

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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November — December 2007

Bob Warren, Editor (bmbobwarren@comcast.net)

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

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*The Officers, Directors and Staff of the B&MRRHS wish
its members and their families a
Happy and Joyous Holiday Season
and a
Healthy and Prosperous New Year.*

B&MRRHS CALENDAR

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

- Nov 17th** Len Batchelder presents A Wynne's 1950's steam trains
- Dec 8th** Members night. Members are asked to bring slides (at least 50) a video or a DVD to share with fellow members. We provide the projector, screen and video/DVD player.
- Jan 12, 2008** Buddy Winiarz: Will present various railroading in New England and some New York. This was the October Presentation that was replaced by a critique of a new Society video.
- Feb 9th** Charlie Dickie will show CSX action in and around Framingham, Ma. and on the CSX Fitchburg route.

Directions To The Rogers Hall Society Meeting Location

From Rt. 495 take exit 38 which is Rt. 38, go right, 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:
bmbobwarren@comcast.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.

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MEMBERSHIP

- Please renew your membership within the ninety-day renewal period or you will be deleted from the membership list. • All renewing members are provided a preaddressed renewal envelope, containing your membership data on the flap. Please **DO NOT** 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

Company Business

Due to the ballot missing enclosure with the September/October Newsletter it is included in this issue.
The deadline for casting your ballot is December 8, 2007.

Vice President's B&MRRHS Report

Oct. 2007

Summer 2007 was a very busy and lucrative season for the B&MRRHS. Work continued on the Locomotive #410, the street side of her tender was completely redone (steel rust grinded, rust arrestor applied and repainted). Also, Sandy Shepherd helped tremendously as he skillfully re-lettered her logo.

Every Saturday in July and August we manned the #410 and combine for visitors. We also participated in the Lowell Folk Festival on Saturday July 28 and Sunday July 29. We had great visitation and sales of society merchandise were good.

We also participated in the one hundredth anniversary of the Gorham, NH Railroad station. We helped the Gorham Historical Society by inserting flyers in our newsletter promoting this event. We also had merchandise tables set up right across the street from the station. Sales were good and we met many new friends and old friends. The Gorham Historical Society did a fantastic job with this all day event. All four train rides were completely sold out. We look forward to working with them again some day.

On the same day we also were represented at Danbury Railroad days celebrating the B&M 1455.

September saw the society participating at the Concord NH and Pepperell, MA train shows. Shows like these are a very important part of Society income. Dues alone do not cover the operating costs we incur. All the above activities created much positive exposure for the society along with additional income. We can always use more help staffing these events. Please consider giving some of your time to your society. Inclosing I would like to thank the volunteers who have helped with these activities.

Pat Abegg, Fred and Quesen Brown, Mike Basile, Carl Byron, Ed Felten, Wayne Gagnon, Dan Hovey, Dan Hyde, Rick Hurst, Paul Kosciolk, Dick Marquis, Russell Monroe and Brad, Richard Nichols, Jim Nigzus Jr., Sandy Shepherd, Peter Victory, Ellis Walker and Buddy Winiarz

Respectfully submitted by Jim Nigzus

2008 Calendar Correction

Well folks it looks like we all goofed on the February caption. My proofreaders and I done wrong. The caption states that the B&M #800 was on the former Lawrence Branch in West Peabody. Actually it was on the Newburyport Branch. We apologize for the error.

Buddy Winiarz

About The System

Reopening Of The New Hampshire Central

Great Northwood Journal

Whitefield, N.H.—On September 4, 2007 a ribbon cutting ceremony was held for the reopening of the NH Central Railroad on 23 miles of track from Whitefield to Groveton, NH.

Present at the ceremony were N.H. Senator John Gallus, Benoit "Beno" Lamontagne, Colebrook, of the DRED, David Presby, President and founder of Presby Environmental, Inc and Presby Plastics, his wife Sheila, Ed Jeffery President of NHCRR, Melissa Ogle from Sen. John Sununu's office, and N.H. House of Representatives Bill Remick and Paul Theberge. The event marked the first time in nearly ten years that the railroad has been fully functional.

NHCRR #1732 officially pulled two covered hoppers of materials from Stratford to Whitefield. The capacity of the two cars is equal to eight truckloads of materials and is more cost efficient as noted by David Presby.

Plans are to convert the 75 lb. rail for 100 lb. rail from Riverton (Jefferson) to Whitefield.

Submitted by Don Provencher

Train Shows

Wenham Museum RR Hobby Show

Saturday January 5, 2008; Snow Date January 6, 2008

10:00 am to 4:00 pm

Adults \$5.00; Children 6--14 \$2.00, Family \$10.00

Buker School on School St., Wenham, Ma. 01984

For information:

Wenham Museum, 132 Main St., Wenham, Ma.

01984: Ph.978-468-2377

www.wenhammuseum.org

Amherst Railway Society Railroad Hobby Show

January 26 & 27, 2008

Eastern States Exposition, West Springfield, Ma.

1-26-08 9 am to 5 pm, 1-27-08 10 am to 5 pm

Admission is \$10.00

Children Under 15 years FREE

Tickets on sale one hour before show opens

Eastern States Exposition Parking \$5.00

More information: www.AmherstRail.org

Pan Am Railways - BO-1

...namely the Boston switcher, has been re-assigned from Ayer, returning to its home base of Boston and is now laying over again on the 3rd iron / the M.S. Walker lead track. Reason is there is an increase of cement traffic for Everett/Chelsea near Prolizer New England. This was a very active business a few years back and now seems to have resurfaced with CN cylindrical hoppers. At present, the B&M 328 is assigned as BO-1. Also, a key component for the temporary stationing of a Pan Am unit back in Boston is due to the ongoing major tie replacement project underway by the MBTA on the Fitchburg Route Main Line until at least July. With the increased demand for the product to be delivered on a timely basis it's easier to reroute the hopper cars through to Lowell or Lawrence instead of from Ayer.

