

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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January — February 2007

Bob Warren, Editor (bmbobwarren@comcast.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.

- January 13th** Gary Gurske will present a "Conductors Perspective." Former Conrail conductor will show action around Boston and along the B&A to Selkirk.
- February 10th** Nathaniel Hurst will present railroading around New England.
- March 10th** Dick Towle who will present a program on the FRA and Operation Lifesaver.

The remainder of the 2007 scheduled is being prepared. If you can assist with slides or videos, please get in touch with Buddy Winiarz. His address is listed on pg. 2

or

Jim Nizus at the Lowell PO Box.

Directions To The Rogers Hall Society Meeting Location

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:
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

A Note from the Bulletin Editor

It has come to our attention that a printing flaw occurred during the production of the most recent issue of the B&M Bulletin, v. XXV, No. 4. It appears that the photograph on page 32 is severely marred in a large number of copies. Based on an agreement with our printer, we will be able to replace at no charge any copies that contain the damaged page. Please mail your flawed copy, with your name and address, back to the Society:

B&MRRHS
P.O. Box 469
Derry, NH 03038

We will be happy to supply you with a pristine copy, and we apologize for any inconvenience.

In the upcoming issue of the B&M Bulletin, we return to the West End, and begin a definitive work on the tunnel electrification by Carl Byron, author of *A Pinprick of Light*. And we go on a modern-day archeological expedition to find remnants of the tunnel engineer's art, Nineteenth Century-style.

Andrew Wilson, Editor, B&M Bulletin

Dues Renewals

The last mailing of the Newsletter had many "RED LINES." If you have renewed and you were Red Lined please confirm that you renewed.

Sometimes the present program we have does not allow the corrections and we have this problem of renewals not being registered. I do apologize for this problem.

Buddy Winiarz,

Membership Secretary

Amherst Show

Anyone wishing to help out at this show please contact us at the Society's e-mail address or via US Mail. Those who attend the show, stop by and introduce yourself, it's always great to see members at different functions. The show this year is January 27th and 28th.

Thirty-fifth Banquet

On October 21, 2006 members of the B&MRRHS celebrated the 35th anniversary of the founding of the Society with a banquet and entertainment.

After a brief report by Chairman Paul Kosciolk and some words by President Buddy Winiarz and Vice President Nigus, who asked that a moment of silence be observed for member Frank Ellis who passed away it was time to sit down and enjoy our meal.

The banquet was catered by Steve's Kitchen of Lowell and they did a great job as there were members saying there was "more than enough to eat."

A drawing was held by Vice-President Jim Nigus and the winners were Mike Lennon, Russ Munroe and Joe Przybyla. Congratulations.

The member who came the farthest was Thomas Tierny, Jr. and his wife, all the way from Georgia. Nice to see our distant members.

After the meal and drawings, Preston Cook did a presentation of how a diesel-locomotive is made from the ground up. Thank you for a great presentation.

I would like to thank all the members who came to the banquet and made it a success.

Thank you,

Buddy Winiarz,

Banquet Chairman



Some of the members enjoying the banquet



Preston Cook making his presentation.

Photos by Buddy Winiarz

2007 Calendars

Members should have received their 2007 Society calendar by now. If not, please contact the Society at

B&MRRHS, PO Box 469

Derry, N.H. 03038

Work for 2008 calendar will began after the big train show in Springfield, MA, where the Society will be in attendance with extra 2007 calendars available.

About The System

Hobo — Winnepesaukee Excursion

By Jim Nigzus
Trip Chairman

On September 30, 2006, 50 society members gathered in Meredith, NH for an all day Autumn Leaf Excursion to Lincoln, N.H. Upon getting seated in our own Budd car we prepared to leave for our journey, its was a beautiful fall morning. Our locomotive was an Alco S1 built in 1949. Also in the consist was another Budd car, former NYC "Cold Harbor" and former BAR Piano Parlor Car.

Coffee was served as left Meredith. The scenery was splendid; we even had an accordionist playing the cars. Our first stop would be the Plymouth, NH,

Railroad Station where we were served a terrific turkey dinner with all the fixins. After the meal we headed north to Lincoln, NH. When we arrived in Lincoln, the station 'gift shop' was open along with tours of the restoration progress on the 'Flying Yankee'.

After spend time in Lincoln we departed for our return trip to Meredith. We made a brief stop at the restored Ashland Railroad Station. The B&MRRSociety had donated toward this project buying a window. We also recently donated, on loan, a baggage cart for the station.

The day was terrific; the Hobo/Winnepesaukee Train crew out did themselves to make our experience a delight.

Everyone on the trip seemed to have a great day. We would like to thank the railroad for such an enjoyable trip and look forward to riding again.



Photo by Rod Bushway

Pan Am (Guilford) Locomotives

Qty	Model	HP	Series No.
1	GP-38	2,000	252
11	GP-40	3,000	326-342
1	SD-39	2,300	690

The 470 470 Railroad Club

Train Shows

Rail-A-Rama XXXIX Train Show

Sunday, Feb. 25th; 10A–4P
Christina's Function Facility
Rte. 1, Northbound, Foxboro
Adults \$4; Children 5-12 \$1, under 5 free.

Ski Train Ready To Roll Through Greater Lowell

Ride the rails, then hit Mt. Wachusett's slopes

By Lary Chabot
Sun Statehouse Bureau

Some Greater Lowellians looking to hit the ski slopes, but lacking a car will have another option as of this weekend - the rails.

Daniel Grabaskus, general Manager of the MBTA, announced a new commuter ail service yesterday that will offer storage for skis and snowboards as enthusiasts ride to Fitchburg and pick up free shuttle to the Wachusett Mountain ski area.

"We want to make sure the Boston area has access to this great resort," Grabaskus said over the clang of arriving trains at North Station yesterday. The train will also take stops in Acton, Ayer, Concord, and Littleton.

MBTA officials partnered with Wachusett Mountain and The Johnny Appleseed trail association North Central Massachusetts to resurrect the ski train, which used to cart skiers from the Boston area 20 years ago.

The train has a renovated ski coach lined with two-foot high cylinders to hold up to 34 sets of skis and racks to hold up to 12 snowboards.

