

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

copyright 2005 B&MRRHS

May — June 2006

Bob Warren, Editor (bobwarren@earthlink.net)

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

---

Opinions expressed in the signed columns or letters of this Newsletter are those of their respective authors and not necessarily represent the opinions of the Society, its officers or members with respect to any particular subject discussed in those columns. The inclusion of commercial products or services in this Newsletter is for the convenience of the membership only, and in no way constitutes an endorsement of said products or services by the Society or any of its officers or directors, nor will the Society be responsible for the performance of said commercial suppliers. We reserve the right to edit all material, either due to length or content, submitted for publication.

---

## B&MRRHS CALENDAR

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

## Upcoming Events for 2006

- |                             |  |
|-----------------------------|--|
| <b>May 13th</b>             | Gary Webster doing a presentation on New England Railroading.      |
| <b>June</b>                 | <i>WILTON TRIP CANCELED...NO MEMBERSHIP MEETING</i>                |
| <b>July 29th &amp; 30th</b> | Lowell Folk Festival...NO MEMBERSHIP MEETING                       |
| <b>August</b>               | NO MEMBERSHIP MEETING  |
| <b>September 30th</b>       | Trip on the Hobo Railroad  |
| <b>October 21st</b>         | B&MRRHS 35th Anniversary Banquet                                   |
| <b>November 11th</b>        | Allan Pommer will present New England Railroading in the 1970/80's |
| <b>December 9th</b>         | Members Night.   |

### Directions for the new meeting hall for the Society:

From Rt. 495 take exit 38 which is Rt. 38, this is Rogers St. Depending if you come from the north or south there are six and seven sets of lights respectively. Approximately 1.3 miles from Rt. 495 is the last set of lights (working) bears to the left here. Rogers Hall is about 3 tenths of a mile 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	Jim Nigzus
Treasurer	Paul Kosiolek
Secretary	Wayne Gagnon
Clerk	Ellis Walker

## Board of Directors

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

## 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
Technical Asst.	David A. Fletcher
410 Chairman	Jim Nigzus
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&amp;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

## Minutes of March 10, 2006 Meeting Rogers Hall, 196 Rogers Street, Lowell, Ma.

*In Attendance:* Abegg, Kosciolek, Monroe, Gagnon, Hyde, Nigzus, Winiarz, Byron

*Meeting Called to Order:* 1:30 PM

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

*Approval of the Agenda (Amended):* Byron, 2nd by Hyde, Motion carried.

*No Reports:* Models, 410 Committee, Bulletin, Archives

*President's Report:* Winiarz reported to the Board that he had received a request from William Patton. Mr Patton was seeking permission from the Society to make pictures of Bulletin pictures to show at railroad "old timers" meetings. Board agreed that as long as Mr. Patton states due credit given to Society, no issue.

*Vice President's Report:* Nigzus reported that Carl Gagnon has looked at alarming the Chelmsford storage site and will donate electrical panel and charge "labor only" to secure site.

*Clerk's Report:* Kosciolek distributed Walker's clerks letter reporting that since February 2006 BOD meeting that all applicable Society documents placed on file.

*Treasurer's Report:* Kosciolek reported the following: February '06 Checking- \$717.29; February '06 Savings: \$59150.94

Major expenses again incurred included newsletter printing/ mailing due to USPO increases to mailing rates. Gagnon, 2nd Winiarz, motion carried.

*Membership Secretary:* Winiarz stated that membership continues to hover around 1150 mark with add/drops.

*Newsletter Editor:* Board discussed that recently mailed Newsletter had errors in Programs. May '06 read TBA, should read Gary Webster scheduled to do slide/narration on B&M; September '06 read TBA, should read Hobo RR trip is scheduled. Winiarz and Kosciolek to check with Newsletter editor to confirm he is receiving updates and correcting basic outline.

*Hardware Committee:* Kosciolek reported that the original Lowell Tower board is now at Chelmsford storage site.

*Shows Committee:* Bolton, Ma. Show upcoming April '06. Nigzus reported that an additional \$514 in sales was generated during the month of February from CD discs and back issues of Bulletins. Flyer continues to generate sales across the board.

