Rail" books on B&M locomotives, station, and rolling stock.

Newsletter Editor: Warren working on next submission. General discussions on future limitations on number of pages in lieu of rising printing and postage costs.

Hardware Committee: Nigus reported that creation of additional shelving is becoming limited due to space constrictions.

Shows Committee: Springfield show on January 28 and 29th. Rooms booked. General discussion on mood of the economy in respect to anticipated sales in light of oil/gas prices. Weather is important variable. Nigus reported that Catalog sales from holiday flyer were \$1,966.19.

Old Business: Byron reported that Paul Beck is making slow progress on B&M TV film and will follow-up with him. Byron did make some narration adjustments and Preston Cook background diesel/steam sounds integration is being reviewed.

Next Meeting: February 11th at 1:00PM at Rogers Hall, Lowell, Ma.

Motion for Adjournment: Hyde, 2nd by Byron. Motion carried.

Respectively Submitted:

/s/Wayne M. Gagnon, Secretary

Minutes of February 11, 2006 Meeting

Rogers Hall, 196 Rogers Street, Lowell, Ma.

In Attendance: Abegg, Walker, Kosciolk, Monroe, Gagnon, Hyde, Goodwin, Nowell, Nigus

Meeting Called To Order: 1:26 PM

Approval Of The Minutes: Goodwin, 2nd by Nigus, Motion carried.

Approval Of The Agenda: Gagnon, 2nd by Hyde, Motion carried.

No Reports: VP, Models, 410 Committee, Bulletin

President's Report: Kosciolk read an email from Winiarz (in absentia) that thanked the following for manning the B&MRRHS booth at Springfield: Paul Kosciolk, Wayne Gagnon, Fred Brown, Quesen Brown, Buddy Winiarz, Kathy Winiarz, Justin Winiarz, Pat Abegg, Bruce Bowden and his son; Menu for 35th Anniversary proposed dinner was distributed for review by board, entertainment for proposed 35th dinner on 10/21/06 has not been finalized; Richard Sanborn will do a presentation at East Kingston depot in April '06, date not finalized;

Clerk's Report: Walker reported that since January 2006 BOD meeting that all applicable Society documents on file.

Treasurer's Report: Kosciolk reported the following: January '06 Checking- \$12,556.83; January '06 Savings: \$54,003.19. Major expenses incurred included Bulletin/newsletter printing/ mailing and apparel order. Nigus, 2nd Hyde, motion carried.

Membership Secretary: Kosciolk reported 1131 members from previous absentia mail from Winiarz

Archives Committee: Nowell reported that open house @ Lowell on 21 January '06 had 15 attendees; Rick Hurst has obtained additional B&MRR materials from railroad for archiving; next meeting on 18th February (12:00-3:00PM); general discussion on feasibility of moving some flat files containing locomotives pictures from Archives (Lowell) to North Chelmsford; discussion on obtaining some folding tables for Archive research work;

Newsletter Editor: Warren working on next submission.

Hardware Committee: Nigus will meet with professional security contractor for installing security system in light of increasing value of railroad hardware and artifacts to prevent loss and minimize theft potential.

Shows Committee: Springfield show on January 28 and 29th had total sales of \$3156.67 (new record for Society); membership sales in vicinity of \$800; highlight of sales were video tapes/DVD's, model HO kits, T-shirt /sweatshirt apparel, Modelers Notes/CD index disc, hardcover books, Bulletin reprints; Bruce Bowden and his son fielded many questions at booth and held an impromptu

February Minutes continued from pg. 3

seminar at his hotel for attendees to gain insight on what new projects attendees wanted. Also noted by BOD was extremely high quality of recently released gondola representing Fletcher Quarry Works as exhibited by South Shore Model Railway Club at show;

Old Business: Kosciolk reported that conversations with Byron indicated that Carl is still pursuing Paul Beck to speed up "slow running" on B&M TV film. Also discussed was Society's recent move to Rogers Hall for BOD meetings, time of meetings, and lower than expected turnout for regular meetings; BOD "brainstormed" ways for Society to achieve higher turnout. More visible signs are to be posted outside of Rogers Hall and newsletter "advertisement" promoting Rogers Hall.

Next Meeting: March 11th at 1:00PM at Rogers Hall, Lowell, Ma.
Motion for Adjournment: 3:04PM. Hyde, 2nd by Goodwin. Motion carried.

Shows Committee: Society BOD wishes to acknowledge miscellaneous Boston area railroad articles from 1980 – 1985 donated by autonomous benefactor; also received was donation of boxed materials from Alden Dryer to be reviewed by Nowell for contents; autonomous donation of loose leaf binder containing various old B&MRR pictures of stations/locomotives/track structures and map of operating system along with a typed history relating to B&MRR and its predecessor railroads as introductory; Carl Packer of Delaware, Lackawanna & Wyoming chapter/Steamtown 3713 restoration group (Scranton, Pa.) informed Society of recent medical setback (stroke) to Mike Giannette, one of the driving forces behind 3713's road to rebirth. BOD sent card of recovery to Mike and hopes for speedy recovery and ability to attend 2007 Springfield show.

Respectively Submitted:

/s/ Wayne M. Gagnon, Secretary

A Well Received Presentation

At The February Meeting

Our group of 37 members and guests were treated to an interesting presentation by Nathaniel Hurst. Nathaniel, perhaps one of our youngest presenter in the B&MRR Historical Society history at 15 years old kept the group well entertained. His power point presentation was of the ill-fated Mass Bay "Dartmouth" which derailed enroute from WRJ to Wells River along with last fall's P&W Tripod trip. He also had many photos at South and North Station's commuter action. Also a behind the scenes look at the MBTA moving two old Budd cars from Iron Horse Park to Boston in a special "Hospital" Train. Everyone agreed that he did a great job.

You will really enjoy the new location; everyone seems to like the building, location, easy to reach with plenty of free parking. Hope to see some new faces along with the familiar ones!