An outbound train will leave North Station at 8:35 a.m. on Saturdays and Sundays and make stops at Aver at **7:09 a.m.**, **Littleton at 7:17 a.m.**, South Acton at 7:25 a.m., West Concord at 7:30 a.m., Concord at 7:34 a.m. **and arrive in Fitchburg at 10:06 a.m. for the ride to the slopes.**

Service returning to towns will leave Fitchburg at 5:35 p.m.

The cost is \$6 from Boston, but Wachusett Mountain will reimburse the train fare for skiers.

Submitted by Jim Nigzus

Pan Am Railways Appoints Fink President

Pan Am Railways, formerly known as Guilford Rail System, recently promoted David Fink to the position of president, succeeding Thomas Steiniger, who is retiring. Fink has been executive vice president of the company since 1998. He previously helped start up Aroostook & Bangor Resources, a lumber products firm that co-generates electricity from used railroad crossties. He also served as president of treated wood products firm Perma Treat Corp., and held various materials management positions since beginning his transportation career with General Motors Corp. Pan Am Railways also appointed Sydney Culliford as executive vice president to succeed Fink.

Submitted by Bruce Bowden

The MBTA Is Working On The Roof Of The Salem MA Tunnel

A work train powered by GP-40 904 with flatcars MBTA 52 and 53 (ex DODX-) carries contractor's equipment into the tunnel after 10:30 PM.

Matt Rines via t The 470 Railroad Club

Flying Yankee Restoration Update

By Paul Giblin

We're pleased to report that efforts are continuing to move forward as quickly as possible regarding restoration of the Flying Yankee's truck frames. At the upcoming New Hampshire Governor and Executive Council meeting to be held at the State House in Concord, NH, Governor John Lynch and the 5-member Executive Council will review and hopefully approve the proposed contract between the NH Department of Transportation and the Plymouth & Lincoln Railroad to manage the restoration of the Flying Yankee's four truck frames.

What does this mean to the Flying Yankee's restoration effort? It means that once this particular contract is approved and signed, we can move forward with developing another contract with the actual restoring vendor who will do the work on the truck frames. Once that agreement is completed and signed, the Flying Yankee's four truck frames can then be shipped to the restoring vendor and the lengthy restoration process of the truck frames can get begin.

The end result from all this effort will be that the Flying Yankee's four truck frames will be completely restored, the new wheels, axles and bearings will be shipped to the restoring vendor and installed in the restored truck frames and before too long, the Flying Yankee will once again be sitting on the rails on its own wheels. How cool will that be!

As far as the replacement engine, generator and traction motor package go for the Flying Yankee, the Flying Yankee Mechanical Committee met to continue the discussion of the various aspects of what's needed in order to replace the existing engine, generator and traction motors. The committee is now in the midst of reviewing existing specifications and considering a variety of alternatives (including bio-diesel) as well as manufacturers for each facet of the engine, generator and traction motor package. This process will continue over the next few months until a clearly defined package and a number of potential manufacturers are identified.

New Office

The Flying Yankee Restoration Group, Inc.

P.O. Box 145 / 137 Main Street

North Woodstock, NH 03262

Office Telephone & Cell Phone: (603) 728-5078

Join Us For The 2nd Annual Flying Yankee Gala

Mark your calendars now for the 2nd Annual Flying Yankee Gala on Saturday evening, March 31, 2007. This exciting event will once again take place at the beautiful Holiday Inn located at 71 North Main Street in downtown Concord, NH, just off I-93. It will be an exciting evening as we gather again to celebrate both the history and the future of the legendary Flying Yankee, touch base with old friends, make some new friends and most importantly, help raise funds for the restoration of the Flying Yankee.

Flying Yankee Naming Rights Program

We're excited to report that the Naming Rights to all 28 seats aboard the Flying Yankee's Power Car have now been sold! Have no fear though, there's still time to get involved with the Flying Yankee Naming Rights Program. There are plenty of excellent seats available in the Coach Car and the Observation Car which you or your organization can purchase the Naming Rights to.

IN MEMORIAM

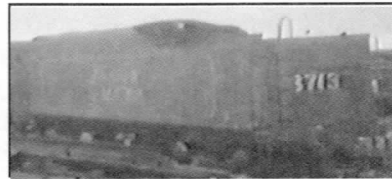
Robert W. Nimke

Westmoreland, N.H. - Robert W. Nimke, 81, who worked for the Green Mountain Railroad as treasurer, died in Keene, N.H. on Nov. 3, 2006.

He was an avid railfan, well known in railroading circles. He wrote several railroad books, including "The Rutland Railroad," "Connecticut Railroad and Their Connections," and "The Central New England Railroad."

Submitted by Bruce Bowden

Mystery Tender



3713 Tender?

There has been some discussion of the tender with 3713 being restored at Steamtown is it the original tender or one from another engine.

Scott Whitney sent along this photo of the 3713's tender in the scrap line in Billerica. Scott seems to think it's from either 3714 or 3712.

Question is: what engine's tender is at Steamtown? Do you know?

Hills Crossing Abandonment

The B&M and ST have filed for the abandonment of the remainder of the "Hills Crossing Freight Cut-off" in Cambridge, MA., between MP 0.00 and NW 0.86. The last through train ran some 25 years ago. It is expected that the roadbed will be used for a pedestrian pathway and possibly for a future MBTA Green Line extension.

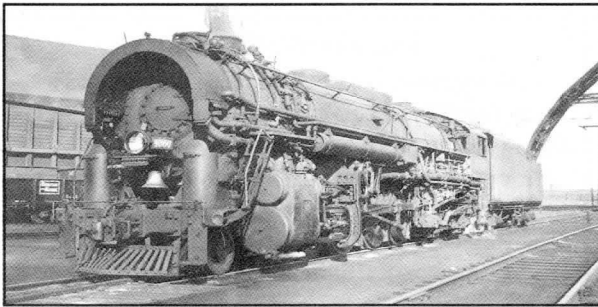
Matt Rines via The 470 The 470 Railroad Club

B&M F2 4225

By Scott Whitney

Why did the B&M bother to renumber F-2 4263 to 4225 after the 4225 first one was wrecked. Why not just add the water tank, boiler controls and steam lines and go from there? Then it hit me.. It was easier to renumber the unit than it was to change all the company publications that listed 4225 as the passenger equipped unit.