Don LeJeune via the Internet via **The 470** The 470 Railroad Club

An Intimate Look Around Boston Hump-Yard

By William A. Wheeler, Associate Editor

Working with accuracy and precision almost like a fine watch, and with team-work such as Knute Rockne used to inspire in his Notre Dame football squads, the efficient gang at Yard 8 in Somerville, put between 2,500 and 3,000 cars over the two "humps" every 24 hours these days (*War-Time 1943*). To the observer, even one versed in railroad operation, it is almost uncanny, so nearly automatic does the process seem to be.

It isn't "automatic" though - it is just the product of well-trained, efficient men, working together like the parts of a well-oiled team.

Here's MB-4 hauling into the yard; let's see just what happens. (*MB-4 was scheduled to leave Mechanicville at 1:00 AM and arrive in Boston at 10:00 AM powered by a R-1 Mountain - as per the Winter 1978-79 B&M Bulletin, MB-4 left Mechanicville almost five hours late due NYC connecting trains being delayed. Another three were lost en route for various causes including hotboxes and waiting for motors at North Adams, etc.. Assume the Associate Editor was a 9-5 man, so MB-4 arrived around the scheduled 10 AM arrival.*)

First, the conductor drops off at the yard office to hand in his way-bills and a detailed list of the cars in the train. A trained clerk takes the list, and almost before the engine is cut off the train at the far end of the yard, he has started to listing the cars to the hump and to the various towers. This is done by teletype. As he writes, a similar machine in each tower and in the hump office exactly duplicates the list - even the errors, if he makes 'em! The list shows the number and reporting marks of the cars, in order, its gross weight, contents and destination.

Meanwhile, a hump engine (*probably of the 0-8-0 H-3 #640 class*) has grabbed a cut of cars from MB-4, almost as soon as the wheels stopped turning, and is hauling them out to be "humped." The switch is lined for the hump track, and the powerful engine chugs the cars up the incline.

The list shows the first car in the cut is a tank of precious gasoline destined, let's say, to Haverhill. (*Probably not as a Haverhill car should have been on ML-2 or ML-4 to connect with the local freight originating at Lawrence. Nevertheless,*) The clerk at the Hump quickly chalks the proper destination on the car, and just as

the car tips over the hump, the brakeman pulls the pin. Slowly, at first, but gathering momentum, the car drifts down the incline. Over in the tower, the operator knows, by referring to his list, on just what track the tank is to go, how far on that track it has to travel, and how much it weighs. These three facts tell him when and where to retard its speed. By turning a little button, he has already lined up the switches. He lets the car pass through the first retarder; but by the time it has passed the first switch, he manipulates a little lever, and the next retarder gently grips the flanges of the wheels and reduces the speed just enough to permit the car to run on its own momentum down the selected track.

While he is doing all of this, another car has left the hump. Switches must be lined up for this movement, and the progress of the car governed by the proper use of the retarders. No inexperienced man could have the necessary judgment and skill to control these free-running heavy cars, with a second movement starting before the first has been completed.

Now comes a cut of four cars, all for the same destination. The pin is pulled and the four cars roll down the hump. Now the towerman has to consider the combined weight of the multiple cut - and it's a nice problem to control the run so that the cars roll down the proper track at just the right speed. Meantime on the hump the foreman stands at a switchboard, with a microphone of a loud speaking system in front of him, plus a lever which controls the color-light signals which govern the engine-man. High on a mast, in plain view of the engine crew as the drag is pushed over the hump, is a four-indication signal. A red light is, of course, the signal to Stop.; Red and Yellow mean reverse movement. A single Yellow is to proceed at normal speed; double Yellow at increased speed; and Green is called the "through" signal. As the cut is shoved over the hump, the foreman can regulate the movement by means of these signals.

It takes not only an efficient crew, but rather a large one too, to operate the hump yard. In general charge is Acting Freight Trainmaster Loren F. Morse, whose office is on the third floor of the Yard Office Building. Under him are two General Yardmasters, three Assistant Yardmasters, 21 Yardmasters and Assistants, 105 Yard Conductors and 202 Yard Brakemen as well as the operators in the several towers.

It's a mighty important part of Boston & Maine service which these men perform; and in these days when speed is vital, their service is well nigh-indispensable.

Winter 1943 Boston & Maine Employees Magazine

Submitted by Tim Gilbert

Flying Yankee Restoration Group Now Has Its Own E-Mail Address.

The new E-mail address is: flyingyankee@usa.net

If you would like to continue to receive our monthly "Friends of the Flying Yankee" E-Newsletter, please send a brief note to flyingyankee@usa.net so that we can add you to the updated "Friends of the Flying Yankee" subscriber database.

If you'd like to send an E-mail to us for any reason - whether it's just to say hello or to ask a question regarding the restoration, please use our new E-mail address.