Jim Nizgus

In Memoriam

John Enos; Robert McCulloch; William Wallace
Society Members
Stuart Draper
Owner of the Wilton Scenic Railroad

Late Newsletter

Due to technical difficulties and failure of the Post Office to deliver the material to the printer in a timely fashion, the Jan-Feb Newsletter and Modelers Notes #100 were delayed.

Appropriate action is being taken to ensure that subsequent issues of these two publications are printed and delivered to you, the member, in a timely fashion.

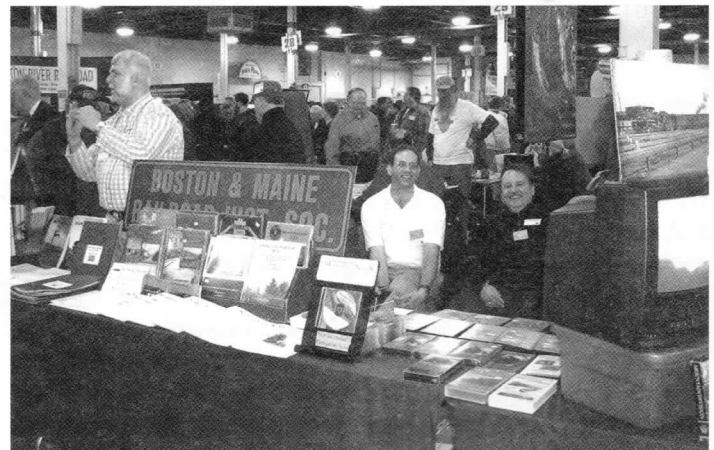
Bob Warren - Editor

Bus Schedule To Meeting

Here is the bus shuttle schedule for the LRTA to get to Rogers Hall from the Gallagher Transportation Center for those who come to Lowell by train.

Take the Belvidere Bus, this stops at Rogers Hall and the cost is one dollar. For members who are Senior Citizens (60 yrs. and over with ID) the cost is fifty cents per ride.

OUTBOUND	INBOUND
11:45	11:20
12:45	12:20
1:45	1:20
2:45	2:20
3:45	3:20
4:45	4:20
5:45	5:20



Supporting the Society table at the Springfield Show are (left to right) Wayne, Fred, Pat and Kos. *Bruce Bowden photo*

Illinois Railway Museum Update

By Ted Anderson

The donations to the B&M Diner Trackspace Fund have totaled to an amount that takes us out of the Negative Funding List and should put us in the Positive Fund List by at least \$500, which should appear in the monthly financial report. Now funds go toward inside storage (the cafe coach with totally gone roof is inside of course) at a rate of \$55 per foot coupled so we are not done. Also, new display barn space will need to be sprinklered requiring the erection of a water tower, hence the inside storage rate can be expected to go up for future cars going inside.

BOSTON & MAINE RAILROAD HISTORICAL SOCIETY
REPORT OF ARCHIVES COMMITTEE
 FOR THE YEAR ENDED DECEMBER 31, 2005

The Archives Committee met 8 times in 2005, the same number of meetings as in 2004. The average attendance at our meetings, exclusive of guests, was 5, also unchanged from last year. Regular attendees at our meetings were David Ashenden, Len Batchelder, Rick Conard, John Goodwin, Dick Lynch, Gareth Thomas, and Ellis Walker. Most meetings also included 1 or more guests.

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

We logged in a total of 53 donations in 2005 including material donated by Ted Anderson, John B. Barr and his estate, Bruce Bowden, Chuck Blardone, Carl R. Byron, Ken Cushing, Alan Dustin, Alden Dreyer, Ed Felton, Bob Fuller, Archer Giles in memory of John Burris, Nelson L. Dionne, Jr., Friends of Bedford Depot Park, Roderick C. Hall, Jr., Ross D. Hall, Paul Hatch, Bruce D. Heald, Paul Kosciolk, Michael C. Lennon, Alan LePain, Bill Lipfert, Richard M. Lynch, Alan E. Macmillan, Alan E. Macmillan, Jr., Marshall S. Morris, Arthur L. Norwood, Rick Nowell, Rembert Patrick, Jr., Ed MacLeod, Charles A. Niles, Jr., Kenneth W. Rendell, Inc., Estate of Donald S. Robinson, Estate of Paul X. Shea, Gareth A. Thomas, Ellis Walker, Robert Warren, H. Arnold Wilder, Robert F. Wilner, Andy Wilson, and Buddy Winiarz. The Committee thanks all our donors for their generosity and encourages our members and friends to donate additional material to our growing collection. We will also appreciate receiving information about potential donors.

We responded to a record 153 requests for information this year, as compared to 114 in 2004, and 140 in 2003. Last year we noted that our increasing computer resources enable us to provide more, and more complete, answers than in the past. During the year Dick Lynch enhanced our capabilities even further by completing his extensive CD ROM index to the *B&M Bulletin* and continued his extremely valuable project of indexing the *B&M Railroad Employees Magazine*.

Many committee members have contributed significant "off-hours" time to answer research questions. Your chairman is very lucky to have their support in this effort. We could not have handled the extraordinary volume of requests otherwise. In addition to "homework" provided by the members who attended our meetings, Vin Bernard, Bruce Bowden, Carl Byron, Adrian Gintovt, John Goodwin, Paul Kosciolk, Jon Miner, Russ Munroe, Jim Nigzus, Bob Warren, and Buddy Winiarz fielded research questions and picked up donations.

We were saddened to learn that long-time committee member John Barr had passed away during the year. John was a regular volunteer at our monthly meetings. He was one of the last motormen to enter the service of the Eastern Massachusetts Street Railway before the system converted to buses. John's recollections of people, places, and events in the trolley era added immeasurably to the interest of our committee meetings.

Jim Nigzus, Dan Hyde, and Fred Brown continued to offer us valuable support by creating more shelving for our uncataloged materials at North Chelmsford. Owing to the receipt of a large number of boxes of B&M archival material we are fast exhausting the capacity of this facility. One solution is the training of more

members to inventory these items, enabling them to be brought to the Archives in Lowell where they will be more useful to researchers. Members who think they might be interested in this kind of detailed work are urged to contact me.