B&M's Berkshires



T1a - Boston MA - 5/37 {Greg Dickinson Collection}
©George Elwood

The 2-8-4 Berkshire type was generally native to railroads of the East and Middle West, though International-Great Northern, a Missouri Pacific subsidiary, operated five in Texas. Preparation for the invasion of Japan following Germany's collapse in May, 1945, led the Office of Defense Transportation to forecast greatly increased military traffic destined for Pacific ports. Desperate for power, Southern Pacific and Santa Fe between them bought 17 Berkshires surplus to the requirements of the Boston & Maine. SP got ten, costing about \$41,400 each. Purchased on July 28, 1945, they entered service between August 16 and 22. By which time the war was over. Being coal bumers and needed quickly the B- I class were assigned to the Rio Grande Division. The Rio Grande Division used coal fuel from PD's Dawson fields in New Mexico.

Lima-built in 1928, the B&M engines had distinguished lineage, being almost identical with the first 2-8-4, the A-1, Lima constructed to demonstrate its "super power" concept. Essentially, the A- I pointed the way forward for steam design through horsepower, speed and steam power capacity, instead of the low speed emphasis on pulling power of "drag era" engines. Starting in 1926, rival Boston & Albany bought 55 engines based on the A-1's design for service in the Berkshire hills - thus the type name. B&M's 2-8-4s, acquired in 1928, were similar though not identical in design, ungainly Coffin feedwater heaters representing the most visible difference. SP classed the engines B-1 and numbered them in the 3500-3509 series.

In 1949-50, with the phasing out of coal fuel, SP converted the B-I's to oil bumers. In the process, semi-cylindrical (whaleback) tanks from scrapped Mallets replaced their rectangular tanks, though the original frames and trucks were retained. Other major modifications were removal of the Coffin feedwater heaters and Franklin C-2 boosters. Never beautiful engines, the application of whaleback tenders plus silver painted smokebox faces and air pump shields made them hard to recognize back East. Converted to oil bumers at El Paso between November, 1949, and May, 1950, each of the 2-8-4s was transferred to California after the change was effected. There assigned to the San Joaquin Division, they ran out their miles between October, 1950, and July 26, 1951, when the last, nos. 3503 and 3505 were vacated from the roster.

The Berkshires were popular with crews because of their large cabs and the smooth riding qualities of their four-wheel trailing trucks. Crews thought of them as "big Mikados," though they were more powerful and newer than any SP 2-8-2. Popularity did not save them. Unsurprisingly so, given that SP dieselization was

sufficiently advanced by 1951 to free up larger power from the mountain and desert districts for service in the San Joaquin Valley and Western Division. One-of-a-kind mechanical orphans that required a separate parts inventory made the 2-8-4s candidates for early retirement.

EL Paso & Southwestern Flyer, R&LHS (El Paso) Chapter.via The 470 The 470 Railroad Club

Hoosac Tunnel Signals

Scott J. Whitney: the signals were referred to as: 5000 east, 10000 east, 10000 west and 5000 west

It is real easy to remember because this placed 5000 feet between the portal at each end and between signals for a total of 4.73 miles. Recall that Hoosac is supposed to be 4.75 miles long so there is a fudge factor in there.

About 30 years back I and others did walk the tunnel. We saw all the signals and the eastward at 5000 east and the westward at 5000 west were both double light approaches to the interlockings at East Portal and West Portal respectively.

Unless their numbers have been reduced in recent years, the Hoosac is/was signaled every 5000 feet in both directions. They are not really dwarf signals but wall-mounted subway-style color light signals.

Brian Dame: A retiree from the signal department gave me two signal heads that were retired from the tunnel.

Both signal heads were installed during double tracked days, and were wall mount subway color light signals. One of them was cast iron like most such signals, but the second head was CAST BRONZE! This was due to the excessive corrosion present there.

When the tunnel was single tracked, the remaining track was centered to allow for better clearances, and the tight wall-mount signals were no longer needed. I was at the signal shops in the 1990's, and I seem to recall seeing that some conventional mast mounted searchlight signals were being readied for installation in the tunnel. I assume, but do not know for sure, that these used Electrokode for control instead of relays for control.

The electrified era included intermittent Automatic Train Stops. This was different from the Cab Signal System in use on the Fitchburg Division from Boston to East Deerfield.

Jerry Kelley: MP 416.80 ABS Signals 1368 and 1367

MP 418.15 Central Shaft (No Signal)

MP 419.40 ABS Signal 1394

CPF 421 Distant signal.

Roy Frenberg: Referring to ETT, (# 55 9/28/1952, pg. 115: 'Hoosac Tunnel Special Rules' say:

'Telephones are located at manholes' and it gives locations from East Portal. There are 7 of these. (Ring two for N. Adams Tower), and 'Also at each automatic signal.' And it cautions that the door on the iron tel box must be properly closed to prevent it from being knocked off.

And due to close clearances, all passenger trains must remove marker lamps while passing thru tunnel.

So in the two track days, space was tight. And I'm thinking that coal and diesel fumes in coaches right behind the engine must have been very noticeable, as at the 30 mph speed limit would make the trip thru about 10 min long.

Asking The Real Questions About Capacity

Too many times when people focus on railroads they ask the wrong questions. They focus on short-term events or conditions instead of looking at the big picture. And the big picture is the coming freight transportation crisis in this county and what we should do to avert it. Consider this: By the year 2020 freight transportation in the U.S. will grow nearly 70 percent. Imagine almost twice as many trucks and cars, on our local roads and highways. Picture the increased danger, wasted personal time, lost business productivity, additional pollutants and overall reduced quality of life. Transportation experts agree that freight rail most assuredly must be a significant part of the transportation solution. If the nation's railroads continued with their current level of investment, the railroad industry would not keep pace with its proportionate share of the increased freight traffic. Railroads are responsible to their shareholders in making sure that their investment in infrastructure is justified by the potential returns.

