

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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March — April 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.

<b>March 10th</b>	Dick Towle will present a program on the FRA and Operation Lifesaver
<b>April</b>	Joint meeting with Mass Bay REE at their place. Nothing on their web site. Contact Mass Bay information line at 617-489-5277 for details or visit their website at <a href="http://massbayrre.org">massbayrre.org</a>
<b>May 12th</b>	A Field Guide to Southern New England Railroad Depots and Freight Houses, by John Roy, Jr
<b>June 9th</b>	Warren Huse will present "The Laconia Car Company."
<b>July</b>	No Meeting — Lowell Folk festival
<b>August</b>	No Meeting.
<b>September 8th</b>	Justin Winiarz will show various railroading.
<b>October 12th</b>	A presentation by Len Batchelder of 1950's steam trains of Al Wynne.
<b>November 17th</b>	Buddy Winiarz will show various railroading.
<b>December 8th</b>	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.

### 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 mile on your right. Directly across the street is Rogers Fort Hill Park, parking is available there.

If you come from Rt. 133 (Andover St.) follow that until you intersect Rt. 38 in Lowell. Go through this intersection and take your third left which is High St. Go to the end and take a left and this will take you to

Rogers Hall on your left and Rogers Fort Hill Park on the right.

If you come from Rt. 38 or Rt. 113 you need to get off at the overhead traffic circle as if going to St. Johns Hospital. Follow this to the intersection of Rts. 38 and 133 and follow the above directions to High St.

### NEXT ISSUE

The deadline for submitting material for the Newsletter is the first of each even month. Such material can be sent to the editor at the above email address or to 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.

**Society Officers, Directors and Staff**

President	Buddy Winiarz
Vice President	Jim Nigzus
Treasurer	Paul Kosiolek
Secretary	Wayne Gagnon
Clerk	Ellis Walker

**Board of Directors**

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

**Alternate Directors**

Dan Hyde Jonathan Miner

**Staff**

Archives Chairman	Frederick N. Nowell III
Hardware Archives Chair.	Vacant
Bulletin Editor	Andrew Wilson
Contributing Editors	George H. Drury
Distribution	John A. Goodwin
Layout and Art Director	John Alan Roderick
Technical Asst.	David A. Fletcher
410 Chairman	Jim Nigzus
Historian	Russell Munroe, Jr.
Membership Secretary	Buddy Winiarz
Modelers Notes	Bruce Bowden Bob Warren
Model Projects Coordinator	Vacant
Newsletter Editor	Bob Warren
Contributing Editor	Buddy Winiarz
Program Chairman	Jim Nigzus Buddy Winiarz
Show Coordinator	James Nigzus
Webmaster	Jonathan Miner

## MEMBERSHIP

- Please renew your membership within the ninety-day renewal period or you will be deleted from the membership list. All renewing members are provided a preaddressed renewal envelope, containing your membership data on the flap. Please **DO NOT** over tape the flap.
- Write any address changes on an additional piece of paper and include within the renewal envelope
- Payment is by check or money order ONLY... please do not send cash. You may pay by cash if you attend a Membership meeting or train show at which the society has a presence.
- If you do not get society publications after renewing contact the society at the address below.
- Prior to moving, please notify the society to insure continued receipt of society publications, etc. Failure to do so requires additional expenditures to have returned mail forwarded to you if your new address becomes known.
- A RED DOT on your address label indicates that this is the last item you will receive from the Society, as you have not renewed within the allotted timeframe.
- All questions regarding your membership should be addressed to:

**Membership**

c/o B&MRRHS, PO Box 469

Derry, N.H. 03038

Buddy Winiarz, Membership Sec.

**B&MRRHS Membership Dues**

All values in US dollars. Dues are payable by check, money order, postal money order or cash. Sorry, but we are unable to accept charges. Please allow 4 to 6 weeks for processing.

Please send membership requests to:

B&MRRHS - Membership  
PO Box 9116  
Lowell, MA 01852-9116

Basic	\$32
Basic & Spouse	\$34
Contributing	\$35
Canada & Overseas	\$55
Sustaining	\$50
Supporting	\$75
Benefactor	\$100
Corporate	\$500

## Company Business

### Minutes of December 9, 2006 Meeting

Rogers Hall, Lowell, Ma.

*In Attendance:* P. Abegg, P. Kosciolk, W. Gagnon, B. Winiarz, C. Byron, D. Hyde, A. Wilson, J. Nigzus, E. Walker

Meeting Called to Order: 1:25PM

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

*Approval of Agenda:* Gagnon, 2nd by Byron, Motion carried.

*President's Report:* No Report

*Vice President Report:* New long sleeve fleece "Minuteman" logo jacket was displayed in maroon color, size Medium thru XXL available. Product is New England made with fabric/ embroidery done thru Chuck Roast and Malden Mills. Red hooded and unhooded sweatshirt was also displayed to BOD.

*Clerks Report:* Walker reported that all applicable documents have been placed on file with State of Massachusetts.

*Treasurer's Report:* Kosciolk reported that Society solvent. November 30 Savings: \$64,657.79 – Checking \$13,079.33

Major expenses in past months have included professional tax filing preparation fees, replenishment of Society catalog items (Sweat-shirts/Jackets/Videos), and postage costs associated with Newsletter/Bulletin mailings/2007 Calendar/35th Banquet dinner.

Hyde, 2nd by Byron, Motion carried.

*Membership Secretary:* Winiarz reported that he is in exploratory search to possibly upgrade the current membership program.

*Bulletin:* Wilson indicated that "North Country" Bulletin has been mailed. Next bulletin issue is being developed that will include articles and photos of Hoosac Tunnel lining, towers and electrification project. Mailed bulletins may have blurred image of NYC "New England States" diesel train at Cambridge. Printer, at his expense, has corrected page 32 photo and reinserted corrected photo in run bulletins that he had. Members wishing to have a replacement copy should contact "Buddy" Winiarz as quantities are limited.

*Archives Committee:* Wilson donated a book containing designer work drawings depicting the McGinnis style "New Haven" and "B&M" block lettering on locomotives and rolling stock.

*Newsletter:* Winiarz is continuing discussions with Newsletter Editor to insure that Society membership is kept informed of upcoming/changing events and programs.

*Hardware Committee:* None

*410 Committee:* Nigzus reported that work sessions on B&M combine painting have been completed to include truck repainting, car paint and relettering. Exterior/Interior cab work on #410 has wrapped up for the winter. Thanks to the following volunteers for their 2006 efforts: Dan Hovey, Dan Hyde, Fred Brown, Gary Pedersen, Stephen Pronovost, and "Sandy" Shepherd. Well done!

*Shows Committee:* Society shows in Concord, NH, Pepperell, MA, and Hobo Railroad excursion trip have generated about \$1650 in sales. Additional sales of \$415 in catalog items and dealer sales of \$500 were generated. September thru early December '06 combined sales are \$2565.

*Program Committee:* May and October 2007 open. Society welcomes any ideas or possible presenters for these dates.

*Models Committee:* No new models are currently in works. BOD members brainstormed about the costs associated with selling a "ready-to-run" model against a "kit" model. Society welcomes

any ideas as to what membership would prefer as a model or type of model.

*Old Business:* B&M TV Film; Byron stated that he is still attempting to learn from Paul Beck the status of B&M TV film in order to finalize project. Byron hopes to have an updated report by next meeting date.

*New Business:* None

*Next Meeting:* January 13th, 2007 at Rogers Hall, Lowell, MA.

