

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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July — August 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.

On Saturdays during July and August from 1 to 4 PM members of the Society will be manning the combine on Dutton St., Lowell

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|----------------------|--|
| <b>July</b>          | No Meeting — Lowell Folk festival  |
| <b>August</b>        | No Meeting. <u>Nominations are due by the 15th-</u> see Pg. 4  |
| <b>September 8th</b> | Buddy winiarz will show various railroading.   |
| <b>October 12th</b>  | A presentation by Len Batchelder of 1950's steam trains of Al Wynne.   |
| <b>November 1st</b>  | Justin 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, go right, this is Rogers St. Depending if you come from the north or south there are six and seven sets of lights respectively. Approximately 1.3 miles from Rt. 495 is the last set of lights (working) bears to the left here. Rogers Hall is about 3 tenths of a miles on your right. Directly across the street is Rogers Fort Hill Park, parking is available there.

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

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

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

### NEXT ISSUE

The deadline for submitting material for the Newsletter is the first of each even month. Such material can be sent to the editor at the above email address or to 2285 Stagecoach St.SW, Los Lunas, NM 87031

The editor reserves the right to edit any submitted material.

## MEMBER INFORMATION

**Newsletter**

Correspondence concerning the Newsletter can be sent to either  
2285 Stagecoach, Los Lunas, NM 87031  
or emailed to:  
bmbobwarren@comcast.net

**All Other Correspondence** goes to the following address (or by email) including catalog orders, correspondence with the Board of Directors, Archives, Historian, or Bulletin.

B&MRRHS, P.O. 469, Derry, NH 03038 or  
CPC835-DD@JUNO.com

In all instances involving money DO NOT send cash as the society will not be held responsible for if lost.

Make checks, etc. payable to **B&MRRHS**

**Address Change:** if you change your address please let the Society know by mail or email. When you do not let us know, it costs extra for postage: first mailing, returned postage and second mailing, i.e., three mailing costs to one person.

**Society Officers, Directors and Staff**

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

**Board of Directors**

Pat Abegg	Mike Basile	Carl Byron
Wayne Gagnon	Andrian Gintovt	John Goodwin
Paul Kosciolk	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	Buddy Winiarz
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

## Minutes of March 10, 2007 Meeting

Rogers Hall, Lowell, Ma.

*In Attendance:* Kosciolek, Gagnon, Winiarz, Hyde, Nigzus, Basile, Nowell, Abegg, Walker

Meeting Called to Order: 1:36PM

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

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

*President's Report:* No Report

*Vice President Report:* Nigzus reported that Society had made a donation of two (2) fleece jackets to The Flying Yankee Restoration group for their 2nd annual auction/supper banquet in Concord, NH March 31, 2007.

*Clerks Report:* Walker's report dated 10 March 2007 stated that all applicable documents have been placed on file with State of Massachusetts.

*Treasurer's Report:* Kosciolek reported that Society continues to be solvent.

March Savings: \$63,575.74 - Checking \$ 2,617.37. Major expenses - mailings of newsletter, Bulletin printing, and catalog replenishment items.. Gagnon, 2nd by Hyde, Motion carried.

*Membership Secretary:* No Report

*Bulletin Editor:* No Report

*Archives Committee:* Nowell reported the following: Archive committee working on getting station structure drawings available to be posted to website; they anticipate movement of archived B&M employee records (payroll, personnel cards etc) to be moved to Lowell in 2007; working on Professor Wallace collection; Archives will be holding an "open house" on 4/21 from 12:00PM to 3:00PM to showcase work efforts to date.

*Newsletter Committee:* Buddy W. reported that he and Newsletter Editor continue to have working discussions on subject contents of newsletter and timeliness posting of upcoming events.

*Hardware Committee:* Nigzus reported that hardware work sessions are anticipated to be starting up in near future with the approach of warmer weather; date(s) TBA.

*410 Committee:* No Report

*Shows Committee:* Upcoming shows were at Haverhill (March 11) and Bolton, Ma. in May 2007.

*Program Committee:* All months scheduled- see Newsletter calendar for postings. Society welcomes any ideas or possible presenters for future months.

*Models Committee:* No new models are currently in works. Society discussed merits of kits versus R-T-R (ready to run) and costs and welcomes any ideas.

