

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454 3600

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September October 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.

## UP COMING EVENTS FOR 2006

- |                       |  |
|-----------------------|--|
| <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 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 2285 Stagecoach St, SW, Los Lunas, NM 87031

The editor reserves the right to edit any submitted material.

## MEMBER INFORMATION

**Newsletter**

Correspondence concerning the Newsletter can be sent to either  
2285 Stagecoach, Los Lunas, NM 87031  
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
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Sandy Shepard		

**Alternate Directors**

Dan Hyde Jonathan Miner

**Staff**

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Hardware Archives Chair.	Vacant
Bulletin Editor	Andrew Wilson
Contributing Editors	George H. Drury
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Layout and Art Director	John Alan Roderick
Technical Asst.	David A. Fletcher
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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	\$32
Basic & Spouse	\$34
Contributing	\$35
Canada & Overseas	\$55
Sustaining	\$50
Supporting	\$75
Benefactor	\$100
Corporate	\$500

## Board Meetings Notes

### Minutes of July 19, 2006 Meeting

**B&M Railcar, Dutton Street, Lowell, Ma.**

*In Attendance:* Abegg, Kosciolk, Gagnon, Nigzus, Winiarz, Byron, Walker, Nowell, Wilson

*Meeting Called to Order:* 7:30 PM

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

*Approval of Agenda:* Byron, 2<sup>nd</sup> by Abegg, Motion carried.

*No Reports:* President, Vice President, Newsletter, Programs, Models Committee

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

*Treasurer s Report:* Kosciolk reported the following: May '06 Savings: \$69,976.04; Jun '06 Savings: \$70,266.04

Major checking account expenses again incurred included newsletter printing/Bulletin mailing, apparel orders to vendors.

Abegg, 2<sup>nd</sup> by Gagnon, Motion carried.

*Membership Secretary:* Winiarz stated that Society membership deletions for Mar/Apr were approximately 35-40 due to non renewals. Membership is around 1095 mark.

*Bulletin:* Wilson reported that the Bulletin with article(s) on East Wind service from Worcester to Portland to Downeast Maine has been printed and mailed. Contributors include Ray Bellanger, North Country photographer, Don Morrisson and Lester Stephenson.

The next issue of the Bulletin will have articles on Hoosac Tunnel and information by Jerry Kelley on electrical lining towers along with Hoosac information contributed by Carl Byron.

*Archives Committee:* Nowell reported that Jul 15<sup>th</sup> meeting involved filing and cataloging. Archives has logged in 23 donations and 16 lots and has moved Interstate Commerce Commission (ICC) surveys to Lowell site; next priority is to review and catalog donated partial B&M personnel records for movement from Chelmsford to Lowell; next meeting scheduled for 26 Aug '06

*Hardware Committee:* Nigzus reported that Society has received a B&M flagging kit and McGinnis style white/black B&M stencil on plywood.

*410 Committee:* Nigzus reported that 410/railcar restoration efforts included recent repainting of nose end of 410 and interior touch up to combine railcar and some outside vestibule painting. Upcoming work will include combine wood residing of Dutton street side of coach portion preparatory to new paint application.

*Shows Committee:* Nigzus reported that upcoming shows are scheduled for Pepperell, and Concord, NH.

#### OLD BUSINESS:

*B&MTV Film:* Byron stated that little 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 early Fall '06 in time for Xmas flyer mailing and Springfield '07 show.

35<sup>th</sup> Anniversary Banquet: Winiarz reported that banquet information was mailed out in recent newsletter.

#### NEW BUSINESS:

*Lowell Folk Festival:* Jul 29/30<sup>th</sup> will have railcar manned by volunteers. Hobo RR rail trip information for Sept '06 mailed in recent newsletter.

*Society BOD Nominations:* "Nominations for Directors and Officers of the B&MRRHS will close on August 12, 2006. All nominees must be in good standing with the B&MRRHS. Names should be

submitted to the B&MRRHS Attn: PO Box 9116, Lowell, Ma. 01853.

*Dealer Errata:* Board has found that rising consumer prices has slightly impacted dealer sales on Bulletins and dealers overall sales as public redirects spendable funds.

*Next Meeting:* Sept 9th at 1:00PM at Rogers Hall, Lowell, Ma.

*Motion for Adjournment:* 8:37PM Abegg, 2<sup>nd</sup> by Gagnon. Motion carried.

Respectively Submitted:

/s/ Wayne M. Gagnon, Secretary

## Company Business

### Lowell Folk Festival

I would like to thank the following people who helped out in this year's Folk festival Society exhibit. Despite the oppressive heat, everyone made a great commitment to this worthy undertaking to showcase the Society.

Our exhibit continues to attract many visitors with very positive comments. Once again the model train layout intrigued young and old alike. Many people enjoyed seeing the trains running around the layout.

The B&M #410 steam engine looks in great form this year due to all the volunteers' hard work. The exhibit in the combine along with the restored locomotive is a difficult task to accomplish. We should be proud of the professional image we project.

Pat Abegg, Mike Basile, Fred and Quensen Brown, Ed Felton, Paul Kosciolk, Richard Marquis, Russ Munroe, Richard Nichols, Gary Pedesen, Sandi Shephard, Peter Victory, Ellis Walker, Buddy Winiarz, and our two "engineers" Justin Winiarz and James Nigzus.

Respectfully,

/s/Jim Nigzus

### 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

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

**IN MEMORIAM**

Lloyd R. MacNayer died on June 9th. He was a career B&M engineman and a faithful member of the B&MRRHS. He lived in East Longmeadow, MA and would think nothing until relatively recently of driving to B&MRRHS evening meetings.

**Train Shows**

Concord Model Railroad Club 21st Train Show

September 10, 2006 Concord, NH

Everett Arena, 15 Loudon Rd.