*Motion for Adjournment:* 2:56PM Gagnon, 2nd by Hyde. Motion carried.

Respectively Submitted:

/s/Wayne M. Gagnon, Secretary

### Minutes of January 13, 2007 Meeting

Rogers Hall, Lowell, Ma.

*In Attendance:* Kosciolk, Gagnon, Winiarz, B., Byron, Hyde, Nigzus, Basile, Shephard, Nowell - Guests: Rick Conard, Gary Pedersen, Tom Humphrey

Meeting Called to Order: 1:31PM

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

*Approval of Agenda:* Gagnon, 2nd by Byron, Motion carried.

*President's Report:* No Report

*Vice President Report:* No Report

*Clerks Report:* Kosciolk distributed Walker's report dated 13 January 2007, which stated that all applicable documents have been placed on file with State of Massachusetts.

*Treasurer's Report:* Kosciolk reported that Society continues to be solvent. December 31 Savings: \$56,310.28 - Checking \$ 2,473.52; Major expenses – mailings of newsletter, Bulletin printing, and catalog replenishment items. Byron, 2nd by Hyde, Motion carried.

*Membership Secretary:* No Report

*Bulletin Editor:* No Report

*Archives Committee:* Nowell reported the following: Working on the additional donations from Alan MacMillan; working Harry Frye collection; labeling B&M material in boxes for cataloging; working Sam Vaughan donations; working Charlestown, Ma. milk car industry errata; Annual archive summary is in progress to be presented later to BOD.

*Newsletter:* Kosciolk reported that Jan/Feb 2007 newsletter was mailed on 2 January 2007 to members.

*Hardware Committee:* Kosciolk reported that Lowell City Council has "fish belly rail" monument/ hardware on their agenda for discussion in January 2007.

*410 Committee:* Nigzus reported that 410 replacement of cylinder covers are tentative work during 2007.

*Shows Committee:* Society will be at Springfield, Ma. (Jan 27-28), upcoming shows at Haverhill and Bolton, Ma. Catalog/mail order sales thru 1st week of January 2007 have generated \$2651.23 per Nigzus.

*Program Committee:* May and October 2007 open. Society welcomes any ideas or possible presenters for these dates.

*Models Committee:* No new models are currently in works. Society welcomes any ideas as to what membership would prefer as a model or type of model.

*Jan. minutes con't*

**Old Business:** B&M (Channel 4 TV Film): Byron stated that he contacted Paul Beck during December 2006 about the status of B&M TV film. Byron stated to BOD that due to Beck's lack of progress and no promise of completion date from Beck, he is going to "pullback"/ retrieve the film from Beck in "as is" status. Bryon will re-evaluate and will discuss with BOD outstanding action item(s). BOD expressed sincere gratitude and thanks to Carl for his efforts to date and apologizes to membership for the unforeseen delays in this project.

**New Business:** Rick Conard and Tom Humphrey reported the following on the "Central Mass" book project update: Index, Bibliography, Epilogue, Errata and Addenda, are being reworked, where possible; updates are being incorporated; offset negatives are now in possession of Rick; new foldout map anticipated; tentative future reprint, when authorized, will use available original negatives and will use current print technology, where possible. Rick and Tom discussed with BOD the viabilities of hardcover/softcover version(s), length of print run, potential printing cost(s) associated. Rick and Tom presented a draft version of updates to date for BOD review; BOD, with Rick and Tom concurring, will make draft available to Russ Monroe, John Goodwin, Carl Byron and Arnold Wilder for their historical review; Rick and Tom requested an extension of original contract termination date. Motion was discussed to extend termination date completion of contract by one (1) year, with an additional one (1) year extension at BOD discretion. BOD expressed thanks and gratitude to Rick and Tom and they will move ahead and report progress at later date. Future discussions, when appropriate, would also deal with what type of notice to be broadcast to membership involving rollout date and cost of book. Gagnon, 2nd by Byron. Motion carried.

**Next Meeting:** February 10th, 2007 at Rogers Hall, Lowell, Ma.  
**Motion for Adjournment:** 3:02PM: Gagnon, 2nd by Byron. Motion carried.

Respectively Submitted:  
/s/Wayne M. Gagnon, Secretary

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## MESSAGE FROM THE PRESIDENT

### Springfield Show

This year's trek to the grounds of the Big E in West Springfield, Ma. was another success for the B&MRRHS. Our total in sales and memberships surpassed last years total.

It was good to meet members who we do not normally see in Lowell.

I would like to thank the following people for their time and help at the show this year: Fred and Quesen Brown, Wayne Gagnon, Paul Kosciolk, Justin, Kris and Buddy Winiarz.

### Latest Bulletin

In the last issue of the Newsletter there was mention about the last Bulletin that had a printing problem. For those who have returned for a replacement please be patient as the printer will be paying for the replacement postage and it will be easier to send as a lot rather than individually.

Buddy Winiarz,, President

### Upcoming In The Next B&M Bulletin

... will be an exhaustive history of the Hoosac electrification by Carl Byron, and the story of a modern-day archeological expedition to locate the original lining towers used to construct the tunnel in the 19th century. In future issues we will also bring our readers the tale of Pat McGinnis' conviction and jail term, as well as many other interesting features. As always, we invite any story suggestions as well as previously-unpublished images (especially color) to run in the Bulletin. First-person accounts are particularly welcome!

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## BOSTON & MAINE RAILROAD HISTORICAL SOCIETY

### REPORT OF ARCHIVES COMMITTEE FOR THE YEAR ENDED DECEMBER 31, 2006

The Archives Committee met 10 times in 2006, as opposed to 8 times in 2005. The average attendance at our meetings, inclusive of guests, was 8.2, slightly more than last year. Regular attendees at our meetings were David Ashenden, Len Batchelder, Rick Conard, Ron dePierre, John Goodwin, Dick Lynch, Henry Taves, Gareth Thomas, and Ellis Walker. Most meetings also included 1 or more guests. We held a very successful open house at our January 21, meeting, at which we greeted several newcomers to our Archives.

The work at our Archives sessions consists of researching requests for information, organizing our collection, and processing and filing new acquisitions. We completed cataloging and shelving the Samuel Vaughan, Jr., collection in 2006 as well as the Harry Frye locomotive roster collection, and more books given by Professor William Wallace. We identified, boxed, and cataloged many loose items on our shelves and added considerably to our collection of ICC Survey books. Infrequently used materials were removed to our storage facility. David Ashenden continued his work to organize our collection of mechanical and architectural drawings and large-scale maps. Ellis Walker and Gareth Thomas completed an inventory and reorganization of our magazine holdings.

We logged in a total of 60 donations in 2006 (53 in 2005), including material donated by Chuck Blardone, J. M. Boardman, Patrick and Elizabeth Boles, Bruce Bowden, Dana S. Burton, Carl Byron, R. Richard Conard, Nelson Dionne, Alden Dreyer, David Engman, Marc Frattasio, Friends of Bedford Depot Park, Cy Hosmer, Barbara Kelley, John L. Lawlor, Alan Macmillan, Jr., Estate of Forrest Mack, David R. Mayhew, Marcia Melnyk, Matt Monson, G. E. Pettengill, Al Prowten, Estate of Maurice K. Robinson, John Alan Roderick, Doug Ronco, Wayne B. Ruggles, Ray Shoop, Leonard M. Singer, Wayne M. Slayton, Dwight Smith, Henry V. Taves, A. P. Taylor, Faith Wallace, Robert Warren, Scott Whitney, Robert F. Wilner, and Al Wynne. The Committee thanks all our donors for their generosity and encourages our members and friends to donate additional material to our growing collection. We will also appreciate receiving information about potential donors.

