

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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July — August 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

- |                             |  |
|-----------------------------|--|
| <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 To 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 | 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&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 |

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## Company Business

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### Membership Dues Increase

This September 1st the dues in the Basic, Basic Plus and Canadian/Foreign will be increased. The renewal notices are being printed up and will reflect the changes.

Basic will be \$32.00

Basic Plus will be \$34.00

Canadian/Foreign will be \$55.00

When submitting your renewals please use the envelope provided as it has all your membership information and makes it easier to update and keep as a record.

Buddy Winiarz, Membership Secretary

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### The 410 Restoration Committee Is Looking For Volunteers

...during the months of September and October on Saturdays to help with restoration work on the B&M #410 and Railcar.

Contact Chairman Jim Nigzus at the Lowell PO Box address or just show up at 9 am on a Saturday unless it is inclement weather.

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### 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.

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### May Meeting

Gary Webster showed scenes around New England on several short lines and action on the old Boston & Maine. Included were several derailments, cranes, Jordan spreaders, caboose, and non Boston & Maine power on coal trains. Gary finished the presentation with scenes from the Conway Scenic Railroad from the 1980's.

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### Forrest Mack

Forrest Mack, the first Archives Chairman for the Boston & Maine Railroad Historical Society, and a former Society officer passed away on the 20<sup>th</sup> of May.

He was one of the people most responsible for organizing and setting up the B&MRRHS Archives. He has not been active in the Society for about 10 years, but I don't think the Archives would have ever been established without Forrest's many years of volunteer work

Rick Conard

## About The System

### Flying Yankee Restoration Group Unveils Naming Rights Program

Glen, N.H. — Officials with the Flying Yankee Restoration Group, located in Glen, said they were beginning a naming rights program. One of the key elements of the Restoration Group's \$3.5 million dollar capital campaign, people will be able to purchase lifetime naming rights to the 132 seats aboard the train. The opportunity to purchase naming rights to each of the Flying Yankee's three cars and several unique spaces will also be available for 10-year blocks of time.

The purchase cost per individual seat will be \$2,500; \$4,500; \$7,500; \$12,500; or \$25,000, depending on the location. Also based on location will be usage and hospitality privileges. For example, naming rights for each of the Flying Yankee's 28 individual coach seats aboard the power car are available for \$2,500 each and provide the owner with two full days of guaranteed use per year — forever.

Investments are tax deductible and include guaranteed seats aboard the Flying Yankee's Inaugural VIP run after restoration and testing have been completed.

Operated jointly by the Boston & Maine and the Maine Central throughout northern New England from 1935 to 1957, the Flying Yankee was the second of only four diesel-electric, three-car streamlined passenger trains of this type manufactured by the E.G. Budd Co., of Philadelphia. Restoration is being performed at the Hobo Railroad in Lincoln, N.H.

The Flying Yankee Restoration Group was the winner of the \$10,000 2003 TRAINS magazine Preservation Award.

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### Vermont City Buys Waterfront Parcel As Part Of Station Renovation

Brattleboro, Vt. — The town of Brattleboro paid \$625,000 for a piece of downtown waterfront property this week, clearing the way for the long-awaited development of an Amtrak station as part of a multimillion dollar transportation project, according to a story in the Rutland Herald.

Brattleboro officials closed the deal Tuesday with Douglas and Robert Wood, two brothers who had their businesses located at the site for nearly 30 years. The property was the last of the major acquisitions the town needed for the \$4.3 million project. Amtrak's Vermonter, which operates daily between Washington, D.C., and St. Albans, in northern Vermont, stops at Brattleboro.

In its heyday, the 1849 Brattleboro railroad station was the connection to trains serving Springfield, Mass., and Boston, as well as Montreal. As many as 18 trains a day stopped there, and the station was even mentioned in the 1939 Academy Award-nominated Warner Bros. film "Dark Victory," starring Bette Davis. The station closed in 1966, and its main building became the town's museum.