We received a generous donation from Jim Dufour for the digitization of the valuation plans of the Cheshire Branch from South Ashburnham to Bellows Falls. This project has been completed, and we are now able to secure copies of these large scale maps for researchers without exposing the original blueprint maps to light and to the hazards of transportation. We encourage members and friends of the Society to sponsor the digitization of their favorite portions of the B&M.

We continue to receive royalty checks from the four *Images of Rail* books that we produced with Dr. Bruce Heald. This year we added a volume on B&M equipment and services to the three earlier titles.

Thanks again to all who demonstrate how much can be done by volunteers.

Respectfully submitted,

/s/ Frederick N. Nowell, III

Chairman, Archives Committee

Boston & Maine Railroad Historical Society

Has Guilford Become "Pan Am"?

First came the boxcars labeled "Pan Am Railways." Now, these sentences appear on the Northpoint website, which advertises the properties GTI and Spaulding & Style Colliers are jointly marketing in Somerville: "Pan Am Systems, Inc., headquartered in Portsmouth, NH, is the owner of New England's largest privately held group of freight railroad companies, the 1,500 mile Pan Am Rail System, as well as other transportation-related businesses including, Pan Am Clipper Connection, intermodal facilities, warehouses, and lumber products manufacturing."

Atlantic Northeast Rails & Ports via The 470, The 470 Railroad Club

Guilford Rail System Trims Police Force

Billerica, Mass. - Guilford Rail System laid off 60 percent of its railroad police force this month (*January*), a move that leaves local police chiefs and politicians concerned that the company is shirking its responsibility to protect its right-of-way, according to a story in the Lowell (Mass.) Sun.

Guilford cut nearly 100 positions systemwide on Jan. 1, including nine full-time railroad police officers. The cost-cutting measure leaves just six officers to police 1,600 miles of Guilford-owned track in six states, said one union official and a railroad officer who recently lost his job.

George Casey, general chairman of the United Transportation Union, said Guilford's cuts "defy logic." The UTU represents various railroad employees, including police.

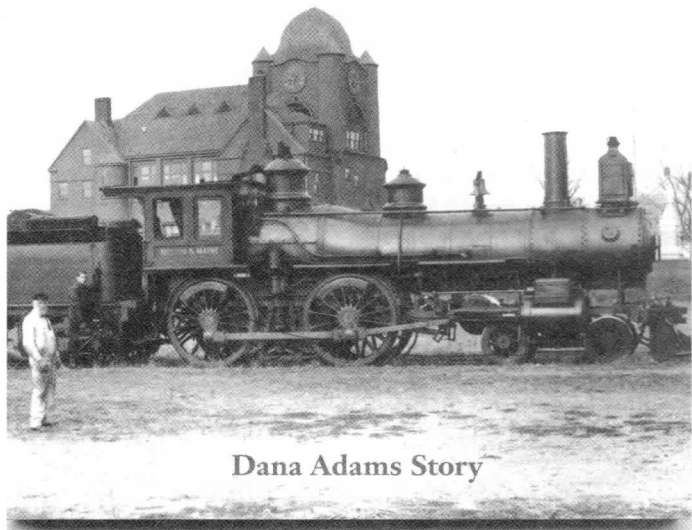
"They're the only company that I know of that is reducing police presence. And they didn't have a big presence to begin with," Casey said. "I don't know if that makes the rails less safe, but it does diminish security for the public in terms of the hazardous materials they transport."

One former officer said he was surprised by the layoffs, in light of efforts to increase security following the Sept. 11 attacks.

Trains magazine Newswire

DAILY *except* SUNDAYS

The Diaries of a Nineteenth Century Locomotive Engineer



Dana Adams Story

Daily *except* Sundays

By Dana Adams

Sub-titled: *The Diaries of a Nineteenth Century Locomotive Engineer*

A book review by Bob Warren

Unlike your usual railroad book, *Daily except Sundays* is different. Different in the sense that the book is about Philip Tyler Adams, who spent his entire railroading career working the Essex Branch starting with the Eastern Railroad and ending with the Boston and Maine,

Philip Tyler Adams, who was the author's grandfather, was a meticulous gentleman who created some 43 diaries denoting his daily experiences not only on the railroad but his personal and family life was well.

What was most interesting to the reviewer were the some 88 pages of entries that the author selected that presented Adams' life.

Being an engineer in those days also required one had to be able to keep his engine in good repair...

"Tue. May 25 '85 Got up at 4:30 this morning and plugged 3 flues"

"Sun. Sept. 16 '94 Worked on #152 a little while in the afternoon on forward end of right hand main connection. It was not shimmed right (Note: This was after #152 had just come back from the shop.)"

Being your typical frugal Yankee, Philip Adams was able to pay cash for his first home as well as being able to loan money to fellow workers at a nominal fee.

In addition to the diary entries there are several photos showing the equipment that Adams operated including showing the gentleman at work, maps showing the location of the Essex Branch, items that enhanced the book.

If you're looking for some easy but very enjoyable reading, this book is it.

Copies of the book may be purchased from:

Beverly Historical Society and Museum: \$14.95 plus \$3.50 s&h
117 Cabot St., Beverly, MA 01915

From Edinborough Press, \$14.95 plus \$3.50 for s&h

Edinborough Press, P.O. box 13790, Roseville MN 55113

As well as through most online store such as Independent Publishers Group, Amazon.com and Barnes & Noble.

Bellows Falls Tunnel

The tunnel will not have autorack clearance until mid-2006, according to Charlie Miller, head of VAOT's rail division. With both state and federal funding on hand, workers will begin next spring. "We've got a constriction at either end - the bridge over the canal and the grade crossing," Miller explained. "So the challenge is to figure out how to gain seven to nine inches of clear-ance in the tunnel" The top of the tunnel cannot be increased without removing the cut-stone arched roof, and that would require moving historic structures on top of the tunnel. Workers will install new lower-profile track through the tunnel. "We will gain about an inch from a newer design of rail," Miller said. "By using steel ties instead of wood we will pick up two or three more inches." Next the crews will remove some of the gravel ballast under the rails, chisel down some of the protruding rock on the stones of the tunnel, and sand down the wood on the deck of the canal bridge.