How do we close that gap? One way would be by supporting the bipartisan Freight Rail Infrastructure Capacity Expansion Act, introduced by Sens. Trent Lott, R-Miss., and Kent Conrad, D-N.D., and endorsed by a wide-ranging group of businesses. This legislation would provide a 25 percent tax credit for businesses investing in new rail track, intermodal facilities, rail yards, locomotive and other rail expansion projects. Americans want freight to move by rail. They said so by a large majority in a recent Harris poll. We all know that there just isn't money or public sentiment to keep building more and more highways. Lott's legislation will also promote tax equity among modes. Railroads fund, build, maintain and pay taxes on their own tracks and facilities. Highway, water and air carriers, on the other hand, benefit from substantial taxpayer support in the form of publicly financed infrastructure enhancements and can deduct what they do pay in user fees each year. Tax credits will promote equity and competition among transportation modes.

Edward Hamberger, President, Association of American Railroads / Traffic World via The 470 The 470 Railroad Club

Carload Perishable Traffic

By Dwight Smith

Back in the 1940s through the 1960s I recall that the Boston & Maine Railroad and its customers had preferred routings for carloads of livestock, fresh-meat, produce, butter and cheese, and other perishables. We referred to these as "service routes", and in addition to offering the fastest transit times they also provided the B&M the best cut of the pie when the revenue per car was divided among the carriers in the route.

Taking traffic moving via the Chicago gateway to and from the B&M the favorites were Erie-D&H-B&M and NYC-Rott Jct-B&M. Also considered as good routes from a service standpoint were NKP-DL&W-D&H-B&M and sometimes LV in lieu of DL&W between Buffalo and Binghamton.

Near the bottom of the list was the PRR from anywhere at all. The PRR, which called itself the standard of the world, had an attitude problem when dealing with a small railroad like the B&M. The B&M could tolerate PRR-Wilkes Barre-D&H-B&M routing if the traffic was to or from a point served by the PRR exclusively. Other non-service routes from or to Chicago, which we on the B&M would discourage their use was anything bridged by the

New Haven from Maybrook and/or Greenville Piers to the B&M at Springfield or Worcester. (Greenville Piers was the name for the interchange point on traffic moving via car floats between the PRR at Jersey City and the New Haven at Harlem River yard in the Bronx) Other no-nos included B&O routes via B&O's connections to the B&M via intermediate carriers such as WM, PRR, RDG, CNJ, and L&HR thence D&H or NYNH&H.

In addition to the "All American" routes, our Canadian connections offered good service on perishables to New England, such as WAB-CP-Wells River-B&M and GTW-CN-CV-WR Jct-B&M. However, we on the B&M preferred to have cars routed via Rott Jct or McVile because of greater per car earnings for us.

There were also "back door" routes between the Chicago gateways and points on the B&M via the Rutland at Bellows Falls and via the StJ&LC at StJ-CPR-Wells River. These we tolerated because the volume was small and we felt sorry for the poor Rutland and StJ&LC traffic solicitors who had to work so hard to get a car of freight. We sometimes jokingly referred to these as "storage in transit" routes.

Fast forward to 2006 and today's perishable shippers have limited choices in selecting routes to reach points on Pan Am. The possibilities narrow down to CSX via Rotterdam Jct. or NS-CPR via McVile.

Railway Tank Car Derailment Causes Excitement In 1956

By Warren D. Huse Laconia Citizen

Laconia - Two gasoline railway tank cars, one carrying 10,000 gallons of high octane gasoline and the other 8,000 gallons of regular gas were struck, Nov. 15, 1956, by two runaway freight cars and forced 100 feet off the end of a spur track near the Water-Fair Street corner, *The Citizen* reported, 50 years go this week.

"Railroad workers said the two freight cars, one carrying castings and the other loaded with turkeys for Swift Co., had been pushed onto a side track about 500 feet up the track and the air brakes set. The cars slipped their brakes in some fashion, they reported, and coasted down the track until they rammed the two tankers."

Firemen "were called immediately by Bouli-Gorrell employees who heard the crash. Public Service Co. workmen were also notified immediately and they shut off the power in the area. No gasoline was spilled from the derailed and damaged tankers, however."

Firemen "said that had a fire occurred after the accident it would have been impossible to contain with the available equipment in the city"

The two tankers plowed "through the soft ground at the end of the spur track and crumpled several large septic tanks belonging to J.J. Morin which were stored on the lot."

Submitted by Jim Nigzus

The Famous 1948 Pullman Divestiture Of 'Conventional' (A.K.A. 'Standard-Weight' Or 'Heavyweight') Sleepers And The B&M.

By John Horvath

The question was did the B&M decline any of the cars offered to it and the answer is "no", they purchased them all. As background information, a railroad that decided to participate in the purchase of conventional sleepers from Pullman (the sale was effective for most roads as of 31 December 1948) was offered only those cars that were theoretically assigned to it for normal services (i.e. not counting extra cars or movements) as of 31 December 1945.

A railroad could accept all, some, or none of the proffered cars. They could not get more cars and, with few exceptions, could not substitute one car for another. So the B&M chose to take all those proffered, as did connections CNR and CPR.

Connections BAR and MEC did not participate in the Pullman sale so were not offered any cars to begin with. Rather interestingly, connection NH declined about 40% of their proffered cars, which was quite high, a rejection rate (the national average of declined cars when all roads were considered was about 20%).

There were some roads that declined all proffered cars (the D&RGW comes to mind). I assume the reason the NH declined such a large percentage of cars is that they had a relatively large order of new LW sleepers in the manufacturing pipeline at the time.

Unfortunately that order took over three years to be delivered so perhaps they somewhat regretted their decision to decline such a high percentage of cars.

Indirect B&M connection PRR was in a league by itself. It was proffered almost 20% of all the cars offered for sale and took every single one. Nothing like showing off I guess. When you got it, flaunt it. Thus about one in four of all conventional sleepers that were eventually accepted and purchased by all the railroads combined in North America wound up in PRR ownership.

Springfield Station

By John S. Horvath, Ph.D., P.E.

For the B&M (and the New Haven), access to Springfield is via a wye.