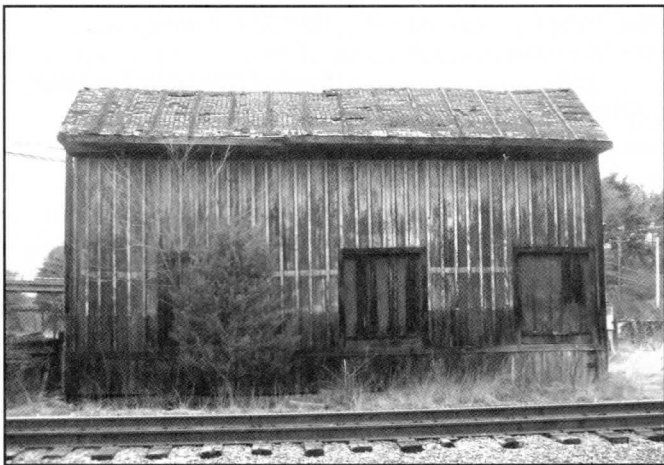
Rockingham Freight House Destroyed

By Brian Bollinger

This was one of the oldest buildings in existence from the original B&M. It was pegged together and, as built, was for a single-track railroad. In other words a barn-like structure. It was changed to the configuration it held to the end of its existence when the second track was laid in the mid 1800's

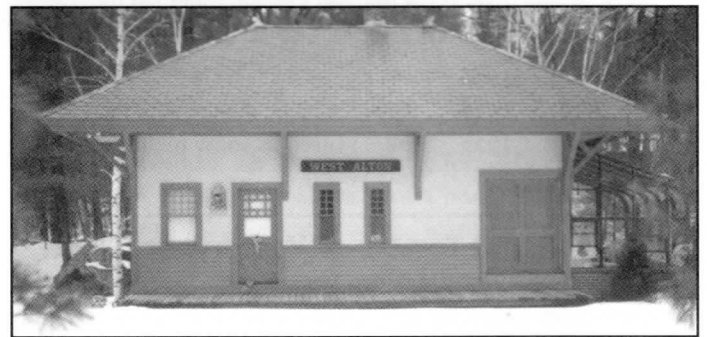
When I was working for the B&M in that area, we used to store signal Department stuff in it.

The track Department would store some of their stuff in it; also it was last used as a freight house in the early '60's. It had an interesting wood eight-sided tapered, hollow object in the attic rafters of the place, about 18" wide on one end and 10" on the other, about 10 feet long.



Michael J Sherbak II Photos

West Alton Station



Now located on Rte. 11.as a residence.

Photo by Steve Cook.: B&MRRHS Archives.



Former B&M depot at West Alton, N.H. Aug. 1989.
Photo by John Alan Roderick. B&MRRHS Archives.
[Published in B&M Bulletin Vol. XVI, No. 4, p. 24.]

Timeline When Last Of A Steam Locomotive Class Was Retired.

Tim Gilbert

Class	Wheel Arrangement	Date	Engine Number(s)
A	4-4-0	1947	#1011, #1025
B15	2-6-0	1956	#1495, (#1455 sold 7/18/56)
C	4-6-0	1937	#2075
F	0-4-0	1940	#65
G11a	0-6-0	1953	#419, (#410 sold 6/29/50)
G11b	0-6-0	1955	#440, #441, #443
H2	0-8-0	1957	#622 (used as a snow melter for a few years)
H3	0-8-0	1953	#642
J1	4-4-2	1952	#3235
K7	2-8-0	1955	#2403
K8	2-8-0	1955	#2725
P2b	4-6-2	1956	#3622, #3623, #3662, #3672, #3673
P2c	4-6-2	1956	#3687
P3	4-6-2	1955	#3709
P4	4-6-2	1957	(last run of #3713 in 1957; now being restored)
R1	4-8-2	1956	#4113
S1	2-10-2	1949	#2902, #2903, #2904, #2905
T1	2-8-4	1955	#4023 (used as snow melter for a few years)

Signal Towers of Yesteryear

By Alden Dreyer

The number following the tower name is the number of positions at the respective tower for 24 hours.

10/1/18	6/1/39
*Tower A 15	*Tower A 17
*Tower B 10	
*Tower C 8	*Tower A 17
*Tower D 5	
*Tower F 5	
*Tower H 3;	*Tower H 3
	Alfred Road Levermen 3
Ayer (Yard) 3	
Ayer Diamond Signal Tower 3	Ayer Towermen 3
Barber 3	Barbers Towermen 3
Beverly 3	
Bleachery 6	
Clinton Junction 3	
Concord NH 3	Concord NH Towermen 3
	Dover TD 3
	East Deerfield TD 3
	East Northfield Towermen 3
	East Portal Towermen 3
East Portal 3	
Everett Junction 3	
	Fitchburg TD 3
Gardner 3	
Johnsonville 3	Johnsonville TD 3

Lowell 9
& Levermen 3

Manchester (Freight) 5
Manchester (Pass.) 5
Medford Junction 3
Montvale 3

Newburyport 3
North Berwick 3
North Cambridge 3
North Chelmsford 3
North Woburn Junction 3
Northampton 3
Northey Point 3
Petersburgh Junction 3

Rigby 3
Salem Tunnel East End 3
Salem Tunnel West End 3

Shelburne Junction 3.
Somerville Junction 3
South Acton 3
South Lawrence 3

St. Johnsbury 3
Swampscott 3
Wakefield Junction 3
Waltham 3
Wamesit 3
Washington Street Jct. 3
West Cambridge 3
West Lynn 3
West Portal 3
Wilmington Junction 3
Winchester 3
Woodsville 3

Worcester Millbrook Street 3
Regular Relief Men 4.
JOINT TOWERS:
Crescent 3
Fitchburg 3 B&M
Concord Junction 3
Note: Gardner Tower not listed as it was operated by Train Dispatchers.