Rick Conard sponsored electronic reproduction of right of way and track maps of the Central Massachusetts Branch. The images, now residing on CDs will enable us to print high quality copies of valuation plans without wear and tear to our originals.

We responded to a record 156 requests for information this year,

*Report con't*

as compared to 153, in 2005, 114 in 2004, and 140 in 2003. Dick Lynch continued to build his extremely valuable index of the B&M Railroad Employees Magazine, which has been of great service in answering the many genealogical questions we receive.

Many committee members have volunteered "off-hours" time to answer research questions. Your chairman is very lucky to have their support in this effort. We could not have handled the extraordinary volume of requests otherwise. In addition to "homework" provided by the members who attended our meetings, Vin Bernard, Bruce Bowden, Carl Byron, Adrian Gintovt, Paul Kosciolk, Jon Miner, Russ Munroe, Jim Nigzus, Bob Warren, and Buddy Winiarz fielded research questions and picked up donations.

Past Archives Chairman Forrest Mack died on May 24, 2006 at Worcester after a lengthy battle with cancer. He was born on January 18, 1942, in Newburyport. A graduate of the University of Massachusetts at Amherst, Forrest also earned a degree in library science from Simmons College. He was a long time resident of Waltham and retired from his employment at the Watertown public library in 2003. He served as our Archives Chairman from 1977 to 1985.

At North Chelmsford we store unprocessed materials. Items are boxed and labeled with the donor's name, lot number, and a general description of the contents. These steps help us to prioritize the cataloging and transfer of items to the shelves at Lowell. We appreciate the efforts made by members of the hardware committee to make the storage facility at North Chelmsford a pleasant place to work.

We are always looking for new volunteers. We need generalists and specialists and will supply on the job training. Our generalists are engaged in organizing our collection and researching information requests, while specialists are needed for cataloging, data entry, and photo conservation. Those who might find any or all of this work enjoyable are urged to contact the chairman.

Thanks again to all who demonstrate how much can be done by volunteers.

Respectfully submitted,

/s/Frederick N. Nowell, III

Chairman, Archives Committee

Boston & Maine Railroad Historical Society

## Train Shows

### Commodore Vanderbilt 2007 Convention

Albany, New York, October 18th-21<sup>st</sup>. Hudson Berkshire Div.  
NER NMRA

The Convention Headquarters: the Best Western Sovereign Hotel, 1228 Western Avenue, 12203 (518) 489-2981 accessed via Exit 24 of the NYS Thruway - also known as Exit 1 of both I-90 and I-87, the Northway

75 rooms (2 double beds each) have been reserved for \$89 per night (plus the usual local taxes); including full-service breakfast  
Convention Registration Package: \$40 (early registration) to \$45 per Primary Registrant, with additional Family Member charges of \$15

For those attendees not currently members of the NMRA, there is a special "Railpass" additional charge of \$10 to be required, affording a 6 month trial membership

Model and Photo Contest, and various Display Areas. Raffle/

### Door Prize activity

General Clinics: are scheduled for Friday (evening), Saturday (morning, noon and afternoon), and Sunday (morning).

Guided Bus Tours: CSX Selkirk Yard facility - Saturday morning visit to the Port of Albany is planned.

Self-Guided Tours: are being arranged for model railroad Layout Visits and Operations. Map Books are to be made available to attendees

Layout Operations are being scheduled for Thursday, Friday, Sunday, and possibly Saturday

For more information contact Diane Steele at yankeefloral@yahoo.com.

## About The System

### Woburn Train Tragedy

Investigators of the January 9th, 2007 fatal Woburn crash believe a railroad dispatcher put the commuter train on a fatal collision course after she heard a maintenance truck call "clear" and mistakenly thought the six man crew had left the restricted work area, said a source briefed on a preliminary federal report.

The "clear" the dispatcher heard was actually a second work crew aboard a high-rail truck, which a short time before had asked train dispatchers for permission to ride down the inbound tracks into the restricted zone where the crew was replacing rail ties, the source said.

Thinking the crew was off the tracks, the dispatcher realigned a switch three miles north of the job site - a switch that had safely moved four trains past the workers - and put the Boston bound train on a 60 mph crash course with the workers, killing two.

National Transportation Safety Board investigator Ted Turpin would not confirm the initial report.

He said the agency spent yesterday interviewing train dispatchers and maintenance crews, and had yet to review audio tapes of the dispatcher's radio calls.

He said the signals as well as the equipment that moves the tracks were working properly. "We haven't found any issues with the equipment or the mechanics," he said. "Everything was working as intended."

The preliminary findings by veteran federal rail safety investigators show the train dispatcher had set a block on the work zone, so no one could enter that section of track, the source said.

The block uses either a computer to set the switch and direct trains around the crew, or a small metal box over a toggle button that controls that train switch, the source said.

Due to the block, the second work crew was required under railroad operating rules to call the dispatcher and get permission to enter the tracks.

"Another M of W (maintenance) crew asked permission to enter the limits," the source said. "In keeping with the rules they had to get permission to pass the stop signal."

Once the second crew was inside the zone, it called in a "clear" to the dispatcher.

"Now the (maintenance) crew reported clear," the source said. "The train dispatcher mistook that additional equipment for the Maintenance of Way foreman who actually had the (permission)

*Tragedy con't*

to work on the track, and thought that Maintenance of Way crew was calling to report clear."

But rail safety sources said that one "clear" signal should not have been enough for the dispatcher to realign the switch.

"She would have to speak directly to the person who she had given the Form D (permission) to," the source said. "That person would have to say he and all his men and equipment are clear from the track and that they are releasing their authority on the track."

The dispatcher was interviewed yesterday by MBTA police and Federal Railroad Administration investigators. She has been put on paid leave pending the outcome of the investigation.

*Submitted by Norman Larkin and Bruce Bowden*

## Flying Yankee Restoration December Update

BY Paul Giblin

Things are continuing to move forward regarding the Flying Yankee™s truck frames. On November 29, 2006, New Hampshire's Governor and Executive Council voted unanimously to support the agreement between the NH Department of Transportation and the Plymouth and Lincoln Railroad to move forward with restoration activities. This vote cleared the way for the Plymouth and Lincoln Railroad to enter into a discussion with a prospective vendor to develop a contract to restore the Flying Yankee™s truck frames. This vote also freed up the matching government funds needed to cover the cost of the truck frame restoration.

On Tuesday, December 19, 2006, members of the Flying Yankee Restoration Group™s Mechanical Committee along with Ben Clark from the Plymouth and Lincoln Railroad and Lou Barker from the NH DOT met with the prospective vendor to discuss the restoration of the truck frames. The results of this meeting proved to be extremely positive. Therefore, the next step in the process is for the Plymouth and Lincoln Railroad to prepare a contract for the prospective vendor to review and hopefully agree to. Once this next agreement is accepted and signed, the vendor can be announced and the restoration of the Flying Yankee™s four truck frames can begin. If all goes as planned, we should be able to announce the vendor in early January and restoration of the truck frames will begin immediately. The schedule currently being discussed would have the restoration of the Flying Yankee™s truck frames completed by mid to late May 2007.