*Trains magazine web site*

## Tapleyville's Stations

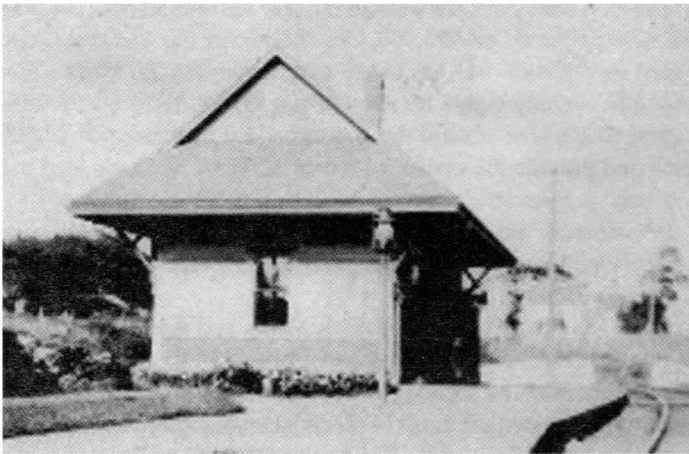
More information regarding Tapleyville's 3 sided shed (*May-June Newsletter*). It must have been used after the station was discontinued. Visted an aunt that lived down the road a bit from Tapleyville and I recall seeing the station in the late 1950's early 60's.

It was one of nine stations in Danvers.

On the Newburyport Branch: Collins St, Tapleyville, Danvers Jct., Danvers and Putnamville

On the Lawrence Branch: Danversport, Danvers, Danvers Jct., Ferncroft and Hathorne

From Buddy Winiarz



*Photos: Buddy Winiarz collection*

## Fox Truck Usage

By Tim Gilbert

Fox Trucks were never banned officially from interchange service by the ICC – rather it was sort of a “gentlemen’s agreement” to do away with them as their problems were well known.

The #64680-65687 36’ SUF Boxcar series had Fox Trucks that allowed a nominal capacity of 40 tons. The #65688-68399 36’ SUF Boxcar series had Andrews, Bettendorf or Arch-Bar trucks for a nominal capacity of 30 tons.

The last Fox Trucked 36’ SUF Box to be retired from revenue service was #65312 which was retired in Billerica in June, 1948.

At least two Fox Trucked 36 footers survive in sundry formats - #65224 which was used as the back room for a hardware store in Pittsfield NH for many years before Doc Kendall (Barnett, VT) got it. #65178 which became Tool Car W3013 in December, 1940, sold to Nelson Blount in May, 1959. It was transferred to Steamtown in Scranton, and now resides at the Tobyhanna PA Army Depot.

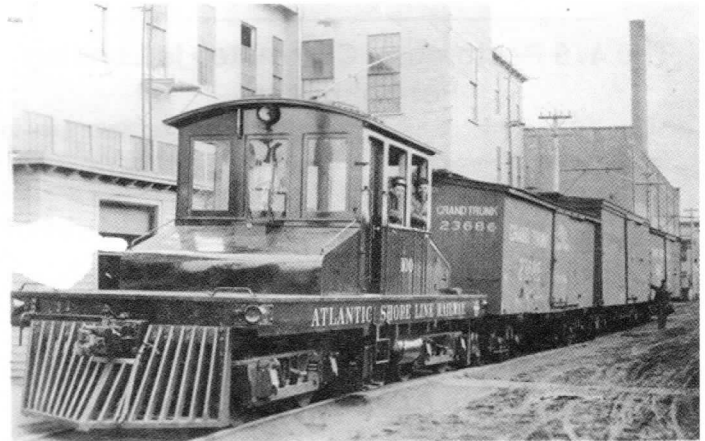
## Atlantic Shore Line

By Phil Morse

The ASL included 87 miles of track in southern Maine alone and additional track between Dover, NH and Portsmouth, NH as well as ferry service between Portsmouth, NH and Kittery, ME.