### Old Business:

*B&M (Channel 4 TV Film):* Kosciolek reported that Carl Byron is still working to get re-spliced tape back from Paul Beck to determine next step(s) in putting background sound to accompany narration. Carl has also given "dust jacket cover" information to Brian Bollinger for graphic work-up/design.

*Central Mass Book:* Kosciolek reported that John Reading is working on the revised contract language for Central Mass book reprint.

### New Business:

Additions: None

*Next Meeting:* May 12 th, 2007 at Rogers Hall, Lowell, Ma. @1:00PM

(Note: No April meeting as of this writing)

*Motion for Adjournment:* 2:52PM Hyde, 2nd by Gagnon. Motion carried.

Respectively Submitted:

/s/ Wayne M. Gagnon, Secretary

## Minutes of May 12, 2007 Meeting

Rogers Hall, Lowell, Ma.

*In Attendance:* Kosciolek, Gagnon, Winiarz, B., Hyde, Nigzus, Basile, Abegg, Walker, Byron, Gintovt; Guest: Gary Pedersen

Meeting Called to Order: 1:22PM

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

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

*President's Report:* Winiarz reported that the Bethlehem, NH depot is back on the market for sale (open house at depot on Memorial Day weekend (12-3PM); depot includes 3 bedrooms-1 ½ bath- 13 foot cathedral ceiling).

*Vice President Report:* Winiarz reported that Flying Yankee Restoration Group had acknowledged the Society's donation of fleece garments in their on-line newsletter to members.

*Clerks Report:* Walker stated that he had left his report at his home and would update for next meeting.

*Treasurer's Report:* Kosciolek reported that Society continues to be solvent and distributed Feb/Mar/April Trial Balance Sheets:

April Savings: \$70, 589.01 - April Checking: \$ 13,079.33

Major expenses - mailings of newsletter, Bulletin printing, and catalog replenishment of items. Society has opened up a new \$8K CD at Massbank- 1 year rollover (May '07-May '08) for the 410-restoration project.

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

*Membership Secretary:* Winiarz reported that membership stood at 1068 members.

*Bulletin Editor:* Kosciolek and Winiarz reported that next issue of Bulletin at printer with articles focusing on Hoosac Tunnel and the electrified running area around North Adams, Ma.

*Archives Committee:* Society has noted that it is picking up a donated lot from Sam Vaughn for catalog and that Dr. Bruce Heald, author of 4 B&M paperback books (Arcadia Press), is working on another book with another publisher on "Railroads in New Hampshire". Publication date TBD.

*Newsletter Committee:* Winiarz reported that he and Newsletter Editor will discuss using bigger font size and "bolding" to try and highlight upcoming activities and events for better reader visibility.

*Hardware Committee:* Nigzus reported that hardware work sessions will be starting again in near future (dates TBA)

*410 Committee:* Nigzus reported that 4 volunteers have done some work in cab with new work sessions TBA'd to start spring painting on locomotive.

*Shows Committee:* Nigzus reported that Haverhill, Ma. and Bolton, Ma. shows netted \$312 and \$366 in sales, respectively. Society acknowledges the efforts of Nigzus, Winiarz, Kosciolek, Dick Nichols and Ed Felton in these endeavors. Society did discuss a possible presence at White River Jct., Vt. "Glory Days" in September 2007 (Gagnon had offered his services to man the show) but Society felt that effort(s) would not realize desired goals. Also discussed was possible presence at Danbury (Ct.) Rail Museum in

summer 2007 in conjunction with B&M #1455 centennial birthday observance, TBD.

*Program Committee:* All months scheduled- see Newsletter calendar for postings. Society welcomes any ideas or possible presenters for future months.

*Models Committee:* No new models are currently in works.

#### Old Business:

*B&M (Channel 4 TV Film):* Society and Carl Byron are vigorously pursuing working to get tape back from Paul Beck to determine next step(s) in putting background sound to accompany narration. Carl has tried repeatedly to make contact with Beck. Discussion also about possible legal steps, if necessary, to get Beck to return project back to Society.

*Central Mass Book:* Kosciolk reported that John Reading is involved working on the revised contract language for Central Mass book reprint.