The end result from all this effort will be that the Flying Yankee™s four unique truck frames will be completely restored - complete with brand new wheels, axles and bearings! Needless to say, all of this will put us that much closer to returning the Flying Yankee to the rails.

## Flying Yankee Memory Lane

By Bob Warren

I first saw the FY in either '43 or '44 while visiting relatives in Reading. I was told when it would come by heading to Portland (or possibly Bangor) so stood track side as the time approached and watched the train 'flew' by.

At the same time I became acquainted with Lionel's version of the train and always wanted one - something that was accomplished in my later working years.

I had personal experience with the set when I worked for the

B&M. In those days, one qualified to be a backup man (moving trains primarily from the station to one of the passenger storage yards after unloading passengers and crew) at one's own expense. To be fully qualified one had to qualify on the FY that was a different breed so to speak for backup movements. One didn't use a riding hose (portable conductors valve) but controlled the movement by sitting in the rear of the observation car with hand on the 'valve' (called the 'tit' by the crew). Was advised never, never dump the air as that would stall the engine and tie up the station tracks till the engine crew could restart the engine.

Naturally the time came for me to back the train out to Yard 3 and I think the levermen in Tower A decided would have some fun - they only gave me one 'jack' at a time which meant I had to decide to dump the air or overrun a red jack (which is what we called the signals at North Station). Just as the decision time came the jack would change from red to yellow - never did get a green jack\* all the way from the station platform till entered Yard 3. I can just image what would have happened to me had I had to dump the air making that backup movement.

That was the only time I ever handled the train.

Did see it arrive from Troy one time being pulled by a regular diesel road engine - seems the Yankee's diesel just died and they couldn't get it started again - this was near the end of its life hauling passengers.

\* Nominally the levermen would line the entire route from station track to yard so that there would be no need to stop after crossing the Charles River draws.

## Bellows Falls Tunnel Lowering

New England Central Railroad is modifying the 280-foot-long tunnel under downtown Bellows Falls, to allow the movement of double-stack intermodal trains. Since it dates from 1851, the tunnel wasn't designed to accommodate tall freight cars. The 370-mile NECR, is spending \$2.5 million to lower the tunnel about two feet. The Vermont Agency of Transportation and the Federal Highway Administration are providing the money.

The rail line through Bellows Falls, although part of NECR predecessor Central Vermont's system, was on a portion of Boston & Maine's Connecticut River Line, which shared trackage with CV south of White River Junction toward Massachusetts. CV later bought this portion from the B&M.

Work includes strengthening and underpinning the tunnel, lowering the track, dapping timbers on a bridge 150 feet north of the tunnel, paving and reconstructing a grade crossing 75 feet south of the tunnel, and relocating a fiber-optic line.

Construction will work around Amtrak's two "Vermont" passenger trains that use the tunnel on their daily run between Washington and St. Albans. Freights operated by New England Central and B&M parent Pan Am Railways will use the tunnel only at night and on weekends, so work during the day can continue uninterrupted. It's expected the project will be completed in early 2007.

*Submitted by Mike Warren*

## The Mystery Of The 3713 Tender Solved.

Several readers have identified the tender with 3713 at Steamtown as coming from 3714.

*Scott Whitney:* I got a call...from one of my co-workers who had lunch with Bob Adams. Bob, as many of you will recall, was an institutional figure in the early days of Steamtown and then on to Green Mountain. Bob clearly recounted the fact that when the 3713 arrived in N. Walpole, NH from Wakefield, MA that the hastily applied coat of paint over the "3" had washed of quite a bit revealing the "4" beneath it.

*David G. Mohla:* Back in 1959-60 when the B&M #3713 came into Wakefield Jct on its way to Pleasure Island, I along with several others, noted on the rear of the tender the heavy outline of the numbers 3714 lightly painted over with 3713.

When Pleasure Island closed, this locomotive with several others went to the Steamtown collection before the #3713 went on display at Boston's Museum of Science.

The speed lettering was either sanded or scraped off and then painted over with white lettering applied

*Don Valentine:* This was readily apparent thirty-five years ago when the locomotive was first placed at the Boston Museum of Science. During certain months of the year the setting sun lit the back of the tender up very well. When this occurred you could see that the tender had not been stripped of all its old paint when painted and prepared for museum display as the digets for its original number, #3714, stood out clearly under the newer paint

## White River Junction Freight House Being Restored.

The former 1930's freight house that once was served by both the B&M and the CV is being restored. Potential business's include a restaurant, artist studios and stores.

*Valley News submitted by Roger Robar*

## Hoosick Falls Railroad Building Gutted By Fire

By: Ryan T. Fitzpatrick,

Hoosick Falls - Flames gutted a railroad building Thursday afternoon (1/18-ed), following an accident involving a work crew that attempted to thaw pipes in the building, authorities said.

The old depot, near First and Center streets, was likely constructed sometime in the 20th century but stands on the site where the former Boston & Maine Railroad passenger station stood in the mid- and late-19th Century, said Charles Filkins, director of the Hoosick Township Historical Society's Louis Miller Museum.

"When you go by it, it's something that reminds you of the past and when the railroad meant something in the village," said Filkins. "It's a reminder of something that's no longer here. This is a reminder of when the railroad was king."

The structure most recently served as offices and storage for Pan Am Railways, which operates the Springfield Terminal, the line that now runs along the former B&M rails through the village.

Hoosick Falls Police Chief Robert Whalen was on the scene just minutes after the first call went out at 12:41 p.m., he said.

"They were using a blow torch and a hairdryer to thaw the pipes," said Whalen. The crew left the work unattended for 15 to 20 minutes

to get supplies when the flames ignited, he said.

"With an old building like this, they should have done it some other way, but I'm not an expert," he said.

Firefighters from multiple departments knocked down the blaze in about an hour. They appeared to have spared much of the building, yet flames burned through the roof on the left side, and water sprayed from a fire hose aimed at the hotspot easily tore the fragile shingles off the run-down structure. A more dire situation was avoided by preventing oxygen tanks stored in the building from igniting.

"The trains used to stop here, and passengers used to get on and off the trains, a long time back before my time," Millicent Mize said.

She noted that because the building appeared to be in disrepair as it was, she was unsure if it would survive the aftermath.

While the loss of Dougherty's, a historic three-story building, that burned down on March 24 devastated some in the community, the fire at the historic former site of the town's train station was also felt in an emotional way.

"It was nice to have something that looked like the railroad on the site," said Filkins. "It's one more building loss.

*The Record 01/19/'07 submitted by Cliff Hayes*

## Dispatching by Train Order

By Carl Senftleben

I dispatched the Conn River for years by transmitting form "19" orders directly to the train crew via radio at places like West River, Wells River, and Windsor, including the C.V. on C.V. property. No operator required! In fact the only operator on duty between Springfield and Berlin was at WR Jct. And he/she was part time.

While some railroads may be bogged down in antiquated labor agreements the B&M unions were on the cutting edge of rule modifications with employee protection via attrition. The reorganization in the 70s went without a major job action and included two man train crews and no cabooses among many other work rule changes.

Form "M"/"D" operating rules were placed in service in order to "dumb down" the employees training and to allow the MOW to take over track worker protection thus enabling much more productive track time. Under NORAC rules, by the way, trains have no rights, not by direction nor by timetable authority. On single track all trains and track cars must operate under a warrent.

Under form "D" control the train dispatcher is completely in charge of all train movements and informs the crew what it's limits are including which train will take siding. Thus it becomes very easy to write a computer program that will work on a train dispatcher's model board.