Connected With:

- Boston & Maine Railroad (Western Division) at Kennebunk Station.
- Boston & Maine Railroad (Eastern Division) at West Kennebunk.
- Boston & Maine Railroad (Sanford & Eastern) at Springvale.
- Biddeford & Saco Railroad at Alfred and Birch Streets, Biddeford



## Pullman - Baggage Car Conversions

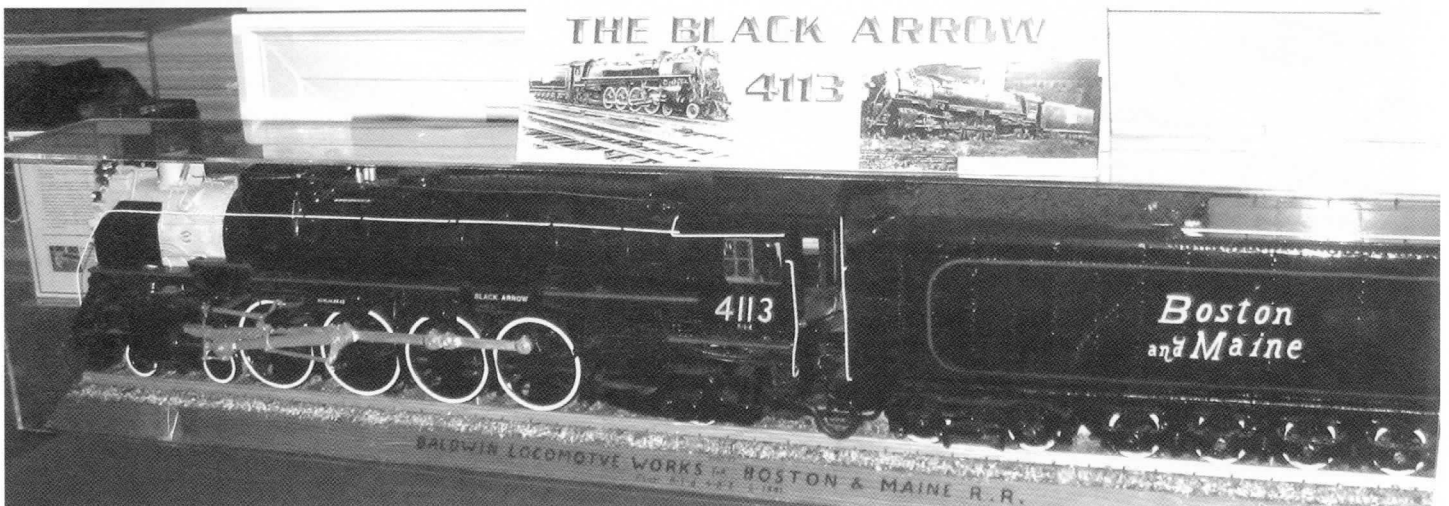
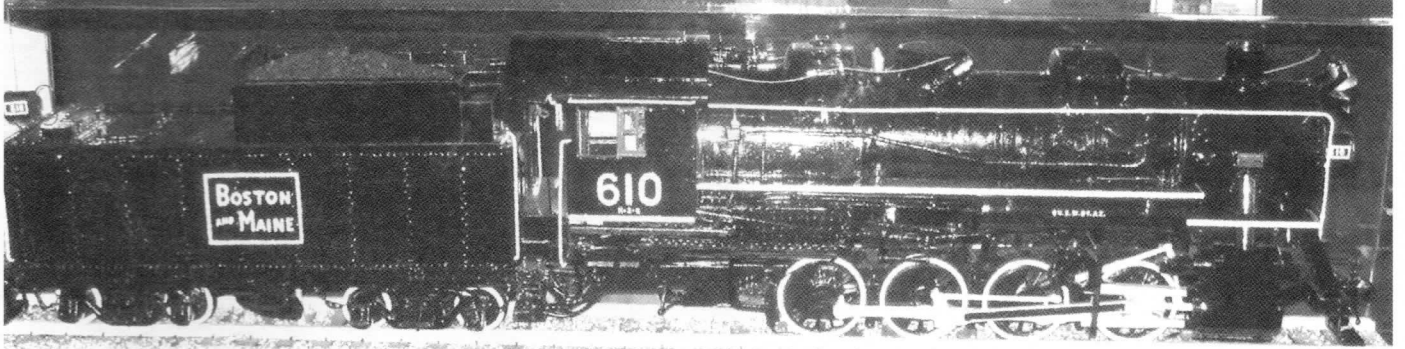
By Tim Gilbert