### OLD BUSINESS:

Byron stated that he had met with Paul Beck to speed up "slow running" on B&M TV film. Carl stated that some editing/splicing corrections had been made, Beck is putting audio background in, and that Carl would talk with Beck before Easter. Society's goal is to have video completed by Septemeber '06 in time for Xmas flyer mailing and Springfield '07 show.

*35th Anniversary Banquet:* Winiarz reported that Steve's Kitchen does not have a vegetarian dish to offer but would try to accommodate special requests.

*New Business:* Flying Yankee Gala in Concord, NH on 1 April was discussed. Board felt that we should be represented. Nigzus has possible conflict and deferred to Byron as alternate Society attendee based on previous published works. Gagnon also mentioned that he would possibly attend and bring his personal insights

from his father, grandfather, and godfather who were locomotive engineers who operated #6000 up to her retirement in 1957.

*Membership Dues:* Board briefly discussed possible raise in membership dues due to rising outside costs but was tabled until April meeting in order for Kosciolek to collect recent mailing/newsletter/Bulletin costs.

*David Woodbury (B&M wooden coach restoration project):* David Woodbury of New Boston, NH addressed the Board in relation to his ongoing restoration of wooden B&M coach # 1244. Coach is a class sister to #1246 coach/combine at Lowell. He sought ideas and names of possible historical societies/towns/cities/people who might be interested in having this car as a static exhibit. He is proactively seeking a new home for this car so that he avoids a family estate issue. Coach exterior is near completion but interior is basically a shell and lacks seats. Coach #1244 was retired in 1950 by B&M. Board cited some possibilities as Ashland/Plymouth Historical Society, Laconia/Lakeport Historical Society, Hobo-Winne RR at Meredith, Danbury RR Museum, the "Naugy". Mr. Patton would be willing to entertain donating the car for charitable tax purposes to a group/party/person that would maintain his previous restoration efforts. Any information can be forwarded to his attention at 37 McCurdy Rd, New Boston, NH 03070.

*Next Meeting:* April 8th at 1:00PM at Rogers Hall, Lowell, Ma.

*Motion for Adjournment:* 3:10PM: Byron, 2nd by Hyde. Motion carried.

### Respectively Submitted:

/s/Wayne M. Gagnon, Secretary

---

## Minutes of April 8, 2006 Meeting

### Rogers Hall, 196 Rogers Street, Lowell, Ma.

*In Attendance:* Abegg, Kosciolek, Monroe, Gagnon, Hyde, Nigzus, Winiarz, Byron, Walker, Nowell, Goodwin

*Meeting Called to Order:* 1:15 PM

*Approval of the Minutes:* Gagnon, 2<sup>nd</sup> by Bryon. Motion carried.

*Approval of the Agenda (Amended):* Byron, 2<sup>nd</sup> by Hyde, Motion carried.

*President* No Report

*Vice President's Report:* Nigzus reported that local screen printer had completed the B&M reminiscent "speed letter" type meeting sign (reddish background with white lettering "to post on Rogers Hall fence for meetings. April 8th sign was "placed in service".

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

*Treasurer's Report:* Kosciolek reported the following:

YTD as of 12/31/05- Savings Interest-\$812.96

YTD as of 12/31/05-Checking Account Interest -\$171.59

YTD as of 12/31/05-Dividends Interest-\$81.81

YTD as of 12/31/05-Qualified Dividends Interest (GE Stock) - \$76.56

Major expenses again incurred included newsletter printing/ mailing due to USPO increases to mailing rates.

*April Minutes continued*

Gagnon, 2<sup>nd</sup> G. Pederson, Motion carried.

**Membership Secretary:** Winiarz stated that Society membership deletions for Nov/Dec'05 and Jan '06 were approximately 18-20 due to non-renewals. Membership continues to hover around 1100-1150 mark.

**Bulletin:** Winiarz read e-mail from Miner that Bulletin should be at printer by end of April and will contain article(s) on "East Wind" service from Worcester to Portland to "Downeast" Maine. Expected in summer time frame Bulletin will be Ray Bellanger, North Country photographer photos; Fall '06 Bulletin will have articles on Hoosac Tunnel and information by Jerry Kelley on lining towers.

**Archives Committee:** Nowell reported that 3 mtgs to date in 2006 have been held with average attendance around 8; Archives has handled 36 YTD requests for info (up slightly from same time last year; monetary gift from Rick Conrad was received to help in digitizing valuation plans; Society received a royalty check of \$668 from Bruce Heald / Arcadia Press from sales of 4 B&M "coffee table" books; some B&M North Billerica documents have been catalogued, and next meeting was scheduled for April 22<sup>nd</sup>.