The tunnel is a marvel of engineering. In 1851, workers completed a hand-built 279-foot- long dimensional stone railway tunnel. They lined it with a sheath of solid cut-stone blocks that rise straight up on each side before breaking into an arched ceiling of radiating voussoirs - stones cut with one side smaller than the other placed in a fanned pattern that covers the entire length of the tunnel. No mortar holds the stone, only gravity acting on its horseshoe arch design.

Opening the tunnel to autorack traffic will give another route for Providence and Worcester Railroad. "We've been interested in the Bellows Falls tunnel for a long time," said PW President Orville Harrold. "When you have a situation where one entity controls something, it's always much better if there is competition. Right now, there is no competition for automobile traffic moving out of New England. It is all controlled by CSX."

New England Central RR has no intermodal terminal but envisions more intermodal as well as autorack traffic. Massachusetts Central RR has an intermodal terminal with which NECR already interchanges traffic in Palmer, MA. With NECR's new clearance through Vermont, MCRR could return to its glory days of 1999, when it handled nearly 10,000 boxes a year of mostly international traffic.

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

Bulletin Status

Andrw Welch, Bulletin editor reports the next Bulletin is in process and will contain an article on the *East Wind*

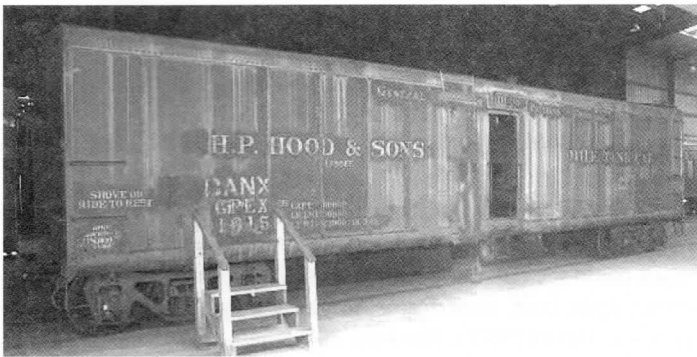
B&M E6's??

Yes, an E6 decorated for the B&M. According to an article in the January 2006 issue of *Railpace*. The former BN Executive F9 A&B units were substituting for B&M engines in a movie being shot in Illinois.

The only items denoting the dark green/gray engines as B&M locomotives are a small blue plaque below the headlight with a colored B&M herald as well as a small plaque below the cab window saying E6. Also a red plaque with the words "Boston and Maine" spelled out in what appears to be yellow is located on the lower side of the locomotive next to the ladder.

Additionally the Glencoe, IL station is substituting for Manchester NH.

No name was mentioned of the WWII film but it being produced by Clint Eastwood.



Hood's Milk Tank Car

By Tim Gilbert

GPEX - As per the April 1949 ORER, GPEX #1015 was part of the 27 car #1007-1033 series having tanks with 8,000-gallon capacity with an AAR Mechanical Designation of BMT (Baggage-Milk-Tank). The outside length was 51' 5" - no inside dimensions were provided. This series of milk car series first appeared in the ORER's sometime between the 1/1943 and 4/1949 ORER's; all 27 were still listed in the 4/1961 ORER; 26 in the 1/1967 ORER; 8 were still listed in the 7/1973 ORER; none in the 1/1977 ORER.

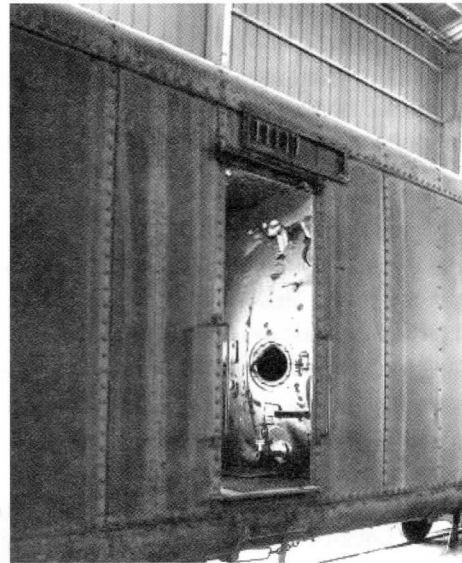
In the ORPE (Official Register of Passenger Equipment), all 27 cars were listed in the 1954 and 1960 Registers, but not in the 1970 Register - indicating that they had been removed from passenger-eligible service sometime in the 1960's.

I became first acquainted with this car when the editor asked who owned the CANX reporting mark - the Explosives Division of Canadian Industries Ltd. located in Valleyfield QU.

Later, I received two photos of GPEX #1015 being restored. The "C" of CANX looked awfully like a "D" as in DANX. DANX was the reporting mark of Danville Industries of Danville IL for a short time in the late 1970's-early 1980's as per contemporary ORER's.

In 1993, the L&N donated to the Southeastern RR Museum of Duluth GA their car #40605. The car is currently being restored. After removing the newer paint, they have found that #40605 was originally GPEX #1015 and leased to Hood.

Then Frank Greene of the Museum became involved stating that not much was known about milk cars in Georgia. Going to the Museum's web site, found that the car was donated by the



L&N in 1993 as their #40605 which contained two stainless steel tanks and in the "HP Hood & Sons" paint scheme.

HP Hood & Sons was the largest dairy in the Boston Area. Their main bottling plant was located on Rutherford Avenue in Charlestown MA - just outside the City Limits of Boston.

The Boston & Maine RR carried milk in bulk from creameries in Maine, New Hampshire, Vermont & New York State nightly in passenger or milk trains. In 1960, the Hood Creameries were Eagle Bridge NY (B&M RR); Barnet, Newport & Orleans VT (CPR); Richford and St. Albans VT (CV RR); Salem NY (D&H RR); Colebrook NH (MEC), Newport Jct. and West Farmington ME (MEC RR); Florence, Manchester, New Haven Jct., Pawlet, Vergennes, Whiting VT (Rutland RR); and Fairfield and Sheldon Jct. VT (SJ&LC RR). This list was a far cry from when the rail-milk business was at a peak. Trucks had taken over. Indeed, the creameries above were part of a list prepared by B&M's marketing department for a proposal to use piggyback in order to regain the business.