The 12 of the 22 B&M-owned sleepers were converted to baggage cars in 1954 or after:

| Pullman Name | Baggage Car # |
|--------------|---------------|
| Graynook     | 3334          |
| Peralta      | 3328          |
| Saoma        | 3333          |
| Fort Greble  | 3329          |
| Fort Pickens | 3327          |
| Martel       | 3340          |
| Butler Univ. | 3332          |
| Shore Lark   | 3341          |
| Monteagel    | 3331          |
| Picachio     | 3339          |
| Fort Slocum  | 3326          |
| Milton       | 3330          |

St. Victor and East Dover were authorized by the Board for retirement in July 1960; Maskel, Fort Bliss, McDade and Mapleton were authorized in August 1960; and Mc Spadden in 1961. In July 1961, the Valparaiso University and Gouod were sold to the Edward Levy Metals Inc.; I have no record of when the New Hamburg was disposed of.

Representative samples of wood models created by Wilber Frey that were on display at the Beverly Historical Society.



Photos by John Burkish

These interesting photographs are from a lot donated anonymously at the Springfield Show.

The Miles River station was located in the Town of Hamilton on the Essex Branch near Mass. Route 22. The photo was taken about September 1941. Photographer unknown.

The engine house shot at Marblehead features two Moguls, #1385 (L) and #1366 (R). This photo was taken in September 1941. Photographer unknown.

*B&MRRHS Archives.*

Marblehead, Mass



Miles River



## Freight Operations On The West End Of The Fitchburg

By Tim Gilbert

Freight operations on the Berkshire sub-division of the Fitchburg Division was B&M's version of UP's Sherman Hill and PRR's Horseshoe Curve. In 1941, 50.7% of all tonnage the B&M carried went through the Hoosac Tunnel (in 1944, that percentage rose to 63.7% on account of WW II). This was big time railroading with comparatively little local traffic.

Eastbound, the symbol freight schedule could be revised for the changing volumes of traffic. During WW II, the number of scheduled trains increased substantially as did the extras. The base schedule throughout the years were eastbound from Mechanicville: - four trains to Boston; two to Portland; and one each to Lawrence, Springfield and Worcester plus a train from Troy to East Deerfield. Westbound to Mechanicville were three trains from Boston, two each from Portland and East Deerfield, and one from Worcester. There was also a Troy to East Deerfield train, which was essentially a local. At various times, there were various symbol freights eastbound to WRJ and Concord. Westbound, there could be the additional scheduled symbol from Springfield/Holyoke.

The average 1946-1956 number of eastbound loaded cars arriving at Mechanicville from the west was about 5,100 per week (3,450 from the D&H and 1,650 from the NYC at Rotterdam Jct.). WRJ received about 1,400 per week from the CP, CV, M&WR/B&C and Berlin Mills, 200 per week from the Rutland at Bellows Falls and about 400 per week from the NH at Springfield. Much of the interchange at Bellows Falls and WRJ never got on the Conn River as it was forwarded towards Boston.

Westbound, the weekly average 1946-1956 loaded cars delivered by the B&M at Mechanicville was about 2,100 (1,525 to the D&H and 575 to the NYC) vs. 900 at WRJ to the CP, CV, M&WR and Berlin Mills, 165 per week to the Rutland at Bellows Falls and 650 to the NH in Springfield. The B&M and NYC interchanged about 120 loaded cars per week in each direction.

Eastbound, B&M's Mechanicville Yard would classify all eastbound traffic. East Deerfield only classified eastbound freight for the locals originated from that point. Unless, there was a Mickeyville-WRJ train, East Deerfield would merely transfer blocks, which had been classified in Mechanicville.