**Newsletter Editor:** Winiarz and Kosciolk continue to work with Newsletter editor to rectify/update Program schedules of event changes and correction of Board names and positions.

**Hardware Committee:** Society has had 6 meetings YTD and effort is on cataloging.

**410 Committee:** Nizgus reported that 410 restoration efforts would be starting in near future for 2006.

**Shows Committee:** Nizgus reported that an additional \$250 plus was generated in sales from T-shirts and other miscellaneous items in March and early April.

**Program Committee:** Society was informed that with death of Stu Draper, owner of Wilton Scenic that family has shut down the railroad. Proposed local consortium attempted to buy W/S from family but deal fell through. Milford & Bennington not interested in running operation; Budds are for sale with asking price near \$300K for set. No buyers yet as of this writing.

**Models Committee:** Society discussed possible new Laconia Car Works 36' B&M flatcar as potential project. Research to be done to identify photos, date of service, car numbers etc. with no definite date set.

**OLD BUSINESS:****B&M TV Film**

Byron stated that no new progress has been made with Paul Beck to speed up "slow running" on B&M TV film. Society's goal is still to have video completed by September '06 in time for Xmas flyer mailing and Springfield '07 show.

**35<sup>th</sup> Anniversary Banquet:** Winiarz reported that October 21<sup>st</sup> will be date of 35<sup>th</sup> anniversary banquet. Banquet will be at Rogers Hall, Lowell Ma. The time will be 7:00PM to a sit-down catered meal. Entrees choices for the meal will be chicken, beef, or fish, which will include salad, vegetables, potatoes, bread/butter, beverage and dessert. Caterer will be Steve's Kitchen. Cost will be \$25.00/person. Entertainment for the evening will be provided by Preston Cook on "Before Guilford", delivery of the blue and white sill stripe "200" class GP-38-2's in the early 1970's, some scenes from EMD of the actual B&M production components utilized, and railfanning of East Deerfield in the 1970's.

Of note, flyer will be published in August/Sept and October/November newsletters. Mark your calendars and accompany the Society/BOD in this celebration as we proceed forward towards 50 years.

**New Business:** Flying Yankee 1<sup>st</sup> Gala dinner in Concord, NH was held at Holiday Inn on 1 April. Gagnon and Byron attended on behalf of Society. Approximately 125 people attended with catered meal of prime rib or chicken cordon bleu. Both "silent" and "live" auctions were held/successful to assist in restoration effort of "Yankee". Goal of group is \$3.5 MM and 3.5 years to complete (late 2009 target date). The Morrell family has made a donation of \$800K towards \$3.5MM goal. One of the cylinder heads from Winton was auctioned off as group is now pursuing a newer "off the shelf" version prime mover. Articulated truck sets are being put out for bid (RFP) in near future.

**Dealer Discounts:** Board had lengthy discussion on dealer discounts.

Dealers are currently at 25% discount and motion was made to increase to 30% to reflect changing economic times and ability to solicit new dealers for Society items.

Byron, 2<sup>nd</sup>- Hyde- Motion carried.

**Membership Dues:** Board had lengthy discussion on membership dues in light of rising postage costs and energy costs. Board discussed that rates had not been changed for some time and other Society's have raised rates in past to cover their costs.

Proposal was made to change the following categories rates effective 1 Sept 2006.

- a). Basic- increase from \$30 to \$32
- b). Basic & Spouse- increase from \$32 to \$34
- c). Canadian/Foreign- increase from \$50 to \$55
- d). All others- Sustaining-Contributing-Supporting- Benefactor- rate will not change.

Winiarz will start to update subscription envelopes with new revised rates and Newsletter Editor will be given new rates for inclusion. Byron, 2<sup>nd</sup>- Hyde- Motion carried.

**Bulletins (MAIL ORDERS ONLY):** Board had lengthy discussion subject to mail orders received on Bulletins.

Proposal was made that members buying Bulletins at \$10 face cover rate be given a 30% discount. Bulletins at face value cost lower than \$10 would not receive 30% discount-example: older date Bulletins at \$4.95/5.95/6.95 face value rates will sell at that rate

Byron, 2<sup>nd</sup> Hyde: Motion carried.