Rt. I 93 exit 4 to Rt 4 East

10 am to 4 pm

Fares: \$3.00 Under 12 Free with Adult

Info: 603 424 8491

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Pepperell Siding M.R.C. Railroad Show

September 24, 2006

Varnum Brook Elementary School

10 Hollis St., Pepperell, Ma.

10 am to 4 pm

Fares: Adults \$5.00 Children 6 12 years \$1.00

Under 6 Free; Family Max \$12.00

Your Society will be at both shows.

**BM3285MWX Update**

By Ted Anderson

My recent time on the roof of BM3285MWX (B&M 1907 Pullman Palace dining car 80 ft wood diner 1090/90) amounted to 1 1/2 days coating the second side of the roof with KoolPatch, which appears to be a water based butyl rubber patch cement that outlasts the usual tars, and which they recommend for various things including motor home roofs. The past patch job lasted 5 years but it was time to update before I put on a membrane.

In that time, I coated as much of the upper deck (roof) as I could reach. I then started on the lower deck. On the evening of the first day, I coated the largest cracks as the lower deck is in far worse shape than the upper deck, save the ends. On the morning and early afternoon of the second day, I was able to do 1/4 of the lower deck closest to the barn. I estimate two days remaining to complete what I can reach on the lower deck. The sad part about the upper deck is that unavailable section is the kitchen end where there are many penetrations.

As Charles Harmantas has reported, it has a bit of a sag in the middle but otherwise is holding up. Inside are a bunch of seats stored, as before I got to it the 1950s work train quarters were ripped out. So it is a likely candidate for eventual restoration, at least externally for now.

It is located at the Illinois Railway Museum.

Best wishes to all, and please think about supporting your New England museums, which may be the only link you have to the physical past!

**Attention Railfans**

With the recent acquisition of the Ben Crouch collection, we now probably have nearly 500,000 images in our archives. Most of it we can locate within 5 minutes or less. Slowly we are transferring it to a PastPerfect database, but none of us will live long enough to see that completed.

The most extensive files are New England railroads, with the highest proportion of that subject being Boston & Maine and its predecessor lines. We have the locomotives filed by class and by numbers, and the stations by routes, in timetable order outward from Boston. All other B&M buildings/facilities are filed by city/town, alphabetically. Rolling stock is by type. Plus we have views, people, etc. and miscellaneous. We have negative lists for the core collection (that came from LBW in 1969) which we can copy and mail for 25 cents per sheet. Some of the negatives do not have a print in our files, and many of our filed prints do not have negatives. All of that matters less in this day of scanning instead of making copy negatives, etc.

We have most of the surviving B&M 1915 Valuation Negatives, thanks to a generous individual who wishes to remain anonymous. They alone are a veritable treasure trove. In many instances they represent probably the only picture taken of a particular structure. Even non railroad buildings, which happened to be sited on land owned by the railroad, are included. These include dwellings, stores, hotels, stables, etc., most probably long gone today. Bridges, turn tables, boiler houses, pump houses, freight sheds, yard offices, etc., etc. ...Just a wonderful potpourri of structures... All from 1915-18, the so called golden age of the B&M.

Plus we have oodles of color slides of many subjects.

So call on us if/when you need anything odd, and we'll see what we can do.

Richard Symmes, Curator of the Walker Transportation Collection. [www.walkertrans.org](http://www.walkertrans.org)

**The Society Is Always Looking For Articles For The Bulletin**

Anyone interested please contact Editor Andy Wilson.

**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 railroad ing we appreciate a program on anything railroading. Contact Jim Nigzus or Buddy Winiarz at the Lowell PO Box.

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## YESTERYEAR ON THE B&M

### An Evening In Nashua

It was the last weekend in September 1904. This Friday evening was a nice one and residents of Nashua were out and about going to the Nashua Theater when this unearthly scream was heard.

Coming down the Worcester line tracks was a single car with someone atop of it barreling down upon them. On the car was a single brakeman, holding on for dear life, frantically waving his arm warning people that the car could kill them.

Brakeman Arthur Hebert was in charge of the car, which was nudged onto a siding in Nashua's West railroad yard. As he went to set the brake on the car, the chain of the car BROKE !!!

Hebert could have watched the car roll away or hop on board and warn people.

By the time the car reached the Elm St. crossing it was going Express according to the brakeman. There was no time for the crossing tender to lower the gates so Hebert screamed and screamed.

As the car approached Main St. Hebert screamed his lungs off to an approaching trolley. The trolleyman heard him and the trolley came to a stop as the car passed inches away. Hebert's screaming had averted a disaster.

The tracks were clear the rest of the way except for many switches which helped slow the car down about a mile past Main St.

Brakeman Hebert, sweating and heart pounding walked back to the West yard and made out his report of the incident and treated his laryngitis.

*Fritz Wetherbee on Chronicle WMUR TV 9 submitted by Buddy Winiarz*

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### Fatality In Castle Hill Yard (Salem, Ma.)

The ending of a long spree came to an end Sunday morning, when Fred Gonyea 34, residing at Lawrence St. got fatal injuries in the local freight yard.

Gonyea, a shoe worker, had been drinking hard for the past few days and had not been working. He got quite intoxicated this past Sunday night and on the way home, was overcome and laid down beneath a freight car on a siding near Hancock St.

About 1:40 am Shifter #531 hitched onto the car and started off with it. It passed over Gonyea's left arm, the wheels cutting it off at the shoulder.

He was sent to Salem Hospital but died yesterday morning about 11:55 o'clock. He leaves a widow and several children.

*Salem Mass. Gazette July 1906 submitted by Buddy Winiarz*

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### From Railroad Station to Boat House

Robert Gayner who's home once served an inn for people waiting to board a B&M train at the 'Mount Major Station' (located on the Lakeport Branch) in front of the inn has received approval to complete the construction of his boathouse that will replicate the look of the historical train station that once stood in the area.