To carry the bulk milk, Hood leased cars from the General American Pfaudler Company (GPEX), a joint venture of GATC of Chicago and the Pfaudler Company in Rochester NY. Pfaudler was a dairy supply company while GATC owned and leased freight cars to shippers. The joint venture organized in the 1930's combined GATC's car line expertise with Pfaudler's dairy contacts. Hood was not the only lessee of GPEX in the Boston market; GPEX was also active in the New York and Chicago Milk Markets as well as some others. In 1943, GPEX owned 208 milk tank cars with outside lengths of 44' and 50'; in 1949, 213 cars; in 1955, 203 cars; in 1961, 179 cars; 1967, 113 cars; and in 1943, 10 cars. Bulk movement of milk on the rails to dairies essentially ended in 1960, and cars were leased to, among other customers like milk chocolate manufacturers.

Little is known of #1015's history after GPEX. It appeared to have been sold to Danville Industries although the car was not listed as a DANX car in the 4/1977 ORER - DANX was not listed as reporting mark in the 7/1973 ORER. By 1989, DANX was no longer listed in the ORER's. Anyway, the L&N got hold of it - a lot easier for them in Danville IL than in Valleyfield QU, and renumbered it as L&N #40605.

Southeastern Railroad Museum (Duluth, GA)

Photos by Paul Voelker - The SouthErnerR, SER,,NMRA

The East Wind

New England Canary

By Chuck Blardone

The earliest known proposed name for the new day train was *The Eastland*, which morphed into *The Eastlander*. Railroad correspondence through the end of May 1940 retained *The Eastlander* name.

During the first couple of weeks of June, the *East Wind* name was finally selected from entries submitted by schoolchildren, a then-common B&M publicity event. This was quite a coincidence (unless the Pennsy surreptitiously made its own entry), as the PRR was concurrently planning a winter-only Chicago-to-Miami train, *The South Wind*. Advertising stated that *The East Wind* was "named for the cool ocean breezes that make Maine and New Hampshire ideal summer resorts."

This was a curious choice. Going back to Biblical times, an east wind brought no good. Locally, over the past few centuries, an east wind (off the Atlantic Ocean) certainly was no friend of Maine mariners. There's an old saying: "When the wind is in the east, 'tis neither good for man nor beast." But the name brought the railroads good fortune, not bad.

Route

The 571-mile trip between Washington and Portland (705 miles from Washington to Bangor) followed the route of the *Bar Harbor*: Pennsy's Washington and New York Divisions north to Pennsylvania Station, New York; the Hell Gate Bridge and New Haven's Shore Line to New London, then north through Norwich to Worcester.

Early on, it was proposed that NH and B&M engines would be changed at South Worcester, one mile south of Worcester's Union Station. The train would then proceed on the B&M via Ayer, the Stony Brook Branch, and Lowell to the Western Route main line at Lowell Junction, and north to Portland. (The "Eastern Route" and "Western Route" terminology referred to the orientation of the two B&M lines as they ran north out of Boston. The two lines crossed north of Boston, so the "Western Route" ran alongside the Atlantic Ocean as it approached Portland.)

Arrival at Portland was timed to permit a fast switch of a coach and the grille car to Maine Central #19, *The Pine Tree Limited*, just in from Boston, for the trip to Bangor via the Lower Road through Augusta. On Sundays, when #19 did not run, the cars were forwarded to Bangor on #21, leaving Portland at 9:40 p.m., for a Monday morning return. The *East Wind* was also to make connections at Brunswick with a Rockland Branch train and with the B&M's *Cannonball* at Lowell for New Hampshire points. Passengers using the B&M's Conway Branch could connect with *The East Wind* for service to and from Boston.

The final plan incorporated one significant operational change: NH/B&M engine swaps were made just north of Worcester station (not at South Worcester).

There were 18 intermediate stops. On the PRR electrified route between Washington and New York, *The East Wind* covered the 226 miles in 220 minutes, an average of 62 mph. *The East Wind* was drawn by a GG1 in dark green locomotive enamel with gold leaf stripes. In 1940, GG1 motors wore Futura lettering, of Raymond Loewy design.

Excerpted from *The Keystone Vol. 38, #4*

Pennsylvania Railroad Technical and Historical Society

Restoration

The New Hampshire Department of Transportation's web site shows two planned railroad restoration projects during 2006. A project in Gorham allows \$28,400 to renovate and convert B&M diesel 4265- into a tourist attraction and theater. Work includes restoring the outside shell to historical accuracy and creating a little theater inside for a display and slide show/movie. The goal is to provide visitors with a hands on sense of what it was like to run a diesel locomotive and how trains provided a tremendous role in our local and national economy.

Also listed among planned projects is the restoration of the North Stratford Grand Trunk RR station, with an appropriation of \$162,000.

The 470 470 Railroad Club

Stock Cars

The B&M had SOME stock cars – most of the livestock slaughtered in Boston arrived by means other than B&M Stock Cars. Between 1925 & 1944, there were about forty B&M stock cars – between 1945 & 1956, between 13 and 15."

The #27500-27514 series were conversions of the #72000 series boxcars in 1945, and all had been retrofitted for boxcars service in 1955-56. The stock car conversion from the #72000 series consisted of replacing the sheathing with slats so that the livestock could see outside the car. The #72000's original Youngstown doors, ends, roof, underframe, trucks and appliances were all retained in the #27500's. Because of the lack of livestock loadings originated on the B&M, many of these stock cars were used in pulpwood service.

"In 1925, the B&M built a stock car superstructure on forty B&M 36' SUF Flats in the #33000-33499 series. These forty cars (#27200-27239) lasted until 1944 when the cars were either scrapped or stripped of their superstructure and transferred to MOW service."