**Next Meeting:** May 13th at 1:00PM at Rogers Hall, Lowell, MA.

**Motion for Adjournment:** 3:09PM Gagnon, 2nd by Byron. Motion carried

Respectively Submitted:

/s/ Wayne M. Gagnon, Secretary

**Hobo Foliage Trip**  
Sept. 30<sup>th</sup>, Meredith to Lincoln.  
Flyer in next Newsletter.

## 35TH ANNIVERSARY BANQUET NOTICE

Mark October 21, 2006 on your calendar, as this is when the 35th anniversary banquet of the B&MRRHS will take place. The time will be 7:00 PM to a sit-down catered meal. Choices for the meal will be chicken, beef and fish, which will include salad, vegetables, potatoes, bread and butter, beverage and dessert. Cost will be \$25.00 a person and will be held at Rogers Hall where the Society meets.

Entertainment for the evening will be provided by Preston Cook on "Before Guilford," delivery of the GP-38-2's in the early 1970's, some scenes at EMD of the Dash 2's components and railfanning around East Deerfield in the 1970's.

A flyer will be published in the August--Sept and October--November Newsletters.

Buddy Winiarz, President

## Membership Dues Increase

Due to the increase in postage the Board of Directors have voted to increase several of the dues categories as of September 1, 2006.

Basic membership will rise from \$30 to \$32.

Basic plus will rise from \$32 to \$34.

Foreign and Canadian will rise from \$50 to \$55.

Buddy Winiarz, Membership Secretary

## Membership Meeting Presentations

March saw Preston Cooke take members of the Society on a tour of EMD showing F units, demonstrators, behind the scene photos of the buildings and how EMD manufactured engines for the government during World War II for use in submarines and other military vehicles.

April brought Paul Giblin, President of the Flying Yankee Restoration group to Lowell for a brief history of the Yankee, it's time at Edaville, the move to Glen, NH on to Claremont and it's recent move to the Hobo Railroad in Lincoln. We saw work that has been done and what future plans are once the restoration is done.

## September 2006 Society Trip

September 30 will have the Society taking a trip on the Hobo/Winnepesaukee Railroad from Meredith to Lincoln, NH, with a stopover at the former Boston & Maine station in Plymouth for a catered meal. At Lincoln we will be able to tour the Flying Yankee, as this trip will coincide with the last "open house" of the Yankee. Cost for the day's event will be \$55.00 per person and it runs rain or shine. There will be no regular Membership meeting in September.

## Flying Yankee Spring Clean-Up (Volunteer Day)

Date: Saturday afternoon - May 13, 2006

Time: 11:00am to 5:00pm

Location: Hobo Railroad - Rt. 112, Lincoln, NH

**Purpose:** The purpose of this event is to spend the afternoon working to clean the Flying Yankee inside and out and prepare it for the four Open House events we have scheduled throughout the upcoming summer.

This event will be a wonderful opportunity for many of our Friends of the Flying Yankee who live in the region to get "up close" to the Flying Yankee and help the restoration effort. Everyone is welcome to attend.

If you're interested in joining us for the afternoon on May 13, 2006, please send a brief E-mail to paulgiblin@usa.net to let us know that you'll be joining us. Also, be sure to wear your work clothes and if you happen to have a step ladder and/or a rake, please bring them with you as well. Thanks!

### Four (4) Flying Yankee Open House Events Scheduled

Date(s):

Saturday - June 24th, July 15th, August 19th and September 30th

Time: Noon to 4:00pm - offered rain or shine

Location: Hobo Railroad - Rt. 112, Lincoln, NH

**Purpose:** The purpose of our four Open House events is to allow those folks who are interested, an opportunity to tour the Flying Yankee inside and out (where safe); learn more about the history, restoration and future use of the Flying Yankee and to take some photographs of the train. The Open House events will take place as scheduled, rain or shine.

Contact:

Paul Giblin, President

Flying Yankee Restoration Group, Inc.

PO Box 6000, Glen, NH 03838

Office Phone: 603-383-4186 ext. 117

Mobile Phone: 603-986-1217

Fax Number: 603-383-6172

Web Site: www.flyingyankee.com

"A Rolling Monument to American Industry and Ingenuity!"