Lowell Bleachery Towermen 3
Lowell Hale Street Towermen 3
Lowell Jct. TD 3
Lynn Tower 3
Lawrence Station Tower 3
Manchester Freight Tower 3
Manchester Passenger Tower 3

Mystic Jct. 3
Newburyport Towermen 3

North Chelmsford TD 3

Northampton Towermen 2

Petersburg Jct. Towermen 2
Rockingham Towermen 3

Salem Tower 3

Springfield Lobby Levermen 3

Waltham TD 3

West Portal TD 3

Winchester Train Director (TD) 3

Worcester Garden Street Towermen 3

* Boston area towers

The Laconia Car Company Works

Reprinted from The Illustrated Laconian-1899

The Laconia car shops, under the management of the Laconia Car Company Works, of which Hon. Frank Jones of Portsmouth is president and principal owner, with Hon. Edward H. Gilman of Exeter as general manager and treasurer, is the largest single industry in the city of Laconia, and also one of the largest, most important and most widely known in New Hampshire.

The original Laconia car shops were started by the late Charles Ranlet in 1848, and was first known as the C. Ranlet Car Manufacturing Co. In 1849 Mr. Joseph Ranlet was taken into partnership, and the firm name was the Ranlet Car Company. This partnership continued until the death of Mr. Charles Ranlet in October, 1861. In December of the following year, the surviving partner, Joseph Ranlet, formed a partnership with the late Hon. John C. Moulton, continuing the business under the name of the Moulton & Ranlet Car Company. In January, 1865, another company was formed under the name, of the Ranlet Manufacturing Co., the members of the concern being John C. Moulton, Joseph Ranlet and Perley Putnam, who continued in business until April 20, 1878, at which time Mr. Ranlet retired.

In 1882 the company was re-organized under the corporate name of Laconia Car Company, Messrs. Moulton and Putnam still being the principal owners. In 1889, the late Mr. Moulton sold out his interest in the corporation to his partner, Mr. Perley Putnam, who carried on the car building industry, practically alone in its ownership and management until 1897, when the entire property passed into the hands of Hon. Frank Jones and his associates.

The new corporation, chartered under the name of The Laconia Car Company Works, was organized on Feb. 25th, 1897, and the board of officers of the corporation at the present time are as follows: President, Hon. Frank Jones. Treasurer, E. H. Gilman. Directors, Hon. Frank Jones, E. H. Gilman, B. A. Kimball, C.F. Stone, Dennis O'Shea.

The original plant was comparatively a small concern, with cheap wooden buildings and old-fashioned machinery. But the wooden buildings have gradually given way to most substantial structures of brick, equipped with the latest machines, in every department. The plant now covers seven acres of land in the very heart of the city of Laconia, and a large proportion of this property is covered with the foundries, woodworking shops, setting-up shops, painting shops, storehouses, etc., including the immense four-story brick structure devoted to the malleable iron foundry industry, which is operated in connection with the car construction business.

When the car plant was started, nothing but freight cars were manufactured, but afterwards facilities were added for turning out all kinds of passenger cars, and the Laconia car shops soon won a national reputation for building first-class cars of every description. During the past few years the introduction of electric railroads in all parts of the United States has developed a new branch of this car-building industry, and to-day one of the most important departments of the Laconia car shops is the construction of electric street cars.

In the manufacture of all styles of electric cars, this concern has achieved a reputation second to no car company in the United States and the handsome and substantial products of the Laconia

shops can be seen upon the trolley lines of Boston, New York, and, in fact, nearly all the large cities of the United States. The demand for electric cars appears to be constantly increasing and there is evidently a great future for this branch of the business. At the present time the electric car construction department is pushed to its full capacity, and there are prospects of plenty of work in line for months to come.

The car shops now employ about five hundred men, and as these are, of course, in many cases the heads of families, the importance of the car business to Laconia can be easily seen. Vast quantities of lumber are consumed every year (estimated at 4,000,000 feet), making a ready market for much of the better timber within a radius of fifty miles of Laconia, while, of course large quantities of Southern, Western and foreign woods are brought from a distance.

The malleable iron foundry department was established a few years ago, and this foundry is one of the largest of the kind in New England.

The motive power for operating the machinery in the plant includes steam, water power, and electricity. During the past two years, thousands of dollars have been invested in rearranging and improving the plant, adding modern machinery and in every way making the facilities up to date for turning out the best possible work at the least possible expense.

The Boston office at No. 50 State street is the general headquarters of the corporation, and the office of the treasurer and manager, Hon. E. H. Gilman. Mr. Peter Walling, formerly connected with the Boston & Maine railroad, as master bridge constructor, is the superintendent of the plant at Laconia. Nearly all the foremen in the various departments, and in fact a large proportion of the employees are men who have grown up in the carbuilding business and have found employment in these shops nearly all their lives.

The above sketch, of course, gives but a faint idea of the completeness of the Laconia car plant, or of its importance to Laconia. From a small concern, employing less than one hundred men, it has grown to require almost a regiment of employees in its shops, and its capacity has been increased from a few rough freight cars per week, to a palatial modern passenger car per day. Under its present management the business is conducted on a substantial basis; excellence and improvement in methods and production are the aims in every department of the business and the prospects for future success and a large increase in business are most excellent.

Wiers Times

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.