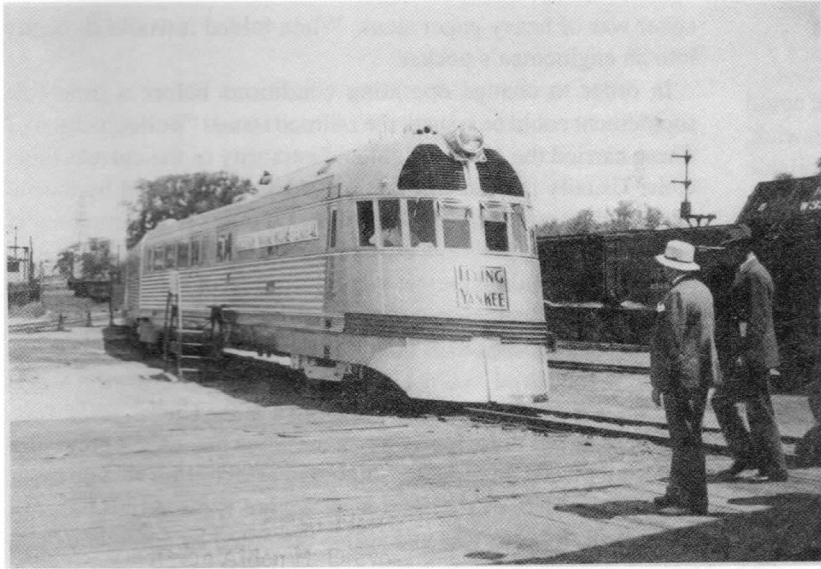
Tim Gilbert

"The primary locations for stock pens to meet the requirement for the 36 hour stop over for feed and water were major interchange points such as Mechanicville and White River Jct. for livestock reaching the B&M from points further west and north."

"Most of the "up country" stock pens were to accommodate loading livestock to begin their journey to the slaughter houses in Somerville (B&M) and Brighton, MA (B&A). Generally the up-country loadings reached their destinations in under 36 hours...hopefully."

Dwight Smith

"One of my favorite stories concerning livestock movement had to do with the speed with which it HAD to be moved over the railroad to avoid the dreaded "watering" requirement for the animals. Preston Johnson, told of an instance in which a SINGLE stock car destined for one of the Somerville plants was expedited by itself with just an engine and a caboose all the way from Mechanicville. I believe the requirement was a maximum of 72 hours without water for the animals. In any event, the movements went pronto over the railroad. The quote that stands out, and I believe it was in reference to this time sensitive requirement, was one from a B&M official at the time... "If we can't set the car with a switcher, we'll set it with a pencil!"



3713 Fall Update

We are awaiting word from Penn DOT on when we will be able to start spending funds from the second Transportation Enhancement Grant we received in 2004. Since this is a matching grant, we need to raise 20% or approximately \$ 69,000.00 to be able to use all these funds. This grant will make possible completing the work on the drive components, repair and rebuilding of the cab, reassembling the tender, changing friction bearings to roller bearings, and painting and completing the project.

The following work is completed

1. Remove washout plugs and sleeves
7. Remove flexible staybolt sleeves
2. Remove firebox side sheets
8. Remove mud ring rivets
3. Repair smokebox front and door
9. Remove thermic siphons
4. Remove rigid staybolts
10. Remove rear tube sheet
5. Remove crown staybolts
11. Fabricate smokebox liner
6. Remove flexible staybolts
12. Remove crown sheet

The following work is in progress

1. Remove waistsheet bolts or rivets
15. Clean, inspect, repair trailing truck
2. Remove mud ring to repair journal boxes
3. Clean, inspect and repair washout
16. Dismantle booster engine plugs and sleeves
17. Clean, inspect, repair booster engine
54. Cut smokebox rivets
18. Clean, inspect and repair trailing truck
5. Repair smokebox
19. Prime locomotive frame
6. Repair stoker elevator
20. Clean, inspect, repair turret header
7. Clean, inspect, repair dry pipe
21. Rebuild hydrostatic lubricator

8. Cut and remove boiler studs
22. Fabricate boiler studs
9. Machine new saddle bolts
23. Clean, test, repair superheaters
10. Remove locomotive brake rigging
24. Install boiler studs
11. Inspect and repair staybolt holes
25. Prime outside of boiler barrel
12. Clean, inspect, repair locomotive frame
26. Fabricate huron plugs and sleeves
13. Clean, inspect, repair power reverser
27. Install huron plugs and sleeves
14. Remove spring rigging
28. Prime outside of firebox wrapper

Haverhill Bridge

MBTA General Manager Daniel A. Brabauskas announced funding in the amount of \$3M to begin rehabilitation of the Merrimack River Bridge in Haverhill. Constructed in 1919, the bridge is a double track bridge that carries the MBTA Commuter Rail Service over the Merrimack River between Bradford and Haverhill Stations. The bridge was inspected and it was determined that replacement of the existing timber deck with new ties, along with structural repairs are necessary. The intention is to keep the bridge open through the reconstruction by doing one track at a time. The commuter train crosses the railroad bridge 26 times each week-day, 13 times arriving at Haverhill Station and 13 times leaving for Boston. The *Downeaster* also uses the bridge each day.

Lawrence Eagle Tribune Via Len Bachelder via The 470 470 Railroad Club

Other Railroads That Ran Over B&M Rails.

By Dwight Smith

Here are a few examples

Central Vermont: Between Windsor, VT and Brattleboro, VT.

Central Vermont: Between East Northfield, MA and Brattleboro, VT via Dole Jct.

Barre & Chelsea RR: Between Wells River, VT and Woodsville, NH

Canadian Pacific: Between Wells River, VT. and Woodsville, NH.

Suncook Valley RR: Between Bow Jct., NH and Concord, NH.

Maine Central: Between Coos Jct., NH and Groveton, NH.

Maine Central: Between Whitefield, NH and Waumbec Jct., NH.

Claremont & Concord: Between Contoocook, NH and Concord, NH (Passenger service only).