## Freight Car 'Plate' meanings

By Tim Gilbert

Plate	Max Width	T/Ctrs	Max Hgt.
B	10' 8"	41' 3"	15' 1"
C	10' 8"	46' 3"	15' 6"
E	10' 8"	46' 3"	15' 9"
F	10' 8"	46' 3"	17' 0"
H	9' 11"	58' 11"	20' 2"

## Historic Bridge Getting Attention

By Karen Sanborn

The stone arch bridge just off Route 101 in South Keene was considered one of the finest in the nation when it was built about 160 years ago. For more than a century, it carried trains safely across the Branch River.

The bridge carried the rails of the South Cheshire Branch between Ashurnham and Keene.

With the railroad long silent and the bridge abandoned, the arch is now considered an architectural gem by many local preservationists. But the bridge is also showing its age, so a group of local people have formed a committee and resolved to save it.

But there are threats to its survival. James L. Garvin, the state's architectural historian, said that tree roots have punctured masonry joints, and water has seeped into the bridge from the road bed, leaving it open to frost damage. There are other problems with gravel erosion from recreational vehicles, and the mortar has deteriorated in many spots.

At one time, the bridge was considered "one of the finest and most daring arched spans in the United States when it was completed in 1849," Garvin wrote in a 2004 report. Built in 1847, the bridge became part of the 43 mile long Cheshire Railroad, which stretched from Fitzwilliam to North Walpole.

Engineered by Lucian Tilton and W.S. \* Whitwell, the bridge was built with granite from a quarry in Roxbury, and its individual stones were hammered largely without mortar, Garvin said. The arch is 60 feet tall at its highest point and 90 feet long.

In 1972, the railroad stopped running. In the early 1990s, the state's transportation department bought about 40 linear miles of the track, including the bridge, which came under care of the department's rail and transit bureau.

*The Keene Sentinel submitted by Wayne Gagnon*

## Presby's Plastic Pellet Business Will Start The Railroads Again

By Charlotte Sheltry

If all goes as planned, come spring, the residents of Groveton, Lancaster, Jefferson, and Whitefield will hear the wail of the train whistle as it makes its way from Groveton to Whitefield several times a week.

The New Hampshire Central Railroad (the Central) of North Stratford has linked up with Presby Environment, Inc., of Whitefield, in a contract to haul recycled plastic pellets from Groveton to Whitefield.

Normally recycled plastic pellets are shipped from all over the world to Maine or Massachusetts, and then trucked to Whitefield, but the high cost in fuel has continued to climb, making it a costly proposition for Presby. The pellets will now come in from Canada on the St. Lawrence Railway to Groveton, will be loaded into the Central rail cars, and brought by rail to Whitefield. Then, the empty cars will return to Groveton to wait for the next shipment.

The company will be using eight million pounds of recycled plastics this year, adding up to about 40 rail cars full. That number will grow as the transfer station grows until the locomotives run on a continual basis, Presby said.

Ed Jeffrey, of the railroad company, said that brush cutting along the tracks and at crossings, as well as any track repairs,

which are few, will begin next month. "You can expect to see the trains running in late spring," Jeffrey said.

*The Lancaster Herald submitted by Don Provencher*

## The Next Bulletin

...will be heading to the printer at the end of April. The main story will be a large piece on the East Wind, and I hope everyone will find this issue interesting. The issue following that, planned for mid-summer, will be a photo issue featuring the work of North Country photographer Ray Bellanger. I am also trying to get in touch with Dave Hutchinson for potential contributions to this issue, both his and his father's work. If anyone knows the Hutchinson's, I would appreciate any helpful contact you might be able to offer. I have written to them but not yet heard back. The issue for late fall will focus on the Tunnel, with a work by Jerry Kelley on the lining towers.

Andy Wilson, Bulletin Editor

## The 'Bootlegger'

The railroad had many names for its passenger and freight trains but The Bootlegger is one applied by the employees themselves.

Tom Laware sent along the following information in response to Bob Warren's comment regarding the 'smuggling' of alcohol beverages during the Prohibition.

"Which is the reason the Southbound Washingtonian was named the "Bootlegger". Growing up in a B & M employee household that is how we always heard the Montrealer and Washingtonian referred to."