True but with several important differences for the two RRs. ALL B&M trains had to cross the B&A main to get in or out of the station tracks whereas this was not the case with the NH which essentially came up a ramp and around a 90-degree bend to access the station cleanly. Point is it's quite plausible that part of what dictated whether a train entered the station head in or by backing in may have been influenced by traffic on the B&A, or at least scheduled traffic. Also, both B&M road power and passenger cars were serviced in NH facilities located south of the station along the NH main so moves to and from those facilities may have played a role as well in determining how a B&M train made its entrance to the station.

Another factor with relation to Springfield station is the location of the baggage elevators. They were located toward one end of the platforms so having convenient access of headend cars to those facilities may have influenced how a train was handled entering the station. However, my recollection is it's been mentioned that 'trains'

of carts loaded with mail and/or express were handled at track level at times (as opposed to moving via the elevators to the subway beneath track level) which might have made the location of headend cars with relation to the baggage elevators less important.

I think that the B&M "coach yard" was on the inside of the NH part of the wye; a few tracks over from the NH freight house; at least that's what some pictures in NH books seem to show

I think the main NH coach yard, which was used by the B&M as noted above, was located somewhat farther south of where you're talking about and west of the NH main tracks, between the main and the river. But from photos I recall I get the impression that passenger equipment stored in that location was mostly headend cars, perhaps as overflow storage from the main coach yard.

Springfield was a very busy place for headend and on any given day there may have been an imbalance of cars, i.e. more in that out or vice versa. So there may have been a need for short-term storage of a few extra headend cars to handle overflow needs. Parking them in an area removed from the main coach yard which was pretty much just a turn-around facility for the many NH and B&M trains would have made sense.

...there had to be a change of motive power at Springfield (though they DID share a roundhouse in the NH yard; I think, certainly they shared the B&M freight yards after about 1920...

Yes, the B&M used the NH's engine facilities.

If you look carefully at some of the published Conn River pictures, it appears that the "head end cars" (e.g., baggage, combine) are on the rear...I think if you check carefully that's true on some of the Day White Mountains pictures.

I agree that some photos as well as actual consist info of Conn River line passenger trains show the consist 'reversed', i.e. with headend cars on the rear end (not to be confused with turning a baggage-smoker combine so that the baggage compartment was between the smoking section and the rest of the train, something the B&M seemed fond of doing). However every photo I've ever seen (or at least remember seeing) of this 'reversed' type of consist-marshalling is of a Greenfield or Northampton local. I think there's more than one explanation of this. First of all, some of these trains dropped and picked up solid cars of express short of their destination so it would have been easier to handle them on the rear end of such a short train. Second, I think some of these local consists were not turned at either Springfield or the outlying terminal (i.e. Greenfield or Northampton) so it was easier to leave the headend cars on the north end of the train which would always place them closer to those aforementioned baggage elevators at Springfield station. But I have never seen a photo of the Day White Mountain with its headend cars on the rear end.

It's actually more complicated, because it is not clear that the trains were turned in the North Country, so if you ran up backwards, you came back forwards.

I've never studied this in detail but I get the sense that most trains were turned in the New Hampshire North Country. There was a wye at Berlin so the Day White Mountain consist could be turned there. I'll have to check but I think B&M consist documents may indicate that 4301/4308 were not to be wyed at Berlin but I've seen photos that clearly showed the consist was wyed. I'm not sure about the "Night White Mountains" and other summer-season

Springfield Station con't

consists that laid over at Bretton Woods-Fabyan. Could they have been wye'd there or at Wing Road (they would have had the whole weekend to do it)?

Tidewater Coal Movements

By Tim Gilbert

Before 1930, most ports in New England received tidewater coal both anthracite and bituminous from three bays - New York, Delaware & Chesapeake plus the odd shipment from Sydney NS. In B&M territory, that would include Boston, Cambridge, Lynn, Salem, Beverly, Gloucester, Newburyport, Haverhill, Portsmouth, Cape Porpoise, Saco-Biddeford & Portland. Not all those ports would ship by rail. Since the B&M no almost no hoppers until 1929-30, most of the coal shipments were in gons of both drop bottom as well as fixed bottom - the B&M owned over 4,500 30' WUF Gons with removable sideboards, about 1,000 Pratt Pattern solid bottom gons and 3,000 drop bottom gons in 1920 - only gons in those days were called Coal Cars.

Cape Porpoise was the transshipment point for the Atlantic Shore Trolley line for Sanford-Springvale. On the Kennebec, coal was received at sundry points including Randolph for the Old Soldier's Home in Togus via the Kennebec Central. Penobscot Bay was another port of entry particularly at Searsport from where coal was for the paper mills on the BAR.

By 1940, any tidewater coal coming to the B&M was bituminous from the Hampton Roads. Transshipment to rail took place at Boston, Portsmouth & Portland although most of that to Portland was to the MEC via the PTM - the PTM purchased about 100 hoppers second hand to supplement MEC gons in this trade. I am not that knowledgeable about transshipped coal in Maine. Searsport continued to be the coal port for the BAR paper mills until those mills switched to oil.

After the War, Boston, Portsmouth & Portland continued to be transshipment points - although most of the coal arriving in Boston was for the Gas Works in Everett, and never saw the rails.

In 1990, the Boston Edison Plant in Beverly was still receiving tidewater coal - although the rails had been buried. A cogeneration plant in Rumford ME used B&M hoppers "purchased" from the D&H to haul coal from Portland.

B&M Freight Cars Colors

By Tim Gilbert

Before McGinnis took over in Dec. 1955, the colors of B&M-owned freight cars were:

Boxcars, Reefers - Red Oxide

Open Top Hoppers, Gons & Flats - Black

Covered Hoppers - Gray

The herald by 1950 was mostly the Minuteman - after the War, the B&M had to retrofit its pre-1934 fleet with AB Brakes which provided the opportunity to apply the Minuteman Herald to all those cars retrofitted.

Cars not retrofitted were retired from Revenue Service. Flat cars had no herald - no space on their sides.

The reporting mark was "BM."