## Vermont Rail, Systems

Book by Robert C. Jone

Bob has put together a magnificent treatise, on the rail system which took over the primary Vermont routes of the former Rutland Railroad, after its 1961 abandonment. The book, with some 300 pages, includes a plethora of more than 400 photos, at least half of them in color, of all the lines which make up VRS today. Included are the Burlington to Rutland to North Bennington, and the VRS acquisitions. These acquisitions are: the Clarendon & Pittsford Railroad (which in turn assumed ownership of the purchased D&H line, from Whitehall to Rutland); the Green Mountain Railroad (Rutland to Bellows Falls and No. Walpole); the Washington County Railroad, and the New York & Ogdensburg RR. The Washington County includes the Montpelier & Barre Division (former Montpelier & Barre RR), and the Conn River Division (the former tracks of the B&M and CP from White River Jct. Newport, VT). The New York and Ogdensburg is the former Rutland segment from Norwood to Ogdensburg, NY.

The book also recalls the Rutland Railway abandonment saga, and the State of Vermont's acquisition of the right-of-way in that state, thus making the R.O.W. available for lease, less the Champlain Islands segment. He recounts the saga of Jay Wulfsor4 a New Jersey shortline owner, in his acquisition of operating rights for his newly formed Vermont Railway. In another chapter he recounts the saga of F. Nelson Blount, and former Rutland railroader Robert Adams, and the acquisition of operating rights over the newly formed Green Mountain Railroad from Rutland to Bellows Falls.

The book is available from the author, operating as Evergreen Press, 45 Clymer St., Burlington, VT 05401 for the price of \$60.00 plus \$4 S&H. Internet purchase to [www.robertjonesrailroadbooks.com](http://www.robertjonesrailroadbooks.com) may be made using a check.

Shortline via *The 470 The 470 Railroad Club*

## B&M Caboose Comes To Windham Jct.

Windham, N.H.—An old train depot in Windham is getting a piece of history, an old Boston & Maine caboose.

Windham Board of Selectmen voted 4-1 to accept the donation of the caboose from Beverly Philbrick of Pelham, N.H. whose husband worked for the Boston & Maine and bought the caboose for the cost of scrap about twenty-five years ago.

According to Mark Samsel, President of the Windham Rail Trail Alliance and a member of the Depot Advisory Committee (DAC), said it would cost between \$1,500 and \$2,000 to move the caboose from Pelham to Windham, \$4,200 to \$5,500 to restore it and \$2,000 to \$3,000 for landscaping. Money would be needed to test for asbestos. Samsel said a total cost of \$52,000 would be needed to complete the entire project.

The Depot Advisory Committee has applied for and received a \$210,000 transportation enhancement grant from the state but voters must approve raising \$42,000 or 20 percent of the grant before the grant is final.

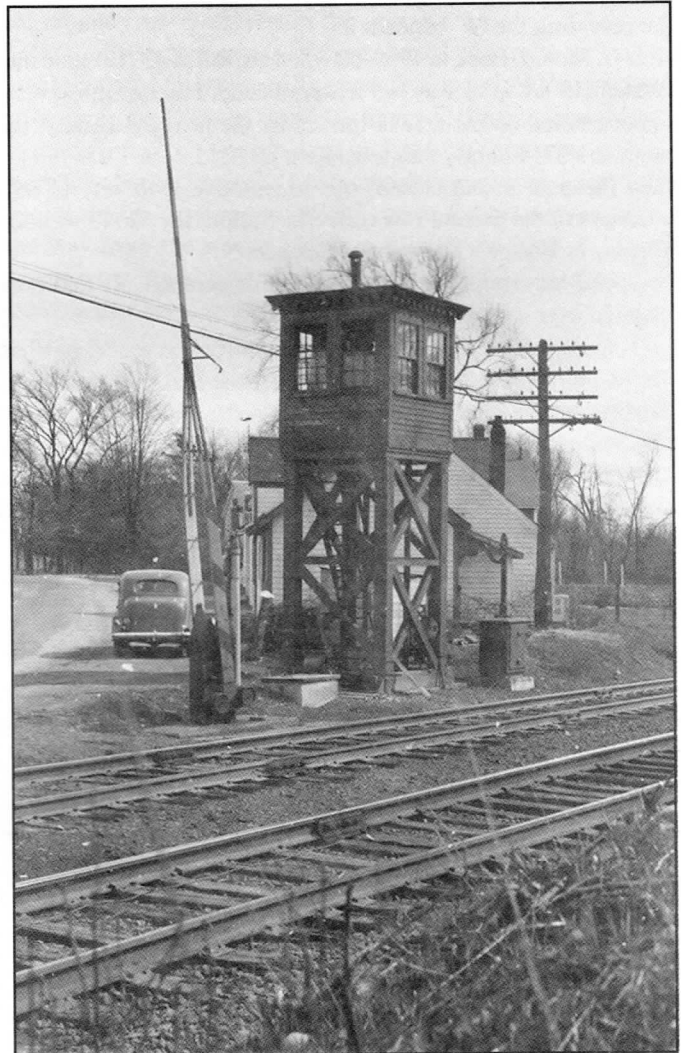
The Windham Trail Alliance has three locations within the depot site for the caboose and a favorite is a triangular site at the intersection of Frost and Depot Rd. "There is a cellar hole there where the old post office used to be," said Bill Duggan a friend of the Philbricks.

Restoration includes interior and exterior painting, framework, floor and window replacement, landscaping and site preparation, including new rails for the caboose to sit on. The DAC is also looking for a set of trucks for the caboose, which it lacks.

(Condensed from the *Eagle Tribune* (Ma) and Salem (NH)

*Observer*).

Submitted by Buddy Winiarz



Fitchburg Div looking East, Rooney's Crossing, Intersection of South Great Road and Old Sudbury Road, South Lincoln, MA, May 1942.

Bruce Bowden photo

## The History of the Numbering & Renumbering of B&M's XM-1 Boxcars

By Tim Gilbert

- 1) In late 1929/early 1930, the B&M purchased 1,000 boxcars which were numbered in the #71000-71999 series. These cars had what the Class Card diagram called "ARA" doors and "ARA" roofs; the roofs that were ribless and the doors were the peculiar looking three panel one which got the name "Reverse Creco" although Creco probably had nothing to do with

Boxcars con't on pg. 9



*Boxcars con't*

their construction - the "Reverse Creco" term I believe was invented by Harry Frye, the late historian of the B&MRRHS. 25 of the cars were steel; the other 975 were single sheathed using the 1923 ARA design. 975 had B&M reporting marks while 25 had MTC (B&M's Mystic Terminal) Co.) marks per the following:

B&M #71000-71953	Single-sheathed
B&M #71954-71974	All-Steel
MTC #71975-71995	Single Sheathed
MTC #71996-71999	All-Steel