*Laconia Daily Sun June 2006*

*Submitted by Roger Bruns*

## FLYING YANKEE REPORT

### Flying Yankee Open House Events Planned For September 2006

Saturday, September 30, 2006. During these Flying Yankee Open House events, you'll have a chance to learn about the history and future of the historic Flying Yankee as well as enjoy a guided tour through all three cars which make up the legendary streamliner.

The Flying Yankee Open House events will run from 9:30am to 4:00pm and will take place rain or shine. Reservations are not required for the guided tours and although there is no admission fee, donations for the restoration will be accepted and greatly appreciated.

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### Flying Yankee Restoration – Update

Paul Giblin President, the Flying Yankee Restoration Group

An update as to where we're at with the restoration at this point in time. The folks at the Hobo Railroad in Lincoln, NH have been busy working on developing the Request For Proposal (RFP) for the Flying Yankee's four truck frames. These are the very next Flying Yankee items to be restored.

In this particular case, we're asking potential vendors to bid on completely rebuilding the Flying Yankee's four unique truck frames and bring them back to the original specification.

From what we can estimate, it will take approximately one year to rebuild the Flying Yankee's four truck frames once the process gets underway and the cost should be in the vicinity of \$100,000.00.

Once the truck frames have been shipped to the selected vendor and the restoration of the frames has begun, Hobo Railroad officials will then begin discussions with various manufacturers for the replacement engine and generator assembly which will replace the 71 year old Winton 201A and General Electric generator. The list of potential vendors includes such companies as Caterpillar, Bombardier, General Electric, Cummins and more.

Since the beginning of this year however, the amount we need to raise has been successfully reduced by approximately \$840,000 so we now need to raise approximately \$2.66 million dollars to meet our goal. If you'd like to help reduce the amount we need to raise for the restoration of the Flying Yankee, we'd love to hear from you!

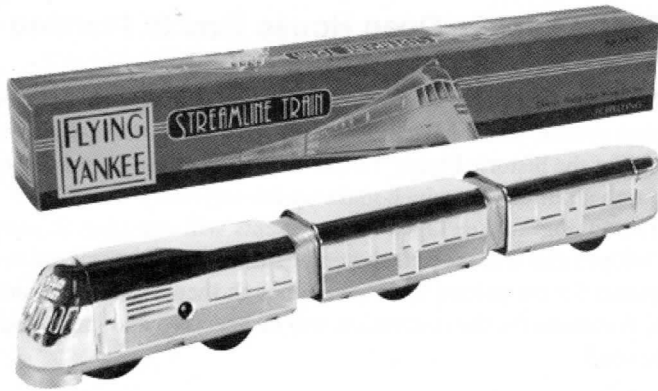
Contact us by calling (603) 383 4186 ext. 117 or send your tax deductible donation to: The Flying Yankee Restoration Group, PO Box 6000, Glen, NH 03838. Your financial support - regardless of the amount - will always be greatly appreciated.

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### New Flying Yankee DVD

5 minutes and 11 seconds in length. If you have an Internet connection the DVD can be seen at [www.westsideav.com/flyingyankee](http://www.westsideav.com/flyingyankee). Or you can purchase your own copy of the DVD by sending a check for \$12 to the Flying Yankee Restoration Group, PO Box 982, Glen, NH 03838

The next best thing to owning the prototype



### Flying Yankee Wind-Up Toy Trains Now Available

It's a very cool toy, complete with the Flying Yankee logo proudly displayed on the nose of the train. The box also has the Flying Yankee logo as well as a brief history and description of the Boston & Maine streamliner.

The wind up Flying Yankee trains are now available by calling the folks at the Hobo Railroad in Lincoln, NH at (603) 745 2135. The cost of \$15.95 per train includes shipping. Don't forget, a portion of every sale of Flying Yankee memorabilia made at the Hobo Railroad goes to the restoration of the Flying Yankee.

### Railroad 4<sup>th</sup> Of July

*Tom Laware:* Since it was July 4th and we lived in the three family house next to the yard tracks, my grandfather (retired B&M employee) and my uncle (B&M sectionman at the time) placed torpedos on the track. Made quite a racket when the RS 3 came by.

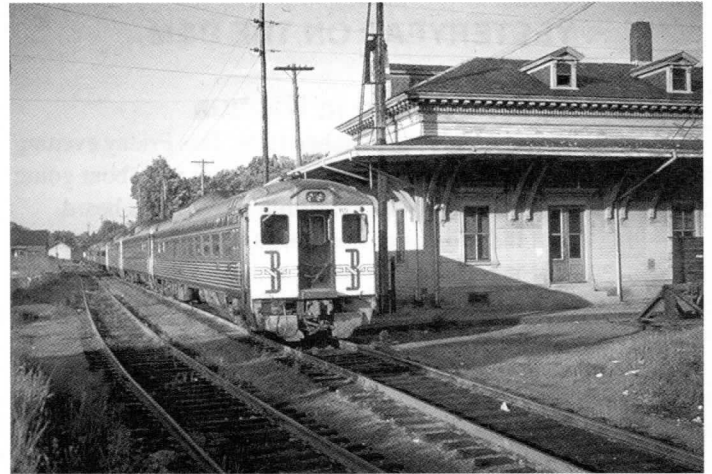
*Bob Warren:* Tom L remarked about his grandfather and uncle putting down torpedoes on the Fourth of July reminded me of what we'd do on third trick in the Boston yards.

There was a rather dark area near the Charles River where it wasn't unusual to find a cruiser with some of Boston's finest snoozing away.

We'd place torpedoes nearby and then let a car roll down the track by itself suddenly the lights on the cruiser would come and disappear into the distance. There wasn't anything they could do about it since they'd have to explain why they were there (on railroad property).

Another trick would be to disassemble a torpedo and break into small pieces and place on the track in the wee hours of the morning. Back in those days the engine crew consisted of two and generally these two would switch off for a few minutes shut eye off would go the torpedoes and those shut eye minutes were all over and good for a laugh.