The B&M never had any 36' Single-sheathed (a.k.a. outside braced) Boxcars. The last 36' double sheathed boxcar was retired from revenue service in 1948. The only single sheathed boxcars the B&M ever owned were the 1,975 cars in the #71000-72999 series which were built in

1929-30 and retrofitted with AB brakes in the late 1940's. The #71000-72999 single sheathed were based on 1923 ARA Boxcar Design with Pratt trusses on the side and flat steel ends like the Pennsy's X-29's.

25 of the #71000-72999 series were clones of the X-29's with the exception of the doors which were Reverse Creco - a style unique to the B&M - all #71000-71999's were so equipped when built, but replacement of these door with Youngstown's began after the War.

The McGinnis equipment leases

1,000 50' PS-1 Boxcars - #77000-77999 series acquired 1956

539 40' PS-1 Boxcars - #76000-76538 series acquired 1957

26 2,003 cf PS-2 Covered Hoppers - #5520-5545 acquired 56-57

300 Trip PS-3 Open Hoppers - #10000-10299 series acquired 56-57

90 53' PS-5 Flat Cars - #34000-34089 series acquired 56-57

10 53' PS-5 Bulkhead Flat Cars - #5320-5229 series acquired 56-57

The #77000 series boxcars were painted all-blue with a interlaced "B" (white) and "M" (black with white border) McGinnis Herald. The "B" was about 8 feet high.

The #76000 series boxcars were all-blue except for the panels on the right side of the door which was painted black. The "B" was white while the "M" was blue bordered by white in the McGinnis herald. The "B" was about 8 feet high.

The #5520 series covered hoppers were charcoal gray with a color scheme of the herald similar to the #76000 boxcars. The "B" was about 6 feet tall.

The #10000 series hoppers were black with a 6 foot white "B" and white-bordered blue "M" McGinnis heralds.

All 100 flat cars were painted black with small white "B" and white-bordered blue "M" heralds.

In 1955-56, the B&M sold and leased back 1,300 of the #71000-72999 series which were renumbered into the #69700-70999 series. They maintained their pre-McGinnis paint schemes. No single-sheathed boxcar was ever painted blue or given a McGinnis herald while in revenue service.

From July 1956 through April 1957, the B&M sold and leased back 250 41'6" IL, 4' 8" IH Drop Bottom Gons in the #92000-92749 series built in 1936-37 - these 250 were renumbered into the #9212-9561 series and were painted black with about a 4' high white "B" and white-bordered blue "M" herald.

From May through November 1957, the B&M sold and leased back 300 41'6"IL, 4'8"IH Drop Bottom Gons of the #92750-93249 series built in 1942. These gons were renumbered into the #9600-9899 series, and were given the same scheme as the #9212-9561 series.

Older 40' all-steel boxcars were provided with the same scheme as the #76000's when the need for repainting was necessary - main-

Boxcar con't

tenance was not one of McGinnis' priorities.

Where can I find rosters for B&M freight cars in this period?

Contemporary *OFFICIAL RAILWAY EQUIPMENT REGISTERS* and *B&MRRHS MODELERS NOTES #37 and #39*.

Smaller Train Cars Promoted For Vermonter Route

By Nancy Remsen
Free Press Staff Writer

Waterbury—Amtrak wants Vermont to participate in a rail demonstration project by buying new smaller passenger cars that could save the state money and increase ridership on the Vermonter passenger route that runs between St. Albans and New Haven.

Agency of Transportation officials briefed two dozen lawmakers on the proposal Monday, saying they would like approval to order the new cars as early as September.

Sam Lewis, director of operations at the Agency of Transportation, made the case for the state's participation in this demonstration of smaller cars. Currently Amtrak operates two big locomotives and train cars with seats for 400 passengers for its run to St. Albans because that configuration is needed on the southern end of the line as it travels to New York and Washington. In Vermont, Lewis said, "We are pulling empty seats with more power than is needed."

Under the demonstration project, passengers for the Vermont leg of the trip would switch in New Haven, Conn., to smaller cars called diesel multiple units.

"Amtrak came to us and said we'd like to try something — to see what the new DMUs can do on inter-city routes," Lewis said. He noted that Amtrak would provide the state with \$2 million to help with transition costs, retooling a maintenance facility and marketing.

The Federal Rail Administration has said it would loan the state the \$17.5 million to buy five cars, with no payments due for the first three years — the duration of the demonstration, Lewis explained. The loan would be for 20 years at 4.5 percent interest.

The state considered another source of cars, Farmrail, which is interested in reconditioning some 50-year-old smaller cars.

"Farmrail represents more risk to us," Lewis argued. Costs could be higher on rebuilt equipment compared to new, he said. Also Amtrak wouldn't provide its \$2 million grant if the state bought those cars.

Lewis noted that the switch to smaller cars would be only on the Vermonter line. The Ethan Allen line, which runs from Rutland to New York, would still use the older, larger equipment. Lewis said, "We thought we shouldn't jump in with both feet."

Many of the lawmakers listening to the presentation were intrigued by the possibilities.

Transportation officials promised to provide lawmakers with more information over the coming weeks. They will ask the Legislature's Joint Fiscal Committee to approve the purchase plan at its Sept. 19 meeting.

Lewis said the Colorado Rail Car Co. would need 14 months to

fill Vermont's order for five cars. If ordered promptly, service with the new equipment could start in late 2007.

The Agency of Transportation wants to participate in a three-year demonstration project with Amtrak, trying out a self-propelled car and trailer car on the Vermonter line:

ROUTE: New cars would travel between St. Albans, White River Junction and New Haven, Conn.

SIZE: The self-propelled car and the trailer each seat 60 people, so capacity per trip would be 120. Current seating capacity is 400, with many empty seats.

RIDERSHIP: 52,490 people rode the Vermonter in the 12-month period that ended June 30. Amtrak predicts 20,000 more people would ride the train with the new, faster cars.

PRICE TAG: The state proposes to buy three self-propelled cars and two trailers. The cost would be \$17.5 million. The car manufacturer promises to buy back the equipment at 90 percent of cost should the state want to sell the car after the three-year demonstration.