Westbound, East Deerfield would separate the "NYC's" from the "D&H's." The "NYC's" were blocked into Uticas, Dewitts and Selkirks - the NYC ran through between Dewitt/Utica and Mechanicville while the B&M ran transfer locals between Mickeyville and Selkirk. D&H's Mechanicville Yard was responsible for the westbound "D&H" classification.

The biggest industry on the Berkshire Division may have been the West Virginia Pulp and Paper mill in Mechanicville. Otherwise between the Tri-Cities and Greenfield, whatever local traffic there was on the route, the majority of that traffic was west of the Hoosac Tunnel.

Before WW II, the Division was the bailiwick of "Mudsuckers" (2-10-2's), "Limas" (2-8-4's) and Mountains with electric motors pulling the engines and trains through the "Big Bore." After the War, the F-units allowed the B&M to discontinue electric service through the Tunnel. These F-units reigned supreme on the through

trains although some of this supremacy was reduced with the release of RS-3's and GP-7's from commuter service after RDC's became the "choice" in that service. Between 1946 and 1951 so long as the engine did not go through the Tunnel, steam could be used in local traffic. But as time went on Alco and EMD switchers took that over.

As to locomotives of other roads, the NYC ran their locomotives between Rotterdam and Mickeyville on the run throughs to and from Dewitt; the D&H had trackage rights for 22 miles between Troy and Eagle Bridge NY; while the Rutland ran between freights from North Bennington to Troy after their Corkscrew Division was abandoned in the early 1950's.

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## Providence & Worcester Purchase of a B&M Branch Line

By Dwight Smith

Why did the Providence & Worcester purchase the lightly used Boston & Maine branch line between Worcester, MA and the B&M Fitchburg main at Gardner, MA? Back in 1972 the Providence & Worcester Corp. converted their company from a "paper" railroad to an operating railroad when they cancelled the lease of their line to Penn Central (Former New Haven). Most of the P&W's business was concentrated in the Providence and Worcester areas. Unfortunately for P&W the Penn Central also served these two cities directly. As a consequence most of the freight continued to move in and out of Worcester and Providence via Penn Central line haul. On cars for customers at those cities located on P&W rails the PC delivered the cars to P&W in switching service, with very low revenue going to the P&W.

At P&W's start up I was General Traffic Manager of P&W and recall sitting down at a table with P&W brass and Penn Central brass as we attempted to hammer out agreements with PC to protect P&W's road haul earnings on traffic waybilled to Providence via PC-Worc-P&W only to see the cars switched to P&W at Providence in spite of the waybill instructions. If my memory serves me correctly, David Fink Sr. was the chief PC negotiator during these sessions. I lasted only 6 months with P&W, and of course Mr. Fink went on to greater fame with Guilford. I went on to lesser fame with Conway Scenic Railroad in North Conway, NH.

At start up in 1972 the P&W had an interchange with the Boston & Maine at Worcester. Traffic interchanged with the B&M at Worcester was principally from B&M origins or traffic that moved via B&M through Rigby Yard in Portland, ME from MeC and BAR origins. Newsprint paper for the Providence Journal comes to mind. Several months after the P&W startup the Worcester - Gardner branch was purchased from the B&M. The primary reason for purchasing the branch was to give P&W the opportunity to obtain the more lucrative road haul earnings on traffic to and from P&W customers in the Worcester and Providence switching districts via routes that applied via D&H-McVile-B&M, CV-B&M, Rut-B&M and CP-B&M thence Gardner-P&W. P&W worked very hard with its friendly connections (Penn Central was not one of them) to divert traffic to the Gardner gateway. This became less of an issue when, in later years, P&W became the only railroad in Providence and no longer competed with PC (later Conrail) at that point.

## Train Hobby

By Chris Cassidy

Brad Kippen has big plans to restore commuter rail service to the people of Danvers.

He admits he's still in the planning phase, but the 13-year-old Beverly boy envisions a railway whisking commuters from Boston through Danvers and up to the Merrimack Valley.

The seventh-grader has assembled an elaborate model train set of the North Shore, featuring 50 locomotives and more than 100 freight cars.