Traffic Interchange between the B&M and Other Railroads.

by Jim Foley and Dwight Smith

Jim Foley: "In snooping through the CSX Tariff Library in Jax for several months, I found ALL 34 RF&P freight traffic books from Richmond Sales going back to the 1880's. The B&M section, as I recall, almost filled an entire binder (8" mouth with post and screws) and had correspondence, traffic notes, percentages and divisions, Fast Freight Lines tariffs, and perishable tariffs of all kinds etc. There seems to be quite a few pages referencing junction traffic over Wells River, the Suncook Valley RR, and as I recall a Boston Terminal Market?? for perishable.

"At Potomac Yd (Pot Yd) we usually classified northward B&M traffic moving via the PRR to either Greenville Piers for the NH connection and moved it in the Cedar Hill slow block. Perishable and livestock traffic moved in solid perishable or livestock blocks designated as Cedar Hill and Boston, or the traffic moved via Enola-Wilkes-Barre or (Buttonwood) to the D&H for Mechanicville.

"A sprinkling of B&M traffic also moved by the Inside Gateway via PRR's Bel-Del and the L&HR to Maybrook and the NH for Cedar Hill. The B&O/B&M traffic moved via Park Jct. to the Reading to either the RDG or CNJ floats at Port Reading or Jersey City and floated to Oak Point in the Bronx (the PRR had exclusive use to Bay Ridge) and the NH, or it moved via Allentown to the CNJ for the for connection with the L&HR and Maybrook, but the predominate carrier of B&M traffic was the PRR.

"I am most interested in your thoughts and recollections on B&M's handling of perishable and livestock connection traffic from the NH or the D&H moving from the deep south. At Pot Yd all perishable that was to float to the NH had to be fully iced or iced and vented to make it to Cedar Hill and livestock could only make it to the several Jersey City terminals and have to be rested etc. D&H routed traffic all had to be reclassified at Enola and Wilkes-Barre.

"I do remember certain perishable traffic had to move on Monday or Tuesday at the latest to make the Boston area and to also make connections at Rigby. These were the "Rabbi's cars" as the fruit and perishable brokers in NY and Boston called them. Had to be placed no later than 12 noon Friday for the Rabbi's to bless. I worked the Diversion and Reconsignment Desk for some time, and the brokers would go nuts if a car failed to make MD6 or MD18 on Tuesday out of PY. (According to the NH's FTSB's, the connections from 1948 PRR MD-6 left Pot Yard at 4 AM reached Boston - NH 23 hours later at 3 AM - no mention of MD-16 in that schedule. Boston

- B&M would have received cars via UFRR. B&M's Conn River stations would have received cars via the morning SJ-1, and Lowell, Lawrence & Portland via P-2 which arrived at Rigby at 4 PM or 36 hours after leaving Pot Yard. In 1958, MD-6 would leave Pot Yard at 2:30 AM and reach Boston-NH at 2:00 AM with connections to the Conn River via SJ-1 and Portland via the Bullet M-6 at 1:30 PM. MD-18 would leave Pot Yard at 2:45 PM ex Tuesday and arrive in Boston - NH at 9:35 PM (31 hours after leaving Pot Yard). The B&M connections were the same as for the 1958 MD-6.)

"Also Potomac Yard operated from 1906 to 1934 a LCL Transfer Station (Potomac Transfer, Va.) strictly for RR to RR LCL traffic. One of the LCL classifications made routing via the PRR was Boston B&M, and two or three full carloads of Boston LCL were dispatched daily on the PRR for the NH connection. Northern Routes LCL beyond Boston were included in the Boston Cars, but I have seen in the old time Transfer Ledgers referencing to a Portland car at times when the traffic exceeded a certain limit in the Boston cars. (The only scheduled direct LCL car from south of Baltimore for the B&M that I remember was a 1947 one scheduled from Greenwood SC - SAL to Lawrence Transfer; this car was not in the 1948 NH FTSB. There was scheduled direct LCL cars in 1948 from the B&M to Southern's Spencer NC Transfer: - from Boston, Gardner, Lawrence, and Portland - none, however, in 1958. That does not mean that there were no unscheduled LCL direct cars. Because of the lack of volume to justify any cars from the Deep South, transfer work could have been done at Pot Yard, Philadelphia Transfer (PRR) or Cedar Hill Transfer (NH) T.G..

Did the B&M operate a Joint Facility Transfer Station at Boston for the connecting roads out of Rigby?" (In 1929, the B&M's A House could supply next day service to most of the MEC via the Maine Meteor (B-11) either directly, or by transfer to MEC's local freights or trucks. The joint B&M/MEC transfer operated by the PTM, however, did a lot of transfer work for MEC inbound and outbound LCL shipments into direct LCL cars to or from points south & west which did not use the Boston Transfer points. For instance, most LCL arriving at Boston, Portland, Lawrence and other larger stations on the B&M and MEC from the west was subject to transfer at B&M Mechanicville NY Transfer. T.G.)

Dwight Smith: "Now to Pot Yard. From the south we received many cars via routes that by-passed Pot Yard such as the old NS-Norfolk ferry to Cape Charles-PRR-NH-B&M. There was a smattering of other traffic from the south via Hagerstown and even via Cincinnati. I even recall cars via C&O-Durbin-WM-Rdg-CNJ-D&H-B&M. Most likely the latter were "diverters" (unsold rollers of lumber from the west coast.)

"Most of the north-south traffic to and from the B&M moved via Pot Yd-PRR thence Wilkes Barre-D&H-B&M or L&HR-Maybrook-NH-B&M or Greenville Piers-NH-B&M. The principal NH-B&M gateways were Springfield, MA and Worcester, MA. A smaller portion of B&M traffic moved via Pot Yd-B&O-Park Jct.-RDG-CNJ-D&H-B&M or B&O-Rdg-CNJ-NH-B&M. There were routes off the PRR to B&M via PRR-Weehawken-NYC (WS)-Rott Jct.-B&M but I don't recall if the NYC route worked via Pot Yd.