Today the feds would be up in arms to learn that we'd take a torpedo apart afraid someone might get hurt never did hear of anyone getting hurt or in trouble for doing so.



Walker Transportation Collection

### Danvers Plains Station To Be Restored

By Ben Mery

The Danvers Plain station was built in 1860 for the Eastern Railroad and moved to its present location at Danvers Junction in 1923. This station, the largest of the 9 stations that once served the town of Danvers, MA will be moved back to its approximate original location, restored, refurbished and readied for potential use as a museum and small business locale. It is very close in appearance to the beautifully restored station in Wolfboro, NH.

The town of Danvers is the birthplace of Grenville Dodge, railroad builder, Civil War general and confidant of Abraham Lincoln. His connection with one of the seminal events in the history of the United States is commemorated in the photograph depicting the Golden Spike ceremony celebrating the completion of the transcontinental railroad. In this famous photo, Dodge is pictured on the right shaking hands with Sam Montague, chief engineer of the Central Pacific RR.

Just prior to the end of the Civil War, Dodge was requested by Lincoln to take over the construction of the Union Pacific section of the transcon and see it through to completion. This he did by supervising construction from Omaha, Nebraska, across the plains, through the eastern slopes of the Rockies to Promontory Summit, Utah where the Golden Spike was driven on May 10, 1869.

The Danvers Plains station will be an eminently suitable location to present documentation of the life of Grenville Dodge, one of Danvers' most famous citizens.

The Danvers Preservation Fund, Inc., a 501 (c)(3) non profit organization is seeking donations to support this project. Those interested may make their gift to Danvers Preservation Fund, Inc. and mail to P.O. Box 2088, Danvers, MA 61923.





Walker Transportation Collection

### 1866 Station 'Found'

Former Middleton Station Returns.

By John Laidler

Boston Sunday Globe

Built in 1866 to serve the Salem & Lowell Branch of the B&M, the station was moved after passenger service ceased in 1932 to North Reading.

Recently discovered when the owner of the land upon which it rested was preparing to build a new residence, the town of Middleton raised the funds to move the station back to Middleton.

Plans are being developed to restore the station to its original configuration as a reminder of yesteryear when railroads were the main mode of transportation.

Dave Fletcher, assistance curator of the Walker Transportation Collection, Beverly Historical Society, noted that Middleton was first served by the railroad in late 1840's by the Essex Railroad that had two branches serving the town: on from Salem to Lawrence, the other Salem to Lowell. Passenger service on the Essex line was discontinued in 1926 and on the Salem Lowell line in 1932.

Freight service continued on the Salem & Lowell branch until 1980.

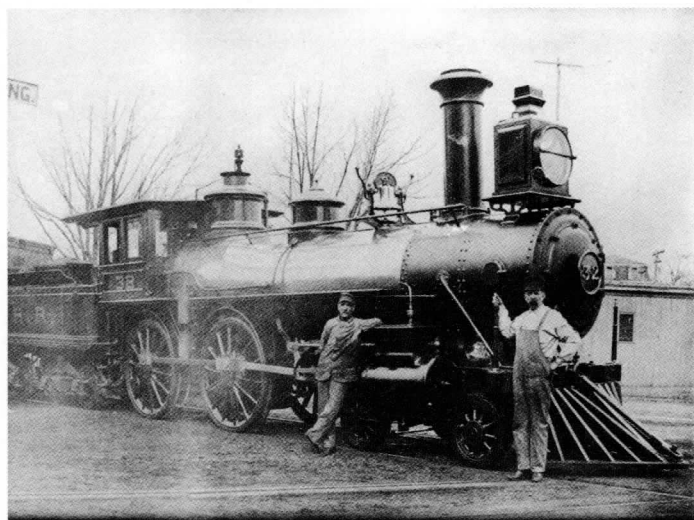
The recently discovered station was the only one in Middleton on the Salem & Lawrence line.

Submitted by Albert Dean

### Fitchburg #32

Renumbered 1895 #93; 1895 #106; to B&M #906, scrapped 1900

Collection of Bruce Bowden



### Flying Yankee Silver Nugget

When we give guided tours of the Flying Yankee, one of the most commonly asked questions has to do with the Art Deco color scheme of the Flying Yankee's interior.

The interior décor of the Boston & Maine Railroad's Flying Yankee was a collaboration between noted New York Art Deco designer Paul Philippe Cret, on behalf of the E.G. Budd Company, and designers working for the General Motor's Art and Color Section. The interior walls of the Coach sections were finished in a deep blue green; while the ceilings were ivory. Green striped yellow curtains covered the window piers, and two inch wide stainless steel moldings ran the length of each compartment at the windowsill and the wall-ceiling junction. The aluminum-framed seats were upholstered in mulberry taupe (a dark rose color) with armrests in brown leather, and incorporated a robe rail in their backs for hanging overcoats. Aisle carpets were light beige or gold, with a light green shade used under the seats. The Observation room (the First Class section) was given a different color treatment; dark blue green walls below the windows, and a lighter shade of blue green on the window piers. Ceilings were old ivory. The inward facing armchairs were upholstered in green fabric while carpeting was a cedar shade described as henna rust, accented by a lighter nine inch stripe curving across the front of the chairs. Curtains were the same yellow shade as the Coach sections, but striped with brown instead of green. Flooring in the Flying Yankee's vestibules, washrooms, galley (also known as the Buffet) and the baggage room was linoleum. If you've had the opportunity to enjoy one of our guided tours recently, you know that we've worked hard to replicate the Art Deco color scheme designed by Paul Philippe Cret and used aboard the Flying Yankee.

There's no doubt that the bright colors used in the Flying Yankee set it apart from its cousins, the Pioneer Zephyr and the Mark Twain Zephyr – both of which had interiors which were finished in more neutral colors of tan, brown and various shades of gray and black.

The designer: Paul Philippe Cret was born October 24 1876 in Lyon, France. He was a French American architect and industrial designer who came to the United States in 1903.