Bob Warren's comment was "The old time engineers with whom I worked with in the 50's told me that during the Prohibition Era that the tender's tank would be filled with alcohol beverages in Montreal and then the tank flooded. As the engine got near the US Customs the tank would then be refilled preventing the customs people from looking into the tank for illegal stuff. By the time the engine got to Boston the tank was pretty well down so the 'contents' could be removed. What road owned the engines involved was not mentioned so one can assume both B&M and CP engines traveled the entire distance between Montreal and Boston especially in passenger service."

## The Society is looking for people to do presentations at Membership meetings.

Anyone with slides or homemade video is more than welcome. We do prefer Boston & Maine but due to the change in railroading we appreciate a program on anything railroading. Contact Jim Nigzus or Buddy Winiarz at the Lowell PO Box.

## The Breakdown Of B&M's 1956 Pullman-Standard Order For New Freight Cars.

By Tim Gilbert

1) 1,539 Boxcars - 1,000 50' PS-1's (#77000-77999); 539 40' PS-1's (#76000-76538).

2) 326 Hoppers - 300 PS-3 Trip Open (#10000-10299); 26 PS-2 "Cement" (#5520-5545).

3) 100 Flat Cars - 90 General Service #34000-34089; 10 Bulkhead for Gypsum Loading (#5200-5209).

Shortly after the cars arrived,

1) 200 of the #10000 series of hoppers were leased to the C&O for a year.

2) 10 of the #34000 series of General Service Flats were provided with bulkheads for Gypsum Loading & renumbered into the #5310-5319 series.

3) 10 of the #34000 series of General Service Flats were converted to TOFC Flats and renumbered into the #5200-5209 series.

About the same time, the B&M purchased 40 of the NH's TOFC Flats and renumbered them into the #5225-5264 series. These flats were 45' long vs. the #5200-5209's being 53' long. By 1967, the ten #5200-5209 TOFC

Flats had been converted back to General Service Flats and regained their original numbers within the #34000-34089 series. The #5225-5264's were retired shortly after 1967 - their disposition unknown.

In the meantime, there were short term leases of 25 hoppers of the #10000 series each to the L&N and Mannix Construction Company in 1959-1960. In 1962, the GN leased 150 of the #10000's for ten years and renumbered them GN #70800-70949. In 1972, these hoppers were returned to the B&M which restored them to their original numbers within the #10000 series.

The 26 PS-2 Covered Hoppers had simple lives - no renumberings.

Over the 40 year course of their lifetime, many of the #77000 series of 50' General Service Boxcars were assigned to special services or commodity loadings (mostly of the waste or scrap variety) and renumbered into sundry number series too numerous to name.

The story of the 40' Boxcars in the #76000 is somewhat complicated by the sale/leaseback of 1,300 of the 1929-1930 built boxcars of the #71000-72999 series - the 1,300 had been renumbered into the #69700-70999 series. In 1958 when there was a Recession, together, the 539 #76000's, the renumbered 1,300 #69700-70999's, the 200 (#73000-73199 series) 1937 AAR Design boxcars purchased in 1942, the 500 PS-1's (#74000-74499) purchased in 1947 and the 750 PS-1's (#75000-75749) built in 1951 proved to be a boxcar glut particularly when the demand by shippers for 40' boxcars was waning. The B&M owned about 3,250 40' boxcars plus 1,000 50' boxcars for a total of about 4,250 boxcars - in 1955, there were 3,350 boxcars all 40' footers. Clearly, the B&M had too many boxcars.

Either the 1955 decision to sale and leaseback the 1,300 1929-30 boxcars or the 1956 decision to purchase 539 PS-1 40' boxcars was a mistake. By 1958, management's hands were tied. They could not get rid of the 1,300 #69700-7000 series until 1965 when the leases expired. The 500 PS-1's (#74000-74499 series) could not be disposed of until 1962 when a 15 year financing deal expired. The

750 PS-1 (#75000-75749 series) were owned by the Equitable Life Assurance Co., and the lease expired in 1971. Long lines of 40' B&M Boxcars on storage lines were not about ready to go away even after business picked up.

Sensing the frustration of top management with seeing so many "pretty blue" boxcars on storage lines, a B&M Car Service Order changed the B&M's long standing policy (since 1924) of loading foreign car empties first before loading B&M freight cars to the extent possible. By giving precedence to loading B&M's cars was in defiance of Rule #1 of Interchange - that of giving precedence to the loading of foreign car empties before using home road cars. The net operating result of the circa late 1950's Car Service Order was to increase non-revenue producing empty car miles as well as increasing car handling time in yards.