Rutland RR: Between Bellows Falls, VT and North Walpole, NH.

The joint B&M/CPR run through freights between Newport, VT and White River Jct., VT utilized B&M rails between Wells River, VT. and White River Jct., VT.

Saratoga & Schuylerville RR between Stillwater Jct., NY and Mechanicville, NY.

Rutland RR between White Creek, NY and Troy, NY.

Delaware & Hudson RR between Eagle Bridge, NY and Mechanicville, NY.

Maine Seeking Funds On Downeaster Extension To Brunswick

Portland, Maine - Service on Amtrak's Downeaster route could be extended northeast about 28 miles, from Portland to Brunswick, as soon as 2010 if federal funds for the project become available later this year, according to a story in the Boston Globe. The Maine Department of Transportation is seeking \$1 million to \$2 million from the upcoming federal budget for preliminary engineering and design work.

If the money comes forward, it would be the first concrete step toward extending the Amtrak service since it began running between Portland and Boston in December 2001.

The Portland-to-Brunswick route became eligible for the Federal Transit Administration's New Start Program last summer when it was identified as a project worthy of future funding.

The newspaper said that if the project receives the money in the next federal budget, it could be available as early as October. If more federal money becomes available in the near future and an aggressive timeline is set, Downeaster service to Brunswick could start within four to five years.

As proposed, the project involves upgrading track, owned by Guilford Transportation, from the station in Portland through the city and then through Falmouth, Cumberland, Yarmouth, and Freeport to Brunswick. If the federal government appropriates \$1 million to \$2 million this year, Maine taxpayers would match 20 percent from about \$8 million the state has set aside for the extension project, Roy said.

Ridership on the Downeaster rebounded in 2005 after showing declines in the two years after its first full year of operation in 2002. The increasing ridership, along with the desire to provide commuter rail service for towns north of Portland, make it a good time to move forward with the project to Brunswick, said Patricia Douglas, executive director of the Northern New England Passenger Rail Authority, the agency that contracts with Amtrak to operate the Downeaster.

Trains magazine Newswire

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

1942-57

What Time Does the 8:11 Leave for Boston?

By William L. Patton, Jr.

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

These timetables covered arrivals and departures, meeting points on single track, and also the days of the week when the trains were to run. These books also noted "day" and "night" train order stations, where water for steam engines was available—in short, they were the operating bible of the railroad. All operating employees in train service, all stations, towers and track gangs were required to have a copy of the current Employee Timetable. The

cover was of heavy paper stock. When folded it would fit neatly into an engineman's pocket.

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

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

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

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

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

The Ghost Train

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

Lexington continued on pg. 11

Lexington continued

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

Bedford Depot News - Friends of the Bedford Depot Park

Fast Running

From Alden H. Dreyer (chief delayer)

It is interesting to note that in my 20 years of working (?) on the B&M, there is only one incident of fast running that resulted in discipline of sorts. One morning JS-2 ran from the River to East Northfield in a flat two hours, including the work at Brattleboro. This was one of those rare instances when the DS was on the hot seat and if he failed to report, he could lose his seniority, or worse. Anyway, when Tommy Nicholson wheeled the drops by the office on Miles Street, Road Foreman Bob Marshall swung on board. And that was all I ever heard about that.

Jim Wooliver, another Conn River runner, who was firing 75 & 76 when we first met. One of his comments I'll always remember was: "The Budd's were good cars except when you were running late. No matter what we tried, we couldn't get them over 90 MPH and it took many miles to get up to 90."

Another incident I recall was when I was posting the West End with Bill Thompson in 1964 on 2nd before heading down Route 5&10 to W.A. Tower to cover HCM's 3rd trick position. PB-2 ran the 5 miles from North Adams to Williamstown in 4 minutes. I was doing the OS and running the machine, and Bill said: "You can't write that down. Add a minute."

But when the railroad discipline was lax, the LORD made up for it. Read Don Hill's comments in his book about the engineman who died on RW-1 when speeding thru a mudslide with the 10 MPH order found in the dead man's pocket. And then there was the man I removed from service, the union got him back to work, and within a few weeks he destroyed a Bluebird and his career when he backed into his own train. The details of that one were never published, probably at the BLE's request.

And don't forget engineman Pangborn!

Pangy was probably in the cab on the evening when I was admonished not to write down 4 minutes J to X. PB-1 and PB-2 were allowed 50 MPH, when all other freights were restricted to 45 maximum.

It is important to understand how a DS properly recorded OS. We used all three hands on the watch. So 4 minutes on the train sheet, a legal document, could have been 4 minutes 0 seconds or 4 minutes 59 seconds. Very sloppy for short distances between OS stations.

Painting And Lettering B&M HW Pullmans

By John S. Horvath with Bob Warren

The B&M purchased from Pullman, with an effective date of 31 December 1948, a total of 22 "standard-weight" sleepers as Pullman referred to what we call heavyweight (HW) cars. The B&M immediately leased them all back to Pullman for maintenance and operation. Note that we are eliminating from this discussion the HW cars the B&M purchased from Pullman in several stages beginning in 1940 for parlor-car service or immediate conversion to baggage-express cars. In recent years, we have had access to synthesized Pullman records courtesy of Tom Madden so now know for sure that these 22 HW sleepers continued to wear a 'Pullman-looking' painting and lettering scheme to the end of their revenue-service lives as some students of the B&M had long thought based on their observations. For whatever reason (thrift most likely), the B&M never had Pullman apply a unique painting and lettering scheme to their HW sleepers the way that most railroads did in the 1950s at least. Thus outwardly at least no one would know that any of these 22 cars was actually owned by the B&M after 1948.

A new analysis of available information created an even clearer picture of how these 22 cars were decorated while in B&M ownership. It's a somewhat more complex picture than was originally thought as it now appears that the B&M HW sleeper fleet wore a total of four different 'Pullman' paint schemes at various times post-1948.

Here is what we know at the present time. As with any assessment of the historical record it is subject to correction or modification as new information may become available in the future.