AVAILABILITY: Colorado Rail Car could fill Vermont's order in 14 months.*

Burlington Free Press, August 2006

Boston and Maine Transfer Trains

By Bob MacDonald

About seventy years ago, the Boston & Maine RR operated transfer trains from and to Boston, involving local commuter trains including terminal stations of Stoneham and Wilmington, Mass., the latter via the Woburn Loop. Two lengthy passing tracks were maintained between stations Wedgemere and Winchester to service train meets and layover trains, such as the transfers referred to in the following narrative.

Through the nineteen thirties, one of those transfers involved a train from Wilmington to Winchester with its engine in reverse position, arriving mid-afternoon at latter station. Train would be tied up for about two hours before returning to Wilmington in the reverse direction.

Passengers continuing on to Boston exited and boarded a following train moving through to Boston. The earlier train, then emptied with engine, a 2-6-0 Mogul with tender first, would continue toward Wedgemere, where crossover switches permitted the train to be backed into the northbound passing track. Engine was then uncoupled and run the length of the passing track to the opposite end by the switch, then backed on and coupled to the train with pilot end forward.

The engine crew would retire to the coaches until departure time in about two hours. Probably a few hands of cribbage or poker helped pass the time. About 5:00 PM a train would arrive from Boston and drop off two coaches with passengers, all for points on the Woburn Loop and Wilmington. That train would then continue on to Winchester Highlands and up the Stoneham Branch. Following departure of the latter, the laid-over train then exits the siding, backs on to the two dropped off coaches and continues via the Woburn Loop to Wilmington. This arrangement would continue until change of time in the spring of 1938. My discovery of this layover job on the Winchester passing track the summer of 1936, led to a couple of long-cherished events indelible in mind to this

Transfer con't pg. 11

Transfer con't

day, which not only fostered a fondness for the Boston & Maine RR, but to one particular locomotive, Class B-15 Mogul, the 1371. Practically every time I would ride my bike down to Winchester on a weekday afternoon, the engine on the siding with the layover train would be "my" 1371.

One warm summer day in 1936 (I was eleven years old) I arrived at Winchester, just as the transfer train's engine, the 1371, was being backed on to the train. Engineman, whose name I remember was Clark, invited me up in the cab, where he and his fireman pointed out and identified various gauges, valves and parts on the boiler's backhead. I was thrilled beyond words. Though a short time involved, the experience would be permanently embedded in the mind of this young railfan.

A year later, I arrived at Winchester when the same 1371 Mogul, in backwards mode, just arrived Winchester before heading down the track for the Wedgemere crossover switches to enter the northbound siding. An older teenage fellow was also taking in this interesting maneuver. He happened to be the son of an engineman and was well-known to the crew on the 1371. He invited me to accompany him to board the engine on its reverse run up the track for the back-on to train in the proper face-out mode.

We quickly located ourselves next to the Wedgemere end of the passing track. As soon as the 1371 was uncoupled from the train, we hoisted ourselves aboard close to the tender. The ride was short, but the thrill of riding on a jouncing, rocking Mogul, barking, smoking and steaming up the mainline toward the Winchester depot, provided an almost indescribable pleasure, especially to this twelve-year old. Watching the engineman at the controls, hand on throttle, brake valves, reverse lever-engine responding to his every move. Can anything in life be better than that! Backing on to the coaches, coupling up and connecting air hoses, then time to depart, backwards, of course, with both hands on grab irons. First the fireman clanks the firebox door open and throws a few scoops of bituminous into the firebox. Turns on the inspirators with the screams of water forced into the boiler. Actually I was walking on air. My bike ride back to Stoneham in my mind's eye, was me at the throttle of 1371.

Early in still another year, I happened to be hiking alongside the tracks near the Wilmington end of the Woburn Loop, just a couple miles south of Wilmington, when I witnessed a train coming off the Loop. It was traveling at speed, entering the mainline. I noticed it was not only Mogul 1371, but the very same crew than once invited me aboard to inspect the backhead of their engine. I could see the fireman was in his seat, but the engineman was down on the deck, for no obvious reason. For a very short moment I felt certain, as it seemed odd with the train dashing on to the mainline with an empty seatbox for the engineman.

Fast forward, after WWII, B&M Moguls continued in service, even some continuing as late as 1955. For sentimental reasons I kept tabs of 1371. Most of those numbered in the 1300s would be scrapped first, so the 1371 was retired in July, 1948, and scrapped in November. The 1388 was the last Mogul to be scrapped in 1955, but one was saved, the 1455, now on display at Danbury, Connecticut.

Light Iron Digest, June/July 2006

Train Collision Created A Sour Day In July 1905

By Jessie Salisbury, Telegraph Correspondent
Sept. 25, 2006

Considering the number of trains that used to run through this area, several in each direction every day, it is remarkable that there were few accidents, to say nothing of real wrecks.

Then, as now, once a train is moving, it takes a considerable distance to stop it.

Train service arrived in the Souhegan Valley in the early 1850s, in Milford in 1850 and Wilton in 1852. The first major wreck occurred in Milford in July 1905 when the Keene Express ran into the back of the milk train parked at the B&M Station on Garden Street.

Even though the engine of the passenger train ended up halfway through the milk car, there was only one slight injury, to Fred Baker from Hillsborough Bridge.

A long article in the Milford Cabinet on July 27 details the early morning accident quite graphically.

The milk train usually followed the Express, but on that day, the Keene train was 17 minutes late. The milk train left first and was at the milk house in Milford loading about 100 cans of milk to be taken to Nashua. The last four or five cars of the train were filled with milk, the cans placed between partitions filled with ice.

The article says of the last car, "Its contents were crushed up into a solid mass of wood, ice and tin cans, while the lacteal fluid flowed out in all directions. Every can on the train was shaken or displaced and the loss of milk was several hundred gallons. It was a great day for milk 'shakes.'"

The locomotive was described as weighing 65 tons and "under pretty good headway." Iron rods 2 inches in diameter were snapped, the smokestack was broken off, and the bell and its attachment "stricken from the top of the boiler." The train stayed on the tracks, however.

A flagman had been sent up the tracks to warn the Express as it came around by the tannery, but apparently was not in time or the engineer didn't see him.