A casual boyhood hobby?

Not to Brad.

He's managed to turn a passion for model railroading into a life-time history project, ranging from exploring abandoned railbeds to helping restore a century-old train station in Danvers.

"It's basically his whole life," said his father, Fred.

His train set is modeled after the Boston-to-Gloucester line during the 1970s. He's built six North Station commuter-rail platforms with tracks that cross the Charles River over a wooden bridge. One line points to Somerville. Others snake into models of the Beverly depot and Salem freight yard. To the north, several tracks carry freight and commuters to Rockport.

He and his dad spend Wednesday nights at the Beverly Historical Society cataloging the Walker Transportation Collection, an array of old photographs and track diagrams dating back to the late 1800s. From that, Brad has learned about old train routes and filled notebooks with historical facts about the local railways.

Brad's latest project involves renovating a 138-year-old Danvers train station — a real one. He and his dad joined a committee of historians and preservationists working to restore the Danvers Plains Train Station, the last one standing of the nine that once flourished in Danvers during the railroad age of the late 19th and early 20th centuries.

Later this spring, the group plans to physically transport the station about 700 yards to its new home on Essex Street.

Brad caught the attention of a few astonished committee members last month when he walked into a meeting carrying a three-ring binder with local maps of old train routes, newspaper clippings and photos of old locomotives tucked inside glossy protective sleeves.

Occasionally, Brad explores old, abandoned railbeds with his dad and has even compiled a collection of old railroad nails, which the Danvers Preservation Committee has asked him to donate, he said.

One of them was Russell Munroe of Middleton, a retired, long-time conductor for the B&M and Amtrak who has photographed trains across the country since he was 18.

"He's amazed me at what he's done," Munroe said. "We fully hope he carries on with it. Somebody's got to keep the hobby going."

*Salem Evening News submitted by Buddy Winiarz*

## After Much Circling, Pan Am Officially Lands At Guilford

Billerica, Mass. - For months, Billerica-based Guilford Rail System has been painting its freight cars in a distinctive livery of baby blue and black and adorning them with the familiar white globe that was once a hallmark of air travel, says a story in the Lowell (Mass.) Sun. In March, the company officially changed its name to Pan Am Railways. Its parent company, Guilford Transportation, is now called Pan Am Systems.

"It was something that had been planned for a great deal of time," said David Fink, president of Pan Am Systems. "(Pan Am) is one of the five most-recognized names in the world."

Guilford bought the Pan Am brand in 1998, seven years after the one-time behemoth went out of business for the first time. Pan Am was resurrected briefly between 1996 and 1998 before folding again.

Guilford operated a modest airline under the name Boston-Maine Airways but using the Pan Am logo, serving small airports in New England, Florida and Puerto Rico. Boston-Maine Airways, headquartered in Portsmouth, N.H., continues to operate those routes, which it calls the "Pan Am Clipper Connection."

"(Pan Am) is obviously a venerable transportation name, but I don't know how it translates to rail sales," said Anthony Hatch, an independent railroad analyst in New York City. "What's going to help them is providing good rail service in a timely way."

Hatch said the only potential benefits of the move would be re-energizing the company's work force, or rehabilitating the company's reputation. Fink said his company's day-to-day operations will not be affected by the change.

Train's magazine *News Wire*

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## Boston's North Station To More Than Double In Size

North Station, which serves five Massachusetts Bay Transportation Authority (MBTA) commuter lines on former Boston & Maine routes, plus Amtrak's Downeaster service to and from Portland, Maine, will have its waiting area doubled in size by a project scheduled to begin in June, according to MBTA.

The expansion, developed by the commuter agency and Delaware North, the owner of the nearby TD Banknorth Garden sports arena where the Celtics basketball and Bruins hockey teams play, is expected to be completed in November.

The rebuilt station will have an additional 20,000 square feet of waiting area, food and beverage vendors, and a large, overhead electronic train-schedule board. On a typical weekday, 187 MBTA trains bring nearly 50,000 passengers into and out of the station.

Train's magazine *News Wire*