"As a sales rep. in Me-NH-VT for the B&M 1952-1972 it was our policy to promote our Mechanicville-D&H and Rotterdam Jct.-NYC routes over the New Haven gateways, as the B&M earnings

Interchange con'd on pg. 10

B&M Passenger Cars At Strasburg, PA

By Roger Hinman

I show the following ex B&M cars at Strasburg; unfortunately their Strasburg names have changed and I lost the puzzle how to tie each one back

It's pretty easy to discern the Laconia cars since they have an oval window; but remember some of the cars at Strasburg have had their sides amputated to become open-air cars and I believe another one has been rebuilt into a diner

Sburg No	Sburg Name	Other Sburg No	Other Sburg Name	Orig Number	Type	Bldr	Other Number	Notes
RC101				2889	Baggage	B&M Fitchburg	W3041	
22?	Grasshopper Level	60	Eastern Pacific	182	Coach	B&M Salem	W3262	
25?	Eshlemen Run			2093	Combine	Pullman	103502	
N/A	Cherry Crest	70		179	Coach	Pullman	W3146	
N/A	Mill Creek	72		211	Coach	Pullman	W3153	
N/A	Pleasant View	73		245	Coach	Pullman	W3179	Open Car
N/A	Hello Dolly	68		141	Coach	Pullman	W3205	Open???
N/A	Daffodil Spring	71		173	Coach	Pullman	W3261	Open Car
N/A	Gobbler's Knob	62		2049	Combine	Pullman	M3246	
N/A	Pequea Creek			393	Coach	Laconia	Narr Pie 22	
RC102				271	Coach	Laconia	W3135	
RC103				313	Coach	Laconia	W3145	
RC104				2172	Combine	Laconia	W3214	
RC105	Henry K Long	75		293	Coach	Laconia	W3168	different trucks?
	Lea E Bremer*	93	Dining Car					
	Marian*	88	Coach					
	Indian Valley*				Coach			
	Valley View*	99	???		Open Car			
	Donald E Hallad*				Combine			

* former name



David Falkenburg photos

These photos taken at the Big Trees RR in California. They came from the Wolfeboro RR and are original B&M cars.



Interchange con't from pg. 8

were better via the D&H and NYC. We were told to be neutral about the NH on traffic moving along the Atlantic seaboard.....but in practice we worked against NH routes whenever possible.

"I'm not too well versed on the subject to answer your questions on perishables and LCL traffic. The B&M had a large LCL transfer and pool car facility at Boston. There were two daily trains from B&M Boston to Portland (and undoubtedly handled LCL cars for the PTCO transfer at Portland (joint B&M and MeC). B&M Boston had potato houses, which largely handled potatoes from Maine. It was those potatoes that gave me the most work when I manned the diversion desk! I seem to recall that early in my career the B&M had an auction terminal for fruit...largely for fruits and vegetables from the west. The B&M public delivery tracks in Boston handled many carloads of meat and other perishables for the downtown, and off-track, Boston market. I'll have to assume that the New Haven RR in Boston had a lock on the perishable traffic moving via Pot Yard.

"When I was in Portland, Maine (1960-1972) I recall carloads of potatoes moving to team track delivery for several off-track potato chip manufacturers in the Portland area. The cars came from Hastings, FL and undoubtedly moved via Pot Yd. These potatoes moved during the time of year when the quality of the local spuds were unsuitable for chip production."

Bob Warren: "The B&M's fruit and vegetable auction terminal was located in Yd. 19 along Rutherford Ave., Charlestown while the team track delivery of meat reefers was located at Yd. 7, Lechmere Sq., Cambridge."

Tim Gilbert: "Until McGinnis, there were two Boston to Portland trains – the Maine Meteor (B-11) express and BP-5 which stopped at Lawrence, Haverhill, Rockingham, Dover, and Biddeford before terminating at Rigby. B-11, however, continued onto Bangor.

In the 1949-50 Season, Massachusetts received 2,831 carloads of Florida Citrus via rail or ship and 520 carload equivalents via truck. Connecticut received 454 carloads via rail and 152 via truck; Rhode Island 357 carloads via rail and 105 via truck; the other three New England states received 100 carloads via rail and 85 via truck. About 90% of the rail traffic was via the PRR; the rest via the B&O.

The B&M's Fruit & Vegetable Auction Terminal was primarily for fresh produce traffic from the West (through Mechanicville)."

Progress Report For 2006 On Boston & Maine 3713

The following items have been completed in 2006:

1. Cut smokebox rivets
2. Repair front tube sheet
3. Cut & remove boiler studs
4. Repair steam chest at saddle
5. Install smokebox rivets
6. Remove super heater header and throttle casting studs

The following work is ongoing and has been partially completed:

1. Remove waist sheet bolts or rivets
2. Remove boiler from frame

3. Remove mud ring to repair
4. Repair smokebox
5. Clean inspect and repair boiler checks
6. Machine new saddle bolts
7. Clean inspect and repair dry pipes
8. Repair water injector system
9. Inspect and repair staybolt holes
10. Remove locomotive brake rigging
11. Clean inspect and repair power reverser
12. Machine new superheater/throttle casting studs
13. Remove spring rigging
14. Clean inspect and repair locomotive frame
15. Dismantle booster engine
16. Clean inspect and repair booster engine
17. Clean inspect and repair trailing truck
18. Apply primer to outside of firebox
19. Repair throttle casting
20. Clean inspect and repair throttle valves
21. Clean inspect and repair superheater
22. Clean inspect and repair turret header
23. Rebuilt hydro lubricator
24. Fabricate boiler studs
25. Clean test and repair superheaters
26. Install boiler studs
27. Apply primer to outside of boiler
28. Fabricate huron plugs and sleeves
29. Install huron plugs and sleeves
30. Clean inspect and repair trailing truck journal boxes

2005-6 Items Purchased And Donated

1. Jan.25, 2006 -Lackawanna Heritage Valley Authority donated \$12,500 toward the boiler tubes.
2. Dec.-Jan.07 -Lackawanna Heritage Valley Authority donated \$7,500 toward the staybolts for the boiler.
3. June 15,06 - ISTFA Grant paid for some of the 5 1/2" boiler flues.
4. Mar.6, 06 -Scondras Portable Welding donated \$517.50 worth of welding on the boiler.
5. Scondras welded over 400 sleeves paid by ISTE.A.
6. New firebox material was received and paid by ISTE.A.
7. All the flues and tubes were received for the boiler.
8. Rail Bearing Service donated 8 reconditioned bearings for the tender.
9. The shipping was donated by Kane Freight Lines.
10. The B&M RRHS and Richard Conard donated B&M 3713 prints for the project.
11. A pair of match classifications lamps for the engine was donated by Norman T. Marten, jr., Alexandria, Va. Arranged by Bill Patton, Natick, MA.
12. Over 50 rivets were hot riveted in the smokebox and barrel in June.
13. Brenco QBS donated 8 sets of new bearings and assemblies for the tender.

Send Tax-Deductible Donations toward the restoration of the locomotive to:

Locomotive Restoration Fund
L&WV R.H.S. Inc.
P.O. Box 3452
Scranton, PA 18505-0452

Flying Yankee Restoration August Update

By Pau Giblin

Truck Assemblies:

The assembly process of the Flying Yankee's four truck assemblies is well underway and the four restored truck assemblies should be completed in a matter of weeks - by the end of September! While the final assembly, painting and inspection (including Amtrak certification) should take place over the next few weeks, we understand that the Flying Yankee's four truck assemblies should be delivered to the Hobo Railroad in Lincoln, NH in early October 2007.

Painting:

We're excited to let you know that Mr. Don Pillsbury, owner of the Pillsbury Sign Co. in Hopkinton, MA where he's been in business since 1969, has volunteered his talents to repaint all the signage on the Flying Yankee to include the famous Boston & Maine/Maine Central sign boards on both sides of the train's Power Car! Don is an extremely talented artist and has already begun by repainting the original Flying Yankee name boards which will be reinstalled on both sides of the Observation Car when they're complete.

Following the completion of the Observation Car's name boards, Don will then reproduce the five different name plates that once dressed the streamlined nose of the Flying Yankee (Flying Yankee; Mountaineer; Cheshire; Minuteman and Businessman), the famous 6000 number plates that appear on both sides of the Power Car and eventually, the large Boston & Maine/Maine Central sign boards which will adorn each side of the Flying Yankee's Power Car. By the way, all the paint work that Don is doing on the Flying Yankee is being done by hand just as it was done in 1935 when the Flying Yankee first entered service!

Flying Yankee Silver Nugget

We'd like to thank, Mr. Bob Caron from Northborough, MA for this month's Flying Yankee Silver Nugget submission. Bob provided us with a copy of a February 5, 1935 press release highlighting the fact that the Flying Yankee exceeded 100mph during an acceptance run in Philadelphia, PA for the Boston and Maine and Maine Central Railroads

FLYING YANKEE TOPS 100 MILES PER HOUR

B & M Railroad Streamline Train Tested at Philadelphia
PHILADELPHIA, February 5, 1935 (Associated Press) - The Flying Yankee, first stainless steel streamline train to be built for an Eastern railroad, streaked 101 miles an hour today in its acceptance run for the Boston and Maine and Maine Central railroads. Engineers who designed the Yankee expect it to reach a speed of 120 miles an hour in later runs and to maintain cruising speeds of between 90 and 100 miles an hour. The new train will be placed in service between Boston and Bangor, Me. The Yankee, a mate mechanically of the Burlington Zephyr, is powered with a 600-

horsepower Diesel engine mounted in the first of four articulated trucks.

Officials of the Boston and Maine - Maine Central were gratified with the performance. They included J. W. Smith, vice president and general manager, and J. W. Rimmler, a vice president of both railroads. The present running time between Boston and Bangor, six hours and 50 minutes for the 250-mile run, will be cut to four hours and 25 minutes, officials say.

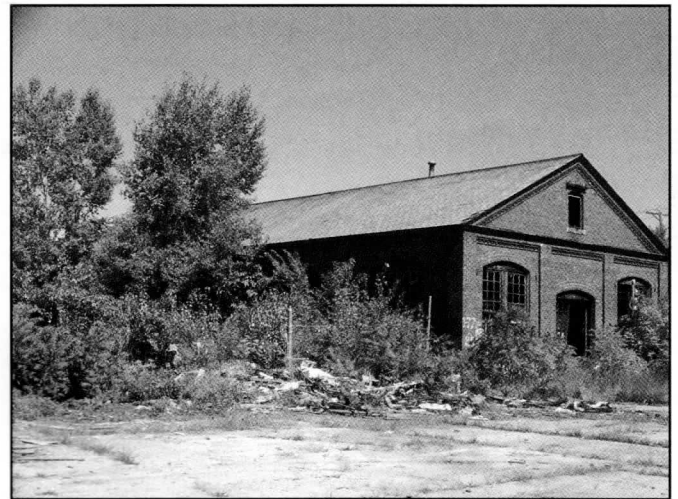
Railroad Building Blazes

Two-alarm fire hits South Main structure

By Lauren R. Dorgan *Concord Monitor*

Firefighters worked into the night yesterday fighting a two-alarm blaze at an abandoned railroad building on South Main Street in Concord that is sometimes occupied by homeless people.