Some of Cret's work is remarkably streamlined and forward thinking. In the late 1920s the architect was brought in as design consultant on Fellheimer and Wagner's magnificent Cincinnati Union Terminal, the high water mark of Art Deco style in the United States.

Cret's contributions to the railroad industry included the design of the side fluting on the Chicago, Burlington and Quincy Railroad's Pioneer Zephyr and the Atchison, Santa Fe and Topeka Railway's Super Chief as well as the interior design of the Boston and Maine Railroad's Flying Yankee..

## The Saugus Branch Carved A Niche Market

By Gerard Teichman

The Saugus Branch Railroad company was chartered 1848 to provide a branch from Lynn to the intersection with the Boston and Maine line near Malden.

This was a time when the two main railroads in the area, the Boston and Maine and Eastern railroads were engaged in intense competition for new ridership near their main lines: Boston to Salem, where both companies ran lines or (roads as train enthusiasts call them) to the Maine border at Portsmouth, where the Portland, Saco and Portsmouth RR took passengers to Portland.

The length of the branch, nine miles, was not unusual. The East Boston Branch, The Chelsea Beach Branch, the Marblehead Branch, the Asbury Grove Branch and the Essex Branch, connected many local small communities to beaches, summer communities and religious camps.

One of the unique features of the Saugus Branch Railroad was that it was a private company that received a charter to bring passengers from the Malden area to Lynn. However, during this time it was a common practice to seek charters that would become assets to the larger railroad companies, who would then lease or purchase the road. This is what occurred to the Saugus Branch Railroad. The Eastern Railroad began to purchase stock in the new company and became the majority stockholder. In 1855, soon after the time the construction of the line was finished in February 1853, The Eastern Railroad Co. was permitted to take over the Saugus Branch Railroad.

Why did a big company that had an established base show so much interest in a nine mile stretch of track between Lynn and Malden? As mentioned before, if a branch gave a competitive advantage to their company, then the control of it could increase ridership. Also if the control of the branch could keep the competing railroad from using it for their benefit, then that could be another reason for taking control. In this instance, there was a little bit of both happening at the same time.

When the Eastern Railroad was chartered in 1836, three other companies, the Boston and Lowell, the Boston and Worcester and the Boston and Providence had already been established. In order to receive a charter, the Eastern Railroad had to find a desirable route that could receive state approval. The line from Boston to Portsmouth through Salem was approved; however its Boston terminal was located on Noodles Island at East Boston. Passenger cars were moved on a ferry that took passengers to the Lewis Wharf in downtown Boston. This line was completed in 1840.

In the meantime, by 1843, the Boston and Maine Railroad built its own route to Portsmouth, yet by leasing a section of line from the Boston and Lowell Co. they had a direct connection to its own Causeway Street Terminal. So, for an 11 year period, The Boston and Maine Railroad had direct service to Causeway Street, while Eastern Passengers had to take the Noodles Island ferry to Lewis Wharf. When Eastern took over the Sau-

gus Branch in 1853, it severed the connection to the B&M line at Edgeworth, and built an extension to the Eastern line at Everett. Now, passengers traveling from Lynn to Boston had to take the Eastern line, and take the ferry to Lewis Wharf. This permitted the Eastern Railroad to continue to monopolize the Boston to Lynn route. If B&M were to have controlled the Saugus Branch, they could have achieved a direct line from Lynn to Causeway Street. It wasn't until 1854, when Eastern built a new line from Revere to Boston, leasing parts of the Grand Junction Railroad freight line, did Eastern have a Causeway Street terminal too.

It is not surprising that this kind of business practice, trying to outmaneuver the competition by controlling or building branch lines, was not profitable for the railroads. Yet for many reasons the Saugus Branch made money: In 1869, there were 14 passenger trips a day and by 1893, 36 trips per day. In 1892, the line was doubled tracked, quite unusual even for today's commuter rail lines. However, the Eastern Railroad did not survive its competition with B&M, and went bankrupt in 1875, and the Boston and Maine Railroad took over its system in 1884.

This line probably became popular primarily through the establishment of residential development through the Everett, Malden and Saugus region. The new middle class depended on rail transportation to reach jobs in Boston, Lynn and Salem. This boom in rail usage lasted for 60 years, with daily passenger trips falling to 16 in 1919 and eight in 1935.

Today, a nonprofit organization, Bike to the Sea, is advocating for the conversion of this rail corridor into a multi use path. The proposed name of this trail is the Northern Strand Community Trail. For information, call Steve Winslow at 781 397 6893. Bike to the Sea is holding a trail cleanup on Saturday, June 17 on the Saugus Lynn line. Participants will meet at Marshview Park, across from the Boston Street Caf at Boston and Hamilton streets.

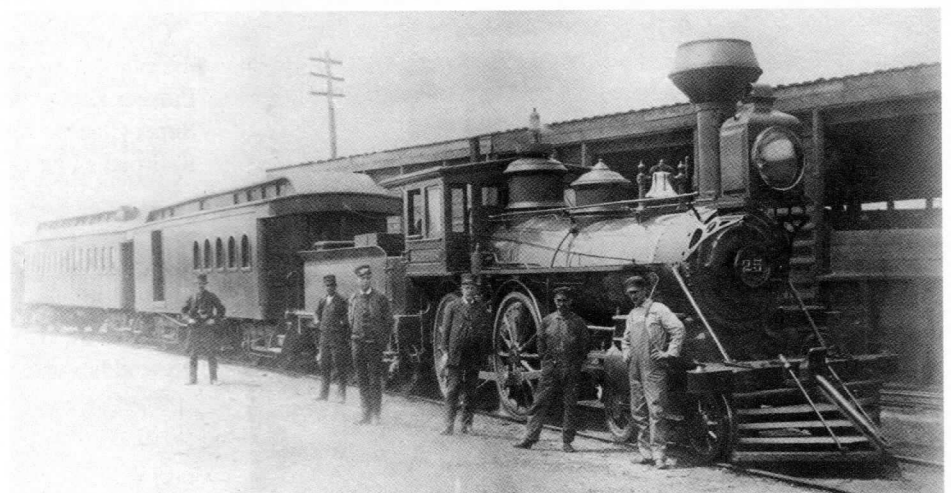
Ronald Dale Karr's Lost Railroads of New England and The Rail Lines of New England were used to research this article.