- 2) Later in 1930, another 1,000 boxcars were purchased: - this time, all were single sheathed, had Youngstown doors and Murphy Roofs (eleven ribs). These were numbered as B&M's #72000-72999 series.
- 3) In 1945, fifteen of the #72000's were converted to stock cars and renumbered into the #27500-27514 series. The conversion consisted of replacing the wood sides (but keeping the steel trusses) with slats. In 1955, fourteen of the survivors (#27511, ex-72250, had been destroyed in East Deerfield in 1950) were removed from stock car service with six being converted to wheel cars WHB-50 through WHB-55; and the other eight being converted back to boxcars and renumbered with their original #72000 number. None of the fourteen survivors were included in the 1955-1956 sale/leaseback deals.
- 4) Between the time of acquisition and 1955, many of the #71000's had their original doors replaced with Youngstown doors. The original door hardware with seven bottom guides was retained - the #72000's had Youngstown Camel door hardware which had fewer bottom door guides - a spotting difference between the #71000's and #72000's even after 1,300 of the total 2,000 cars in the #71000-72999 series had been sold and leased back to the B&M in 1955-1956.
- 5) All surviving cars (about 1,975 of the original 2,000) were retrofitted with AB Brakes beginning in 1946. This retrofitting was completed in 1950.
- 6) Starting in July 1955 and continuing until November of that year, 500 of the cars, all single-sheathed, were sold to International Railway, refurbished, renumbered into the #70000-70499 series & leased back to the B&M for ten years. Part of the refurbishment included replacing whatever "Reverse Creco" (sic!) doors survived with Youngstown doors. The cars selected for this sale/leaseback were random. For instance, #70000 was ex-#72872; #70001 was ex-#71034; #70329 was ex-#72005; #70345 was ex-MTC #71993; #70361 was ex #71003, etc..
- 7) Starting in December 1955 and continuing until May 1956, 500 cars were sold to the Hyman Michaels Company, refurbished, leased back to the B&M for ten years and renumbered into the #70500-70999 series. #70500-70987 (488 cars) were single-sheathed and the last 12 were all-steel and renumbered into the #70988-70999 series. Refurbishing included the replacing of whatever "Reverse Creco" (sic!) doors survived with Youngstown doors. The cars selected were randomly chosen. For instance, #70500 was ex-#72972; #70507 was ex-#71865; #70747 was ex-MTC #71976; #70799 was ex-#72000; #70896 was ex #71004; #70986 was ex-#72865; #70987 was ex-#71756; #70995 (steel) was ex-#71957; #70996 (steel) was ex-MTC #71998, etc..

- 8) Starting in May 1956 and continuing to December 1956, 300 cars, all single-sheathed, were sold to the Hyman Micheals Co., refurbished, renumbered into the #69700-69999 series and leased back to the B&M for ten years. Part of the refurbishment included replacing whatever "Reverse Creco" (sic!) doors survived with Youngstown doors. The cars selected for this sale/leaseback were random. For instance, #69700 was ex-#72378; #69701 was ex-#71182; #69779 was ex-#72006; #69813 was ex-#71007; #69932 was ex-MTC #71977; #69998 was ex-#71561; #69999 was ex-72329, etc..
- 9) 100 randomly selected cars not subject to the 1955-1956 sale-leasebacks were sold to the FDDM&S between 1956 and 1959.
- 10) 67 randomly selected cars not subject to the 1955-1956 sale-leasebacks were sold to the WAG in 1959; two more in 1959 & another four in 1960 through February 1960 - after which I don't have car-by-car records of B&M's retirements, wrecks, and sales. I assume that more cars not subject to the 1955-1956 sales-leasebacks were sold in 1960 - in the April 1961 ORER, there were 150 cars listed in WAG's #5000-5150 series, and I assume all of them came from the non-sale-leaseback cars.
- 11) After the leases expired in 1955 and 1956, I assume that the WAG bought more B&M boxcars, but I have no records to determine how many. *Perhaps, someone can trace this through the ORER's.*

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### The Central Massachusetts Railroad

The Central Massachusetts Railroad was a railroad running west from Boston, Massachusetts, USA, as a parallel competitor to the Boston and Albany Railroad and Fitchburg Railroad. It later became part of the Boston and Maine Railroad system, and now all but a few miles are abandoned.

#### History

The Massachusetts Central Railroad was chartered May 10, 1869 and organized September 2, 1869 to build a line from Boston west to Northampton and possibly beyond to the Hudson River across the middle of the state. (The Wayland and Sudbury Branch Railroad had been chartered in 1868 as a shorter version of the Central Mass, running only from the Fitchburg Railroad in eastern Weston into Sudbury. In 1872, the South Mountain and Boston Rail Road was chartered as an extension southwest via the planned Poughkeepsie Bridge to Harrisburg, Pennsylvania.)

The first section, from the Boston and Lowell Railroad's Lexington and Arlington Branch at North Cambridge Junction west to Hudson, opened on October 1, 1881. A further extension to the Boston, Barre and Gardner Railroad at Jefferson's opened in 1882, but the company failed, stopping all operations on May 4, 1883. On November 10, 1883 it was reorganized as the Central Massachusetts Railroad, and service began once again to Hudson on September 28, 1885, returning to Jefferson's on December 14.

The stockholders voted on March 21, 1880 to lease the line to the Boston and Lowell Railroad, but this did not happen until December 7, 1886, after which it became part of the Boston and Maine Railroad system in April 7, 1887. The rest of the line opened on December 12, 1887 (with regular service beginning December 19), running west to the Connecticut River Railroad in Northampton (part of the B&M after 1893). In March 1901 the B&M acquired a majority of Central Mass stock.

*Cent Mass con't*

Some unused grading was built northwest from Hardwick center, now lying just east of the Quabbin Reservoir; this was never used by the railroad, as a new alignment (south of the current location of the Quabbin) was chosen.

In 1900 the B&M took over the Fitchburg Railroad, giving them a better route to the west. Prior to then, from 1890 to 1893, the Central Mass was part of the Poughkeepsie Bridge Route, a long-distance route via the Poughkeepsie Bridge.

The Wachusett Reservoir was built from 1897 to 1906, and flooded part of the Central Mass alignment in Boylston and West Boylston. A new alignment was built south of Clinton center, including a short tunnel. From Clinton to West Boylston, the new alignment used the Worcester, Nashua and Rochester Railroad, part of the B&M system, beginning in 1903.

The New York, New Haven and Hartford Railroad gained control of the B&M from 1907 to 1914, again making the Central Mass part of a major through route. The Hampden Railroad was chartered in 1910 and leased to the B&M in 1911, as a route from the Central Mass east of Bondsville west-southwest to Springfield to connect to the NYNH&H's Hartford and Springfield Railroad. In 1914 the near-monopoly was broken up due to a legal campaign led by Louis D. Brandeis. The Hampden Railroad never opened, and was dismantled in 1921. Part of the right-of-way was later used for the Massachusetts Turnpike.

The New England Hurricane of 1938 destroyed part of the line at Barre Plains in Barre, and in 1939 the line was abandoned from Wheelwright in Hardwick (at the old Hardwick station) to Oakdale in West Boylston.

Passenger service was cut to one daily round trip in 1928, and only ran east of Clinton after 1932. In 1958, this was cut yet further to Hudson; by 1964 these trains used the Fitchburg Line east of a junction in eastern Waltham. When the MBTA started to subsidize commuter rail on January 18, 1965, the line was cut back to South Sudbury. The rest was discontinued November 26, 1971. The route from Waltham to Berlin was bought by the MBTA on December 27, 1976, but has not seen service restored. A multi-use trail, the Mass Central Rail-Trail, has been proposed along the entire route west from Waltham; short sections in Waltham and Cambridge are currently in use (the latter as the Fitchburg Cutoff Path and part of the Cambridge Linear Park).

A small part of the line in Palmer is now in use for freight by the Massachusetts Central Railroad, from the former Springfield, Athol and Northeastern Railroad at Forrest Lake Junction west to Bondsville. That company started operations in 1976.