#### New Business:

*Nominations Committee:* The following members have offered their names in nomination for new terms in respective offices: Gagnon- Secretary; Kosciolk- Treasurer; Walker- Clerk, ballots are to be prepared for mailing to members in future with open positions.

*Windham (N.H.) Rail Trail Group:* Group is in process of acquiring ex B&M caboose to serve as a stationary exhibit in Windham, NH in connection with a possible museum effort. Buggy is expected to be a "C" class version.

*Additions:* None

#### Next Meeting:

June 9th, 2007 at Rogers Hall, Lowell, Ma. @ 1:00PM

*Motion for Adjournment:* 2:58PM; Hyde, 2<sup>nd</sup> by Nigzus. Motion carried.

Respectively Submitted:

/s/Wayne M. Gagnon, Secretary

## Member Meeting Presentations

May saw John Roy take us to various stations and depots in his book..."A Field Guide to Southern New England Railroad Depots and Freight Houses."

In June Warren Huse did a presentation on the history of the Laconia Car Company.

## Items Of Interest

**July 1:** 20th anniversary celebration of the Hobo Railroad in Lincoln, NH. Equipment displays, exhibits, free carnival and train rides.

**July 28, 29:** Lowell Folk Festival, downtown Lowell, Ma. B&M combine open to the public.

**August 11:** Celebrate 100 years of the Grand Trunk Railroad station in Gorham, NH 9:00 to 9:00. B&M F unit #4265 is on display at the station.

**Sept. 8:** Glory Days of Railroading in White River Jet., Vt. B&M #494 is on display here along with a B&M caboose.

**August 11:** Come to the Danbury Railway Museum in Danbury, Ct. and help celebrate the 100th anniversary of B&M #1455.

## NOMINATIONS

**Nominations for President, Vice President, Treasurer, Secretary, Clerk, three Directors and two Alternate Directors are up for nomination and election this year. All members in good standing are eligible to run for any position. The closing date for nominations is August 15, 2007 and those wishing to run for a position should mail their name to the Derry PO Box.**



Buddy Winiarz photo

Sitting on track between Windham Depot Rd. and Frost St. in Windham.

### Boston & Maine Caboose C-16

Windham, NH-C-16, formerly located off Marston St. in Lawrence, Ma. has been purchased for a static display at the site of Windham Jct. where the Worcester, Nashua & Portland Division mainline had a junction with the Manchester & Lawrence Branch.

According to Dick Forde, one of the projects organizers, they want to paint the caboose in B&M blue and to restore it as much as possible.

Caboose C-16 was built in 1932 in the B&M Concord shops and rebuilt in 1940. (BW)

## Hoosick Falls Freight Depot Destroyed By Fire

By Chip Ordway

The building was the old Hoosick Falls Freight depot. (note the spelling, as the B&M had about 35 different ways to spell Hoosick, Hoosac, etc.) Obviously it dates back to the Fitchburg days, but I'm not sure of its exact construction date. Back in the double track days, this was the "Westbound" track between MP's 163W and 164W. Not sure of the exact distance.

Guilford/Pan Am was still using this building as a MOW building. When I was there today, I witnessed GRS/PAR buys digging through the rubble for any track equipment that could be salvaged (chains, tools, etc.)

This same building suffered a much smaller fire back in January, when a GRS/PAR worker was thawing pipes with a blowtorch, and accidentally set fire to one end of the building. As it happened in the middle of the day, FD response was quick, and only the end

office of the building was hurt, but it was generally accepted that it was NOT going to be rebuilt. As a matter of fact I heard one guy talking yesterday that estimates were being accepted for it's eventual demolition. Well, it's a moot point now, to be sure.

The Hoosick Falls PD took a 16 year old into custody and he is being charged with arson. They are saying that he filled a soda bottle with gasoline, and set it under the stairs at the end of the building (the end which was NOT damaged in the Jan. blaze). He lit a cigarette, and the rest is history.

Nothing remained except the end wall of the building (on the January-charred side) and the skeletal structure of the entire length. A local contractor who parks his equipment across the tracks was hired on the spot to take the remains down, and by 4 o'clock AM, that's what had been done. The H.F. freight depot is history.

A visit to the scene in the daylight today provided views of what was left inside of the building.....numerous oxygen/gas tanks, the VERY vintage safe (I would LOVE to know if there was anything left in it), and the original freight scale, with it's gothic-like columns

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### New Life For Old Railroad Depot

A piece of Lakes Region history was lifted up and carried down the road in an effort to preserve a 164-year building on May 2, 2007.