*Malden Observer via townonline.com*

## Boston & Lowell #25

Named Boston

*Collection of Bruce Bowden*





## GT Trains Detour via B&M Portland White River Jct. Montreal

By John R. Davis

Back in the 1970 s Ed Quinn told me of braking one of the GT freights in the Portland Montreal detour operation via the B&M to White River Jct and over the CV to Montreal that lasted several days in the 1940 s due to a bad spill that broke the line above Dixville for over a week. As he recalled, it happened just as several grain ships in Portland had begun loading and arrangements were made for several trains to use this route for moving down the rest of the ship consignments as well as getting the empties back due to a shortage of cars in Canada.

According to Eddie he was on the headend of a doubleheader aboard 3702 with 3715 taking about seventy or eighty empties to Island Pond from Portland. Shortly after booking off for rest the line was broken on the Sherbrooke Sub and when his crew got the call for their next run it was to take the same train of empties as a hotshot with 3702 and 3703 back to Portland for a detour move over the B&M. At East Deering they serviced the engines and then proceeded over to India Yard and down Commercial Street into the Portland Terminal Company s Yard 8 with him on the footboards of 3702 flagging vehicle traffic. At Yard 8 they picked up B&M pilots for South Lawrence over the double track Dover mainline.

Eddie said he was impressed by the CTC as at one point they were switched over to the other track to go around a peddler and than back onto the track they d been on, without stopping and no one around to turn the switches. He also said the B&M pilots told him they were impressed with the GT Mikado types on the detour moves.

At South Lawrence he said they uncoupled the engines from the consist after swinging onto the Manchester branch, and ran them backwards about six miles to Lowell Junction for coal and water. Then upon running back to South Lawrence and recoupling to their train, B&M Southern Division pilots relieved the Portland Division men, and they headed up the Manchester branch for Concord, and then through Franklin and Canaan to White River Junction

He thought it was at Franklin where they were to wait for an opposing train that was enroute up the hill to meet them, and when it came into view, he recalled it as being a GT detour movement behind the 3706, and thought it still had the GTW herald from its recent reassignment back from Michigan. At the rear of that train there was a B&M helper engine which he assumed was cut off at Franklin after boosting the Portland bound train over the summit. At White River Junction they booked off for rest just under sixteen hours of being on duty since leaving Island Pond and turned the train over to a Central Vermont crew, expecting they would called for taking the next Portland bound detour movement..

When his crew was called, they were told the train 3706 had was the last movement of loads for the ships at Portland and they would be deadheading to Montreal, and if the line wasn t open for them to work, a backlog extra by the time they arrived, probably be deadheaded from there to Island Pond. They also found out that the crew which brought in a train of empties behind them with 3432 and taken north by a CV crew would also be deadheaded to Montreal after their rest, and probably also the crew bringing back the cars 3706 had taken down after they were emptied.

Eddie said they were set up to deadhead north to Turcot on a

manifest when it arrived from Brattleboro, and as soon as he saw it come in behind one of the CV s 2 10 4 s he talked the engine crew into letting him ride up front with them. Said it was the only time he ever was on one of these CV ten drivered engines and never forgot the number, 702, because it seemed unusual to have come into White River Junction on GT 3702 and left on the CV 702

From Montreal he said they deadheaded on #16 to Sherbrooke as the line still hadn t reopened to through service, then were bussed to Island Pond, and it was several more days before through service was restored and he got called out again.

Eddie said he was drawing upon recollections of a trip thirty or more years after making it, and couldn t say with certainty other than that it was during the 1940 s

If anyone has any additional information regarding these GT detour, the author would appreciate your getting in touch with him at: John Davis, 13 Porter St., South Paris, ME 04281 Or [jhachijunana@yahoo.com](mailto:jhachijunana@yahoo.com)

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## Some Thoughts on Canadian National Heavy weight Pullmans

by John S. Horvath

One of the things I find particularly interesting about the B&M was the many and varied interline passenger trains and through car routes it operated in conjunction with connecting railroads. This resulted in quite a bit of equipment variety that interests both the historian and modeler alike. Part of this equipment variety was the regular appearance of off line cars in B&M passenger train consists.

Many of these off line cars have been seen in the numerous picture books published with B&M content in recent years. However most of the off line cars that have appeared in print have been the types of cars (coaches, parlors, baggage express, etc.) typically seen on day trains. Because of their largely overnight schedules, sleeping cars of any railroad (including home road cars of the B&M) have relatively rarely been captured in photos. As discussed in a recent B&MRRHS Newsletter article about the heavyweight ( standard weight in Pullman Company parlance) sleeping cars owned by the B&M and operated for them by Pullman, this is the reason that it has been possible only in recent years to conclude with certainty what was suspected for many years but hard to prove using photographs: B&M s HW Pullmans never wore a paint scheme that reflected their B&M ownership.

As a follow up to this recent article about the B&M s HW Pullmans, the subject of this article is the HW Pullmans owned by the Canadian National, specifically those that would have been seen regularly on B&M rails. The B&M s international interline sleeping car routes with the CN have tended to be overshadowed by its routes with the Canadian Pacific. The well-known "Gull" and "Red Wing", which the B&M operated in conjunction with the CP, have commanded a lot more attention in photographs and books compared to say the B&M CV CN New Englander . Note that CN sleepers did not regularly appear on the famous Montrealer / Washingtonian until relatively late in that train s life and by that time only lightweight CN cars were assigned. Even

*Pullman cont*

the recent book "Passenger Trains of Northern New England in the Streamline Era" by Kevin J. Holland (TLC Publishing, Inc., 2004) barely mentions the Boston Montreal New Englander. Perhaps the fact that the New Englander was not its own train for much of its life (it was usually combined with other trains along its entire route) and that its sleeper was gone by 1953 has a lot to do with this lack of attention.