*Wikipedia, the free encyclopedia*

## The Portland and Ogdensburg Railroad

The Portland and Ogdensburg Railroad was a railroad planned to connect Portland, Maine to Ogdensburg, New York. The plan failed, and in 1880 the Vermont section was reorganized and leased by the Boston and Lowell Railroad. In 1886 the Maine and New Hampshire section was reorganized as the Portland and Ogdensburg Railway. That part was leased to the Maine Central Railroad in 1888, and in 1912 the Maine Central leased the eastern part of the Vermont section from the Boston and Maine Railroad, the successor to the B&L.

## History

The Portland and Ogdensburg Railroad was chartered on February 11, 1867 to run from Portland, Maine to Fabyan, New Hampshire, where the Boston, Concord and Montreal Railroad would continue west. The line opened on August 16, 1875.

In 1864 the Essex County Railroad was chartered to run from St. Johnsbury, Vermont, on the Connecticut and Passumpsic Rivers Railroad, east to Lunenburg on the border with New Hampshire. The Montpelier and St. Johnsbury Railroad was chartered in 1866 to run west from St. Johnsbury to Montpelier. The Lamoille Valley Railroad was chartered in 1867 to run from West Danville on the planned M&SJ northwest to Swanton. The three companies were consolidated on August 7, 1875 to form the Vermont Division of the Portland and Ogdensburg Railroad, and the construction that had started was continued, except that the part of the M&SJ west of West Danville was never built.

Construction on the Vermont Division began in 1871, and was complete in 1877. To connect between the two divisions, the company at first used trackage rights over the Boston, Concord and Montreal Railroad from Fabyan to Dalton, New Hampshire, but soon built its own alignment. West of Swanton, the P&O was allied with the Ogdensburg and Lake Champlain Railroad, running west from Rouses Point, New York to Ogdensburg, and used the Vermont and Canada Railroad to access it.

The Montreal, Portland and Boston Railway opened in 1876 from Montreal, Quebec to the national border, and was planned to continue into Vermont as a branch of the P&O.

Just after completion of the Vermont Division the company went bankrupt, was taken over by the receiver on October 19, 1877. The Vermont Division was reorganized as the St. Johnsbury and Lake Champlain Railroad on January 30, 1880. On August 9, 1882 the Montreal, Portland and Boston Railway leased it, but it was soon taken over by the Boston and Lowell Railroad.

The main division was reorganized on June 8, 1884 as the Portland and Ogdensburg Railway, and on August 20, 1888 the Maine Central Railroad leased it. In July 1912 the Maine Central Railroad leased the old Vermont Division, but on August 1, 1927 the lease was terminated, and a new lease was made on only the part east of St. Johnsbury.

*Wikipedia, the free encyclopedia*

## Downeast Scenic Railroad Project Moving Ahead

Ellsworth, Maine - Supporters of the Downeast Scenic Railroad project took delivery this month of a Maine Central boxcar built in 1918, according to the Ellsworth American. The boxcar will be used to store tools and equipment as supporters work to upgrade tracks to restore rail service on a portion of the Maine Central's 127-mile Calais Branch, which extends from Brewer (outside Bangor) to Calais, Maine

Completed in 1899, the Washington County Railroad/Calais Branch extended from Calais to Brewer, with branch lines running to Eastport and Princeton. It was run as a separate company until 1911, when the Maine Central took over and began to operate it as its Calais Branch. In 1981.

The Calais Branch was abandoned in 1985, but the Maine Department of Transportation is planning to restore it. *Downeast con't on pg. 11*

*Downeast con't*

ment of Transportation purchased it from Guilford in 1987.

In January, the Bar Harbor-based nonprofit Downeast Rail Heritage Preservation Trust acquired a 15-year lease on 29 miles of the state-owned line between Brewer and Washington Junction. The trust is now raising money to upgrade that segment to accommodate an excursion train that would run between Ellsworth and Dedham. This stretch of the Calais Branch is scenic with exceptional views of wetland marshes, wildlife areas, Little Rocky Pond, and Green Lake.

The trusts lease with the Maine Department of Transportation requires that excursions begin no later than 2009 and operate at least 60 days a year, but the group hopes excursions could begin in 2008. Trains would originate in Ellsworth at a 12,000-square foot, \$1 million depot and railroad museum that the group plans to build.

Members and other volunteers have been cleaning brush along the line during weekend workdays since June and also focused on maintaining switches along the route, which are now in operating condition. In addition to a depot in Ellsworth, the trust plans to build maintenance and storage facility in Washington Junction for the rolling stock it will acquire. A GE 45-ton locomotive that is presently in Alabama has been donated to the project.

While the Downeast Rail Heritage Preservation Trust is not opposed to a trail along the Ellsworth to Ayers Junction portion of the line its preference is to keep the railroad intact, with a trail running alongside, and retain the entire length of the Calais Branch.

*Submitted by Bruce Bowden*



### Company Ice Cars

By Tim Gilbert

Between 1947 and 1959, the B&M had 36 different cars which were used for Company Ice. These 36 cars can be classified into four groups:

1) In 1947, the B&M's Concord Shops rebuilt WFE reefer #60416, which was then numbered B&M #0260. In 1951, it was renumbered to #0360. It was sold to MS Schiavone for scrap in 1956.

2) In 1951, B&M's sixteen surviving #13100-13299 series "Banana Reefers" built in 1923 were renumbered for Company Ice Service in Boston, Mechanicville and WRJ in the #0361-0376 series. These reefers were sold to MS Schiavone for scrap in the late 1950's except for #0361 which was scrapped in Billerica in 1954.

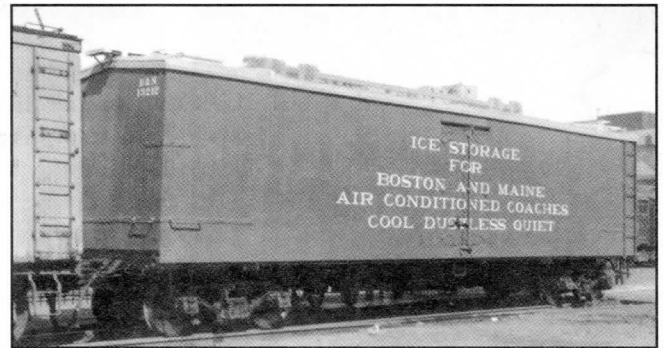
3) In 1958, ten of the "Banana Reefers" which had been converted to Can Milk Service in 1940 and then were renumbered into the #1851-1868 series were placed in Company Ice Service and renumbered into the #380-389 series. The last of these ten cars, #0385, was retired in 1963.

4) In 1959, nine of the 1946 Pullman-built ex-Troop Sleepers which were converted by B&M to Baggage Cars in 1947 were placed in Company Ice Service and numbered into the #0390-0398 series. The last of these cars were retired in 1962.

As a matter of fact, #13251 was retired before 1944. #'s 13101, 13103, 13124, 13133, 13138, 13208, 13211, 13212, 13231, 13257, 13265, 13266, 13270, 13273, 13279 and 13294 were the 16 survivors which were renumbered into the #0361-0376 series in 1951.

The ten ex-Milk Cars which were renumbered into the #0380-0389 series were 1867 (ex-13238), 1866 (ex-13177), 1869 (ex-13239), 1865 (ex-13250), 1860 (ex-13203), 1852 (ex-13118), 1862 (ex-13243), 1864 (ex-13297), 1856 (ex-13142) and 1868 (ex-13192).