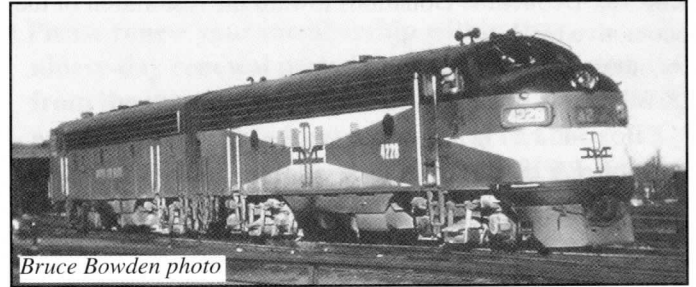
Railroad tracks run into the buildings, which were overgrown with plants and surrounded by brush. There are no street lights around the buildings, which were laid out in a way that made them hard to reach from all angles, he said.



3806 At Bellows Falls



Scott Whitney photo

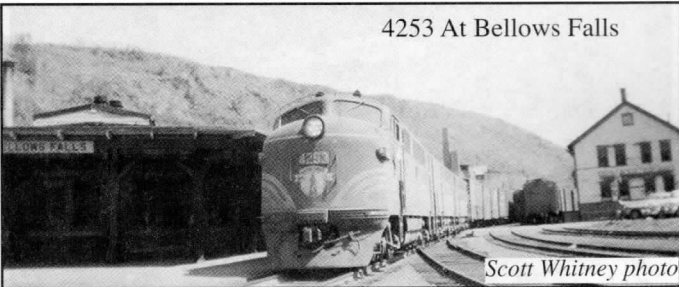


Bruce Bowden photo



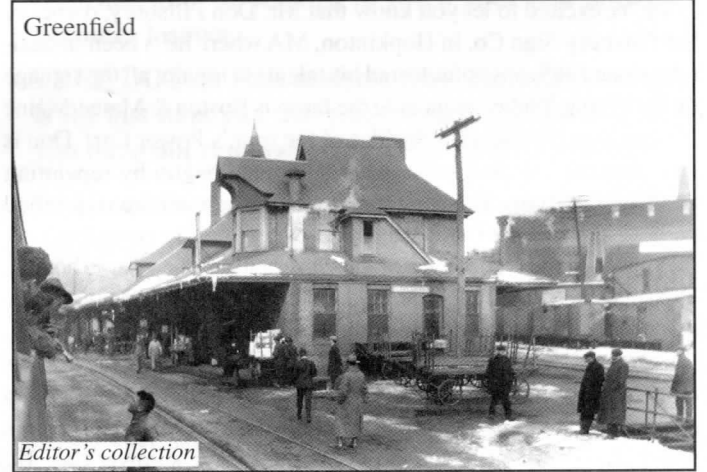
Bruce Bowden photo

4253 At Bellows Falls



Scott Whitney photo

Greenfield



Editor's collection

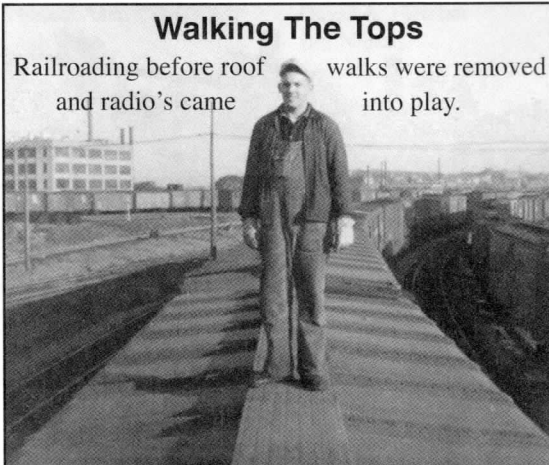
1483 at Claremont



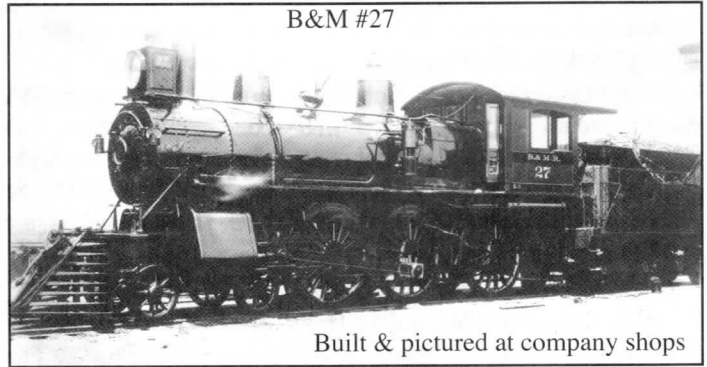
Scott Whitney photo

Walking The Tops

Railroading before roof walks were removed and radio's came into play.



B&M #27



Built & pictured at company shops

Collection of Bruce Bowden