At the time the B&M formally took ownership of its 22 HW sleepers at the end of 1948 all were painted in what Pullman referred to as the "Pullman Std." painting and lettering scheme. This is the well-known Pullman Green car body with black roof and underbody. The lettering font was Roman and done in gold leaf. The Pullman name appeared at the center of the letterboard in 7" letters and the car name was done in 5" letters. The records show that the following eight cars (36% of the B&M HW sleeper fleet) retained this paint scheme to the time they were withdrawn from leaseback to Pullman:

FORT GREBLE/Plan 2585D/10sec-1dr-2cpt/withdrawn 18 April 1954

FORT SLOCUM/Plan 2585D/10sec-1dr-2cpt/withdrawn 18 April 1954

GRAYNOOK/Plan 2410I/12sec-1dr/withdrawn 29 November 1954

MAPLETON/Plan 2585D/10sec-1dr-2cpt/withdrawn 15 August 1960

McDADE/Plan 3410A/12sec-1dr/withdrawn 15 August 1960

MILTON/Plan 2410/12sec-1dr/withdrawn 18 April 1954

PICACHO/Plan 2410I/12sec-1dr/withdrawn 5 November 1954

ST. VICTOR/Plan 3410/12sec-1dr/withdrawn 7 June 1960.

Note that a few of these cars lasted to 1960 and had never been repainted since some time before the B&M purchased them in 1948. They must have looked pretty ratty toward the end although at least one (MAPLETON) had been in government storage for

Pullmans continued on pg. 12

Pullman's continued

years and not out on the road (a common fate for section cars in later years).

The following 11 cars (50% of the fleet) were repainted into what will be referred to as the 'Updated Pullman Std.' scheme at some time after 30 January 1951 (when this scheme was introduced) but obviously before the cars were withdrawn from Pullman lease which was only about three years later in some cases. Exact repaint dates are not known at this time except for NEW HAMBURG which was released from Pullman's shop on 25 January 1954. This 1951 scheme was the same as the original Pullman Std. one but used imitation gold paint (what modelers like to call "dulux gold") for all lettering. Thus it would have been hard to distinguish these cars from the preceding group unless one looked closely at a clean car:

- EAST DOVER/Plan 3410/12sec-1dr/withdrawn 20 June 1960
- FORT BLISS/Plan 2585D/10sec-1dr-2cpt/withdrawn 15 August 1960
- FORT PICKENS/Plan 2585D/10sec-1dr-2cpt/withdrawn 18 April 1954
- MARTEL/Plan 2585A/10sec-1dr-2cpt/withdrawn 4 November 1954
- MASKELL/Plan 2585D/10sec-1dr-2cpt/withdrawn 15 August 1960
- McSPADDEN/Plan 3410/12sec-1dr/withdrawn 1 June 1961
- MONTEAGLE/Plan 2410/12sec-1dr/withdrawn 18 April 1954
- NEW HAMBURG/Plan 3958/14sec/withdrawn 8 February 1960
- PERALTA/Plan 2410I/12sec-1dr/withdrawn 18 April 1954
- SAOMA/Plan 2410I/12sec-1dr/withdrawn 3 November 1954
- SHORE LARK/Plan 3991C/2cpt-1dr-3sbr-buffet-lounge-sun room/withdrawn 28 January 1955.

One unanswered curiosity is why Pullman repainted NEW HAMBURG to this paint scheme at such a relatively late date (January 1954) which was a few months after Pullman had started using the famous two-tone gray scheme discussed subsequently.

The following car (which constituted 5% of the B&M HW Pullman fleet) was repainted into what will be referred to as the 'Alternative Pullman Std.' scheme when released from Pullman's shop on 3 February 1954. This scheme had been introduced on 30 November 1950:

- BUTLER UNIVERSITY/Plan 4046/12sec-2dbr/withdrawn 29 November 1954.

This scheme is quite interesting as it was a significant departure from past Pullman practices in several respects. The lettering font was switched to the New York Central-style sans serif; the lettering color was switched to imitation gold paint; the height of the Pullman name on the letterboard was reduced to 5"; and the car name lettering height reduced to 4" (these two heights were the same as those used on both HW and LW cars owned by the New York Central System at that time). Although the car body remained Pullman green, effective 4 January 1952 the roof color was switched to Pullman green as well. Because the B&M's BUTLER UNIVERSITY was repainted to this scheme after this date it should have gotten this most unusual green roof. But seeing as how this car wore this scheme for less than a year before being withdrawn from Pullman operational lease it is likely that a photo, no less a

color photo, of this car wearing this paint scheme would be quite rare. Which means, of course, that someone will promptly find one tomorrow...

Again, there is an unanswered curiosity as to why Pullman repainted this car to this paint scheme a few months after the two-tone gray scheme was put into effect.

Finally, the following two cars (9% of the B&M fleet) were repainted into what will be referred to as the 'Revised Pullman Std.' scheme which is the classic two-tone gray and the last scheme Pullman applied to HW cars it operated. This scheme was introduced on 21 October 1953 and the following two cars were repainted on 5 May 1955 and 26 October 1954 respectively. Note that with this scheme Pullman went back to using 7" letters for its name and 5" letters for car names although it did stick with the New York Central-style sans-serif font. The lettering color was 'aluminum gray' which is often referred to as "silver" in Pullman records although it was a non-metallic light gray in appearance (often mistaken for white in photos):

- GOUNOD/Plan 3523A/6cpt-3dr/withdrawn 10 July 1964
- VALPARAISO UNIVERSITY/Plan 4046/12sec-2dbr/withdrawn 10 July 1964.

Note that collectively these two cars were the longest-lived B&M HW sleepers in Pullman service, with GOUNOD almost making it to its 40th 'birthday' (VALPARAISO UNIVERSITY had been rebuilt from an older 12sec-1dr car in 1936).

One final comment...No B&M HW sleeper was ever repainted more than once post-1948 even though a few lasted into the 1960s. This is noted because on some railroads (the nearby New Haven comes to mind) a few of their HW sleepers actually got two repaints post-1948, with the second one usually being the two-tone gray.

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)

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