This paucity of information does not do justice to the fact that the CN was actually a much larger and, apparently, influential user of Pullman service compared to the CP. Even in the pre 1948 era when Pullman both owned and operated most HW sleepers the CN had Pullman use a special paint scheme for its assigned cars. Very few other railroads (the Pennsylvania comes to mind of course) were able to get Pullman to do this. This special paint scheme, which Pullman referred to in its records as CN Std., dates back to about 1938 and called for the carbody to be painted what Pullman referred to as Canadian National Green. However lettering was the same as on a standard Pullman and the CN's name did not appear anywhere on the car's exterior. This shade of green is the well known relatively light green the CN called Green No. 11 that was adopted circa 1937 and continued in use on passenger equipment well into the post WW2 era. A sketch of the CN Std. scheme from Pullman's own records can be seen on page 71 of Pullman Paint and Lettering Notebook by Arthur D. Dubin (Kalmbach Books, 1997). This close relationship between the CN and Pullman continued into WW2 during which the CN purchased well over 100 older sleepers from Pullman for conversion to coaches and on into the postwar era. The CN purchased a total of 56 HW sleepers from Pullman effective with the 31 December 1948 divestiture and then proceeded to lease them all back to Pullman for operation and maintenance (the CN also had Pullman operate six of its Canadian built and 31 of its Pullman built lightweight sleepers but that's another story).

What is interesting is that some of the Pullman operated sleeping car lines on the CN were entirely within Canada (something that surprised me when I first learned about it) in addition to several international car lines in the East and Midwest as one would expect. Some details of these Pullman operated services on the CN can be found in an interesting article by Al Lill and Charles Geletzke titled "CNR Owned Passenger Equipment Operated by the Pullman Company" that appeared in Volume 11/Number 2 of CN Lines magazine. This relatively significant use of Pullman's services by the CN contrasts dramatically to the CP which only purchased five HW sleepers from Pullman in 1948 for use on one international interline train in the West. In addition, no CP owned lightweight sleeper is known to have been operated by Pullman.

Of greatest interest to the B&M fan is the Boston Montreal sleeping car line for the aforementioned Boston-WRJ-Montreal "New Englander". For many years and until the end of this service in late 1953 the regularly assigned car was a Plan 4046 University series HW with a 12 section - 2 double bedroom configuration. This was the same style of car used on the competing Boston Montreal service via the B&M CP Red Wing. In fact for many years the New Englander and Red Wing were operated on B&M rails as a single combined train between Boston and White River Junction. Because the B&M's only two "University" cars were regularly assigned to the Red Wing, this left it up to the CN to

draw from its pool of nine University cars for assignment to the New Englander. While it's possible any of these nine cars may have appeared on this train at various times, available information suggests that Montreal University and Victoria University were the regularly assigned cars, at least in later years.

As to how these CN cars were painted and lettered, the 56 HW Pullmans owned by the CN initially kept their CN Std. painting and lettering scheme after the 1948 divestiture. The first change did not take effect until 18 January 1951 when Pullman issued drawing CED 5134 titled "Painting and lettering CN owned conventional sleeping cars". Thanks to personal research of this drawing by well known Pullman expert Tom Madden, it appears this drawing essentially continued the CN Std. scheme described previously with the exception that the car steps and faces of under body equipment such as battery and ice boxes were also painted CN Green No. 11. Thus like their B&M counterparts CN owned HW Pullmans did not have their owner's name anywhere on the car exterior. However unlike the B&M the CN cars were painted in a distinctive body color.

Beginning in January 1955, the famous green-and-black CN paint scheme for passenger equipment that began to be used ca. 1954 was adopted for the CN's HW Pullmans. All HW Pullmans repainted to the green black scheme received the CN road name on the letterboard. However a review of Tom Madden's Pullman database indicates that most of the CN's HW Pullmans were withdrawn from Pullman operational lease before being so repainted so would have been seen in their all-green scheme with just the Pullman name on the letterboard well into the 1950s.

As with the B&M's HW Pullmans, photos of the CN's University series HW Pullmans in their all green paint scheme and operating on the B&M appear to be quite rare. In fact the only photo I've been able to find to date (and fortunately it's in color) appears on page 54 of "Trackside East of the Hudson 1941 1954 with William J. McChesney" by Jeremy F. Plant with Brian D. Plant (Morning Sun Books, Inc., 1998). In what's captioned as a 16 August 1952 shot taken at North Station we can see (by virtue of its distinctive CNR Green No. 11 carbody color) a portion of a

University sleeper owned by the CN peeking out of the back ground. The blind end of the car (one vestibule was removed when the University cars were rebuilt from older sleepers in 1936) is visible along with (from left to right) the women's lavatory, both bedrooms, and a couple of the sections. The beginning of the Pullman name is also visible on the car's letterboard. One wonders how much of the original photo was cropped for publication and if the original photo could show us more of this car.

In conclusion, my sincere thanks to Tom Madden for researching the painting and lettering drawings applicable to the CN owned HW Pullmans, and to the B&MRRHS for allowing me the opportunity to share this information with you.

## The Northern Railroad

By Herman S. Smith Chief Clerk Woodsville

The celebration of the 100th anniversary of the Northern Railroad in New Hampshire between Concord and White River Junction on September 9th brought to the remembrance of Old Timers several interesting features.

The road was chartered in 1844 to construct a line from Concord to White River. It was planned to follow the valleys of the Merrimac and Contoocook Rivers to Mast Yard (Concord), thence along the Blackwater to Gale (Andover), following the west instead of the east side of the ridge from there to Mascoma (Lebanon), the grades being much easier.