These Ex-Reefer Company Ice Cars were painted boxcar red with a white Minuteman Herald although one in Boston was later repainted green with a silver roof with a B&M Passenger Car Advertising on its side.

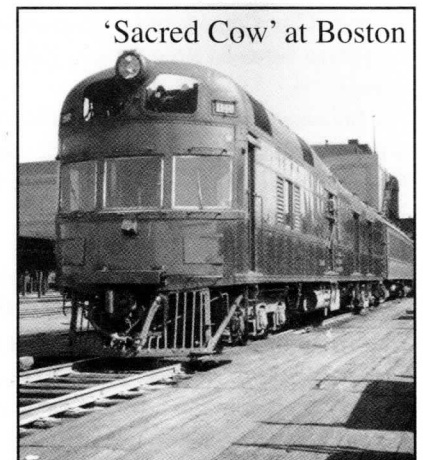


### Program Presentations At Recent Meetings.

December 2006: Allan "Rapp" Pommer showed movies from a fan trip on the former Boston & Maine Goffstown Branch, first MBTA trains to Gardner, Ma., steam action around Boston Engine Terminal and Salem, Ma. some action on the Boston & Albany line and early Conway Scenic action.

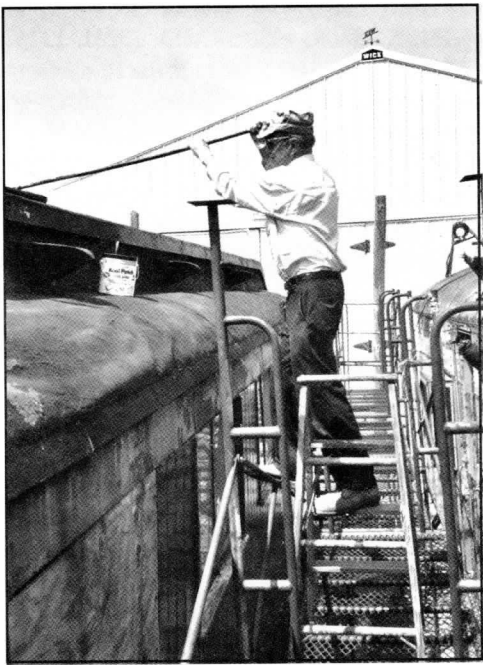
January 2007: Gary Gurske, a former Conrail conductor showed slides of action on the Providence & Worcester, some action in and around Boston Engine Terminal, Draw 7, the New England Fruit Markets, Beacon Yard under Conrail, and Boston & Maine action out west at Greenfield, Ma. and Mechanicville, N.Y.

February 2007: Nathaniel Hurst was back again with action of Guilford on the former Boston & Maine Stony Brook branch, CSX action in Worcester, some Vermont trains on Vermont Railway, MBTA trains, Providence & Worcester trains and power on different trains from Norfolk Southern, Union Pacific and lease units.



## B&M Palace Car Progress

The two cars at IRM, BM3285 (1907 diner 1090) and BM3288 (1906 cafe-coach) continue to receive restoration. As noted before,



during the summer I coated nearly the entire diner roof with black Kool-Patch, a fiberglass-butyl mixture used to patch motor home roofs, to gain another five years of protection before we can raise enough money (currently \$6,000) to get it inside a new barn.

Another IRM volunteer, Jack Biesterfeld, has been fixing up the interior of the cafe-coach by

scraping the old paint off the mahogany ceiling and revarnishing to its former glory, plus reattaching veneer on the lower deck ceiling panels. This is the best-preserved portion of the car and we hope to make that portion close to original by late summer.

We have CNS&M (diner at Seashore, unrestored) seats of the same era and close design that we have to refinish and reupholster, requiring \$\$\$. We are still asking for donations to speed the process.

Your help on this restoration project is most appreciated. IRM is nonprofit, therefore make checks out to the Illinois Railway Museum, "B&M diners" on the memo line, and your donation will be most gratefully acknowledged in the reply from the office (I usually don't get feedback, so thanks in advance).

Sincerely, Ted Anderson, volunteer and IRM Pullman Library curator

Illinois Railway Museum; P. O. Box 427; Union, IL 60180

## Former Rail Line Now Bike Path

Peabody City Council has dedicated a section of the former B&M line between Rtes. 95 and 128 to become a bikeway right-of-way.

The bikeway will along the abandoned roadbed from Russell St. at the Middleton line to Johnson St toward Crystal Lake then Peabody ending near the North Shore Mall.

Peabody *Weekly News* 8/06

Submitted by Nelson Dionne

## Westboro Rail Yard Resurrected.

A group of local investors are looking forward to putting the former Westboro railroad yard to use. Such use would include a farmer's market in the former roundhouse, office buildings; etc.

Submitted by Roger Robar

## New England Milk by Rail, 1948

By Dwight Smith

If you are interested in the carload movement of fresh milk via Boston & Maine then check out Dwight's 9 page monograph entitled "New England Milk by Rail, 1948". In it he details the movement of 15,747 carloads of milk that moved over the rails of the Boston & Maine in 1948 from origins in Northern New York State, Vermont, New Hampshire and Maine. The cars moved to the Boston area as well as to other destinations in Mass., R.I. and Conn. In this document he shows how many shipments moved in each of the three categories of milk cars: Bulk Milk Tank Cars, Can Cars of 42 qt. cans, and Cars containing bottles of milk in crates. It also lists the volume moving from each shipping station on the eleven originating railroads. In the summation of the data it shows that the Central Vermont originated the most carloads (3,282 cars) and the Norwood & St. Lawrence the least number (253 cars). The busiest gateway was Woodsville, NH that moved 4,150 cars of milk that originated on the CPR, StJ&LC, Barre & Chelsea, and B&M. The total movement of 15,747 cars equates to an average of 43 cars via the B&M for each and every day for the year 1948. The monograph concludes with a photo page showing milk car types, both exterior and interior.

A copy of the booklet may be obtained directly from Dwight for \$2.00 and a self-address stamped envelope with 63 cents postage. If you send a 9x12 envelope your copy will be mailed flat. Contact Dwight at P.O. Box 218, Kearsarge, NH 03847. For those with an Internet connection, just send Dwight the two bucks along with your email address and he'll send you a copy as an attachment.

This monograph will make an excellent addition to your Boston and Maine library.

For modelers who operate milk cars, the information contained therein will aid in determining how many and what kind of milk cars to operate.

And don't forget that the daily 43 cars moving from collection point to final destination also have to be returned to the collection point, so in effect that means there are 86 cars rolling on B&M rails.

Reviewed by Bob Warren

## Coal Handling Facility At Bath, Maine.

By Ellis Walker

This operation was unusual in that up until 1937 all of the switching was done by trolley freight motors of the Androscoggin and Kennebec Ry. I believe that all of the coal used by the paper mills in Rumford was unloaded at Bath and moved by the Maine Central to destination. There were other customers as well.

The A&K also did a brisk business in coal hauling. The woolen mill at North Vasselboro took 2500 tons a year on a circuitous route by trolley via Lewiston and Augusta. other customers were Bowdoin College in Brunswick, Bates College in Lewiston and independent coal dealers in Brunswick, Lisbon and Auburn.

After the abandonment of the Bath lines of the A&K in 1937 a saddletank engine was used as the switcher. Unfortunately it had a tendency to derail and eventually a second hand New Haven 0-6-0 was used. Very little remains today on the Bath waterfront to indicate where all of the activity took place.