---

## Commuter Rail To New Hampshire

Several state representatives and senators from Nashua are pushing the NH Legislature to pass a joint resolution that would expedite the arrival of commuter rail from Lowell to Nashua. The representatives and senators hope, if nothing else, it will at least open people's eyes that the southern part of the state is interested in Commuter rail. The funding of commuter rail service projects in NH has also been a contentious issue with many legislators from the state's northern areas who argue that it's not fair for the entire state to pay for commuter rail when only residents in the state's southern tier would have the service available to them.

NHDOT should have included commuter rail in its 1-93 planning, said Nancy Girard, attorney for the Conservation Law Foundation, in filing suit to stop the expansion of 1-93. According to an article in the organization's newsletter, doubling the highway's capacity from four lanes to eight between Salem and Manchester is an unsustainable and short-sighted solution. NH needs an a balance transportation system that includes rail and other innovative remedies. The new highway will be more congested than ever just eight years after the pavement dries.

*The 470 The 470 Railroad Club via The Salsebury Point And Atlantic Northeast Rails & Ports*

---

## Exeter Station Expands

By Bob Hall

The town of Exeter approved the expenditure of funds to increase the number of parking spaces at the station by an additional 62. These new spots are in anticipation of the expansion of the Downeaster to 5 roundtrips.

*Submitted by Mike Lennon*



### Tapleyville, MA. Waiting Station

By Phil Morse

This common, small, three-sided waiting building has resided on the Seashore Trolley Museum property since the early sixties.

A Trolley Museum member purchased it for \$5 and with help from other Museum volunteers relocated to Kennebunkport in 1964. For many years prior to the Visitor's Center being built, the waiting station was used as the passenger loading area for trolley rides at the Museum. The building was resided and painted in 2004 as an Eagle Scout project.

Tapleyville was located near Danvers, MA.

---

We apologize for the late release of this Newsletter.

A new computer was purchased which required additional new software and a tremendous learning curve.

### Guilford Loses Ford Pact, Operations In Ayer Are Jeopardized

By Tom Spoth Lowell Sun 2/10/06

Ayer -- Guilford Rail System has reportedly lost a key automobile-unloading contract with Ford Motor Co., a development that could put an end to the company's operations in Ayer.

Trade newsletter *Atlantic Northeast Rails & Ports* reported the development last month, saying Ford had contracted with Jacksonville, Fla.-based CSX Transportation and would move its automobile-unloading operations to Framingham by mid-March.

A company called Aroostook and Bangor Resources, under the same ownership as Billerica-based Guilford, operates the company's Ayer terminal, according to ANR&P. Guilford had planned to build a second auto-unloading facility off Willow Road in Ayer, near the Littleton town line.

ANR&P Editor Chalmers "Chop" Hardenbergh said it is highly unlikely the second facility will be built, and he predicted the existing unloading

facility will have to suspend operations and lay off its workers. Guilford has no other unloading terminals and no other contracts with auto companies, Hardenbergh said.

According to ANR&P, losing the Ford contract will cost Guilford \$4.5 million, between 4 percent and 5 percent of its total annual revenue. Additionally, its sister company ABR will lose \$1.2 million, the newsletter reported.

*Submitted by Andrew Wilson*

---

### Slow Progress

K4 ex-Pennsy #1361, which was removed from the Horseshoe Curve display location, has been under restoration at Stearntown for a number of years. Now it's within the realm of possibility that it will be back in Altoona for Railfest 2006. But the restoration of B&M #3713 is another story. Bill Frederickson, Stearntown's mechanic, had been working on 3713 for a year or more when money ran out for that project. When that happened, the Altoona museum, that owns 1361, hired him to work on their engine.

#3713 now lies in the shop at Stearntown with its drivers still under her, but the lead and trailing trucks are gone. She has no cab, fireboy, boiler tubes, or tube sheets. The tender is in the roundhouse, having received no attention at all. Presumably Bill will go back over to 3713 when the 1361 is completed, but that will be some time to come.

*Off the internet via Roger Tobin and Mike Lennon via The 470 The 470 Railroad Club*