To have built as originally planned would have entirely eliminated Franklin, from which town a good deal of money was obtained. Between Franklin and Lebanon the country was about equally populated but if the railroad had been built as planned it would have passed through the middle of the the Enfield Shakers settlement on the west side of Mascoma Lake, which at that time and for long after was one of the most influential colonies of the State. The Shakers did not desire the road to pass through their settlement but saw the value of the undertaking and donated the right of way and some rolling stock on condition that it pass on the east side of Mascoma Lake.

The construction of the road took over three years, the main obstacles being the Canaan Summit ( a misnomer as it is in the town of Orange) and the many bridges over the Indian and Mascoma Rivers between Canaan and White River Junction, including the Connecticut River Bridge. The solid ledge of Canaan summit had to be blasted away using hand drills and black powder, for a distance of about one fourth of a mile and from 40 to 50 feet deep.

When the railroad was opened a special train was run from Concord to White river Junction and Daniel Webster delivered the principal address at Lebanon.

The Northern was an independent railroad until leased to the Boston and Lowell in 1884 or 1885 and when the Boston and Lowell leased to the Boston and Maine in 1887, this line was included and has been operated by the Boston and Maine since that time.

(From the B&M Employees Magazine October 1948)

Submitted by Buddy Winiarz

## A Look At Train Control On The Boston and Maine

How did it function?

This system operated through an induction system using the loops between the rails at signal locations, pickup coils, and relays up in the train control box on the right side of the boiler, usually between the domes on steamers and on the running boards of RS 3 s.

No current detected in the loops indicated red on the three color light signal indicator in the cab in front of the engineer. A current in the loop of one polarity would show a yellow in the indicator and the opposite polarity would indicate a green. The current in the loop was induced by the H D signal circuit at the signal, which showed the position of the signal and the condition of the track

ahead. If the signal was passed by when in the red position the air on the loco would be set through the relays in the same way as a deadmans pedal system, drawing the train to a stop.

### TC on the 3713

With all of the discussion about the train control device, I decided to have a close look at the control box that was on the B&M #3713. There isn't much left of the box itself as most of it has rusted away. The internal parts are not in such great shape either. Do the internals of the diesel control boxes look the same as the steam era boxes? Do they operate on the same principal? There is of course no way to control the throttle of a steam locomotive with electronics but cab signals are evident on the #3713 and we will be putting them back in during restoration. *Dave Lamson*

BTW, In the near future, all of the locomotives used on the main line here at Steamtown will be required to have cab signals. The #3713 may be the first to get them.- *Bruce Mowrbay*

### Where Was It Used?

Automatic Train Stop was only used in Hoosac Tunnel. Cab signaling was used between Greenfield and Boston. I believe that many of the locos used predominantly in the commuter territory may not have had the ATS feature because it was only needed in the tunnel. ATS pickup coils can be seen in photos as attachments to the outside of the locomotive almost in the same position third rail equipment might be found. Cab signal pickup coils were found behind the front pilot of the locomotive and can't be easily seen.

*Scott J. Whitney*

### Is TC Still in Use Today?

When I was in the signal crew working out of Gardner, MA in 1968-69 we were revamping the signal system between Gardner East and Athol. At the same time we were retiring the old Union S&S Train Control.

I helped retire the train control test loops at the entrance of the diesel house at EHB.

They retired it because of high maintenance, so they said.....  
Progress. *Dave Lamson*



Collection of Scott Whitney

Built 8/48 Retired 1/65; Sold to  
Virginia Power & Light Co. 1/22/65

## Lexington MA Station Over The Years

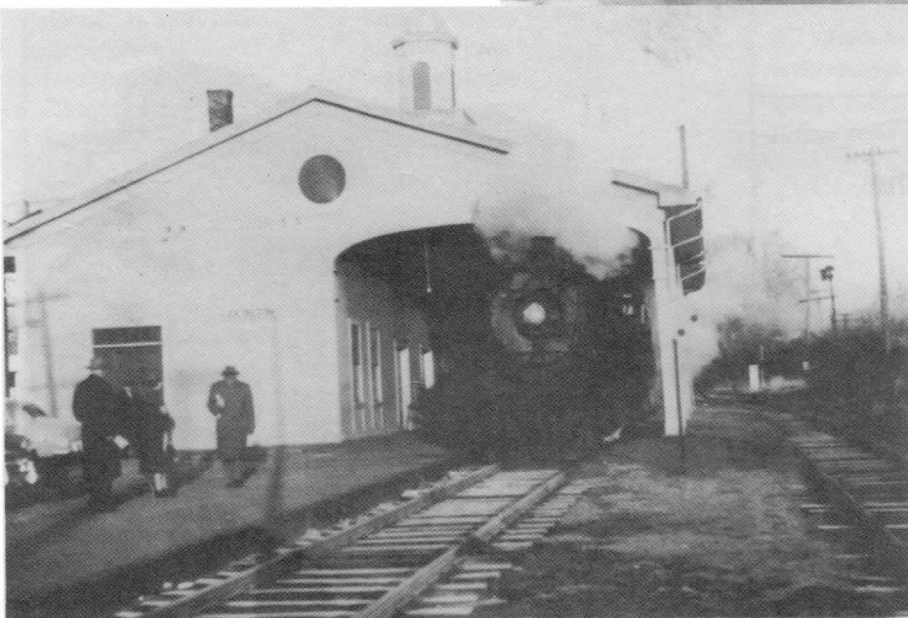
Top View: 1936

Middle: 1936 And Park

Bottom: 1950 s



The Historical Society is in the process of restoring the station to its former glory



It is interesting to see such a grandiose station on a branchline, especially one that is only 12 miles from Boston.

Its design is in keeping with the nature of the rest of the town.

*Photos compliments of the  
Lexington Historical Society*