The former train station was built in 1843 for a rail line that used to run between Dover and Lakeport, N.H. After being converted into a summer home decades ago the depot is getting a new lease on life as the new office building of the Spring Haven Campground.

Beginning just after dawn workers from Stan's Granite Building Movers propped the station from its foundation onto a flatbed and down the road to its new location. "It's a pretty standard move" said Stan Wildes, whose company moved the depot.

Mike and Ellen Tambascia have lived in the modified station for some time, using it as a summer home when they came up from Waltham, Ma.

They plan to eventually move to the Lakes Region permanently and decided to build a new home after options on the depot were not of their liking.

"We really wanted to keep it, but couldn't," said Ellen, explaining that town regulations would not allow them to do anything with the depot except move it or demolish it.

This is when Spring Haven Campground owner Bernie Lynch offered to take it off their hands. "It's a quite a bit of work, but it's a nice building with a lot of historical value," said Lynch.

Lynch says he plans to restore some of the more historic features about the depot, such as uncovering the original ticket booths. He plans to settle in the building as the new office of the campground

*The Citizen, Laconia, NH submitted by Roger Bruns*

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### New England Company Ships Train Load Of Gypsum Products For Use In New England

*As per an article in the October 1927 B&M EMPLOYEES MAGAZINE, the Atlantic Gypsum Products Company of Newington NH shipped a full train load of its wallboard and plasterboard in boxcars on September 7th, 1927. In 1954, the B&M converted ten 40' flats built in 1923 for gypsum service with bulkheads and renumbered them into the #5300-5309 series. In 1957, the B&M purchased ten PS-5 bulkhead flats which were numbered in the*

*#5320-5329 series. Shortly thereafter, the B&M converted another ten PS-5 flats into bulkhead flats which were renumbered into the #5330-5339 series.*

### "A Record Breaking Shipment New New England Industry Sends Out Solid Train Load Of Its Products

"The first complete trainload of gypsum building materials made and sold in New England for use in New England left the new plant of the Atlantic Gypsum Products Company over the Boston & Maine Railroad on September 7th (1927). This industry which replaces shipbuilding as Portsmouth's principal industrial activity other than the Navy Yard is less than a year old.

"At a time when building contracts show a pronounced recession in the country as a whole, the 26 car trainload of gypsum material (wallboard and plaster) bought by New England dealers stands as an indication of the building activity within New England. It was consigned to dealers in all parts of New England: - ranging from Boston to Bangor and from Vineyard haven to Dover.

"As one of the several new industries to locate in New England in recent years, the Atlantic Gypsum Products Co. went to Portsmouth a few months ago to establish a plant which would both serve New England as well providing some products for national distribution. With a long established plant in New York and a supply of gypsum rock in Nova Scotia, the company analyzed market opportunities, transportation facilities and business conditions on the entire Atlantic Seaboard before making its decision. With speed rivaling that of war-time when Portsmouth built ships, a 65 acre plant was reconditioned, and equipment erected for converting thousands of tons of gypsum rock into wallboard and plaster. Today the plant is one of the largest and best equipped of its kind in the building materials industry.

"Shipments have been made from time to time in the last six months, but the 26 car train which left Portsmouth Yards beat all records for single consignments of building materials made in New England for New England consumption.

"The occasion was marked by a "dry launching," Elizabeth Raynes, the 18 year old daughter of HC Raines, VP of Atlantic Gypsum, broke a bottle of salt water from Portsmouth harbor over the pilot of the B&M locomotive when it was ready to start.

*Submitted by Tim Gilbert*

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### Pan Am Freights

Pan Am isn't a full scheduled railroad but seems to be moving toward at least a preferred time schedule. Using the Lowell-Lawrence-Ayer area as a focal point listed below are some symbols used.

Westbound:

RUED (Rumford - East Deerfield), usually early morning and then before noon in Ayer.

WAED (Waterville - East Deerfield), usually a few hours of RUED before or after.

NMED (Northern Maine Junction - East Deerfield). Often finishes yard work at Lawrence around 3AM.