Immediately after the crash, the manager of the milk train asked that the fire department be called, and men arrived with hoses and appropriate tools. News was telegraphed to Nashua and other places advising of the wreck, and a wrecking train was dispatched from Nashua, arriving in about an hour.

By the time the Hillsboro train arrived at 8:35 a.m., the middle track had been cleared, enabling it to pass. The part of the Keene train that was not disabled included a baggage, smoker and one passenger car, and were attached to the Hillsboro train. Mail was transferred from the Keene train and was on its way "only an hour late."

The crash, which was heard for a considerable distance, brought workers from the nearby tannery, as well as "the shops, stores, the hayfield and quarry. Women dropped their household duties and spent the forenoon at the scene of the disaster." Many people brought their cameras.

The wrecking force "went to work with the precision of soldiers," and by noon the track had been cleared and was again "ready for business."

Sou Milk con't

It took the combined effort of two locomotives, one pulling in each direction, to disentangle the two cars. "The construction train, with wrecked engine, milk car partially on a flat car and all the debris except the spilled milk, left at 5:15 p.m."

The management of the railroad was left to determine exactly what had happened.

There have been a few other railroad accidents in the area:

In 1922, a B&M passenger train headed for Concord derailed in Bennington and slid down an embankment, injuring 20 people, five seriously.

In 1969, two boxcars broke loose in Jaffrey and rolled down the hill, a distance of about 5 miles, into Peterborough. It was estimated that the cars reached a speed of 60 mph on a track designed for 15 mph.

The cars reached Peterborough's Main Street before one car derailed and destroyed several cars, including a brand new 1970 Oldsmobile. There were several near misses along the way, but no one was injured.

There are perhaps more train-car accidents now with people in a hurry and thinking they can beat the train through the crossing. Although trains in our area do not travel fast, many crossings are marked only with a sign. It pays to look both ways twice.

Submitted by Bruce Bowden

Steam Generators And Auxiliary Water Tanks On B&M F-2, F-3 And F-7 Units

By Steve Horsley

Some units initially were delivered with steam generators, but they were later removed, and one unit not delivered with a steam generator appears to have had one applied. Likewise, some A and B units were equipped with auxiliary water tanks that resulted in two roof vents that looked like the end of the handle on a cane.

My photographic resources are not adequate to give a complete answer concerning these appliances for the life of all B&M F-units, but I think the following can serve as a starting point.

First, some general points. A good reference for this discussion is Jeff Wilson's new book, *F Units The diesels that did it* (2000. Kalmbach Publishing Co.). There are many photographs in this book that show the as-built application of steam generators and auxiliary water tank roof vents. The B&M's F-units all follow these as-built examples. Particularly useful are photos of D&RGW and WP F3 A and B units on pgs.69-69 and 123, respectively. On A and B units equipped with a steam generator, roof-mounted apparatus was always on the rear-most roof panel. A-units with a steam generator never had auxiliary water tank vents on the rear panel. There was not enough room for both in an A-unit. A-units without a steam generator sometimes did have an auxiliary water tank with the two vents on the rear roof panel. B-units could have both a steam generator and an auxiliary water tank. In this case, the water tank vents were always on the front-most roof panel, forward of the dynamic brake. When operated in passenger service, B-units were always operated in the forward direction (i.e. the end with the dynamic brake forward). At least two styles of steam generator were applied to EMD F-units. All B&M F-units

had the same early style with two flanges on the exhaust stack, as shown in Wilson's book. Following is a discussion of steam generator and auxiliary water tanks on B&M F-units.

B&M F-2AB, 4224-4226AB, were built in 9,10/46. All six units had steam generators applied as described above. The B-units also had auxiliary water tanks. Steam generators were removed from all three A-units. My incomplete photographic record shows that this occurred between 1951 and 1956 for the 4224A. The 4225A was wrecked and scrapped prior to 1956 (according to *Extra 2200 South 12/70*); freight F-2 4263A was renumbered 4225A (second) at that time. The 4263A had no steam generator. The 4226A had a steam generator in 1947, but it had been removed by 6/51. Steam generators seem to have remained in all of the B-units. I can document this through 1955 for the 4224B, and through 1962 for the 4225B and 4226B. The auxiliary water tank vents also presumably remained as well on B-units. I can document this through 1950 on 4224B, through 1951 on 4225B and through 1958 on 4226B. The angle of many photographs makes it difficult to see whether these vents were present because they were located near the centerline of the unit.

B&M F-2A, 4250-4264A were built in 7/46. None of these freight units had steam generators or auxiliary water tanks. The 4263A was renumbered to 4225A (second) as noted above.

B&M F-3AB units 4227-4228AB were built in 10/48. Neither of the A-units had steam generators, but both had auxiliary water tanks. The roof vents were in place at least through 5/66 on the 4227A and at least through 7/69 on the 4228A. The B-units had steam generators, but did not have auxiliary water tanks. The steam generator on the 4227B lasted at least through 6/68; it had been removed by 7/69. I do not have good records of 4228B. The steam generator was present in 4/49, but I have no further data. The 4228B left the roster before the 4227B.

B&M F-7A, 4265-4267A were built in 3/49; 4268A (the only F-unit with a passenger pilot) was built in 10/49. B-units 4265-4268B were built in 10/50. None of the A or B-units were delivered with steam generators or auxiliary water tanks. However, my fall 1966 shot of the 4265B on pg. 91 of *Central Vermont In Color (2000, Melvin and Plant, Morning Sun)* shows it with both a steam generator and auxiliary water tank roof vents.

Live Stock Into Boston

By Bob Warren

I recall that the stock cars coming to Boston came in on the 'from Rotterdam' trains over the Fitch that would be a NYC connection. Stock had to move the most expeditious way due to the requirement that the stock be fed and water every so many hours.

Sheep and cows to New England Dressed Meat and Wool (located opposite Boynton Yard) as well as Squires, which processed pigs (located at Boynton Yard).

I don't recall any stock coming via the Union Frt. And speaking of the Union Frt. once they set off the B&M cars by Tower A, those cars would be pulled to Hump 9 for sorting.

Not a live animal processor, but Underwood had canning a plant on the Watertown branch.