AYMO (Ayer - Mohawk Yard CP), solid intermodal train, called at Ayer around 8 PM, leaves around 9PM.

DOBO (Dover - Boston), New Hampshire Northcoast gravel train. Through Lawrence between 7 & 8 PM.

AYSE (Ayer - Selkirk). Interchange to CSX.

Eastbound:

EDRU (East Deerfield - Rumford), usually into Lowell at 8 PM. May be held until 2 AM for a recrew.

EDWA (East Deerfield - Waterville). Pretty random, usually an overnight run.

EDNM (East Deerfield - Northern Maine Junction) Random. Rare to see at Lowell between noon & 8PM.

BFPO (Bellows Falls - Portland), Friday nights, early Saturday mornings into Rigby, unit Omya tank cars.

BODO (Boston - Dover), return of DOBO taking empties back through Lawrence in pre-dawn hours.

MOAY (Mohawk - Ayer) common early morning into Ayer. Train subject to delays when NS hands it to CP and then when CP hands it off to Pan AM.

SEAY (Selkirk - Ayer) Drops train off in Hill Yard in Ayer, then heads east to become AYSE.

Locals:

LA-1, usually works east to New Hampshire.

NA-1, usually works the Nashua area and sometimes takes cars to Ayer and returns to Nashua.

LO-1, usually works the Lowell area exclusively.

AY- 1, works the Ayer and Willows area.

ASLO/LOSA, circles the Lowell-Lawrence-Boston area at night. Returns to Lowell before daylight.

*Off The Internet via The 470 The 470 Railroad Club*

## MBCR To Upgrade Charles River Bridge

The Massachusetts Bay Commuter Railroad has begun the process of upgrading the rail lift assemblies on the drawbridge over the Charles River that connects North Station with points north and west. The newly installed Ridex Rail assemblies will reduce wear and tear on the 76-year-old bridge; provide a more durable system, which eliminates the gap in the rails at the connecting point where the drawbridge meets the land; and replaces timber pads that are susceptible to wear and compression with steel beams.

Because of the rigidity of Ridex Rail's lifting assemblies, bridge signals should have fewer failures due to signal adjustment tolerances resulting in fewer delays for commuters. MBCR began work on the project this month and anticipates completion of the project by early summer at a cost of \$400,000.

Massachusetts Bay Commuter Railroad Company LLC operates and maintains commuter train service in the Boston area under a contract with the Massachusetts Bay Transit Authority. MBCR provides service to 40 million passengers a year in nearly 80 cities and towns.

*Trains Newswire submitted by Bruce Bowden*

## Railroad Mile Posts and Condensed profiles

By Mike Peverett

*Do Mileposts actually represent the distance from one milepost to the next as 5200 ft.?*

#1 There are many types of "chains" in different regions. Predominantly in New England they used a Gunther's chain which is 66 feet. We don't need to get into the other types of chains.

#2 There are in fact 100 Links in a chain, however a link is 0.66'.

#3 A rod is 16.5 feet, there are 4 rods in a chain, there are 80 chains in a mile.

#4 When you express distances in terms of rods and chains, it becomes apparent why many railroad rights-of-way are 99 feet wide (6 rods).

#5 Stationing is used to denote the distance along the baseline of a road or in this case a railroad, the stationing is expressed in feet.

One mile starting at station 0+00.00 would be expressed as 52+80.00 (the 52 represents 52x100=5200 feet and the 80 represents 80 feet, and the .00 represents decimal feet).

#6 It is important to keep in mind what a milepost is used for. Mileposts in general are not used in a survey sense for anything other than relative stationing along a baseline. This is why railroads generally have at least one "measured mile" coming out of a division point so an engine crew can check their speedometer. Yes crews are still supposed to check their speedometer; timing a measured mile and comparing that number to numbers published in a table can provide a fairly accurate check on a speedometer.

#7 In my experience as a land surveyor in Maine and New Hampshire, the geometry on railroad valuation plans in New England in most instances simply does not work. In the time period the railroads were constructed, very little or no survey monumentation was set in conjunction with the layout of the railroads. In most cases, the centerline of the existing tracks and the fences along the apparent right-of-way are all we have to work with. We try to fit the record geometry to the present location of the tracks. Most mileposts do have a station marked on the Valuation sheets, but many are not actually survey located. We use mileposts, culverts, whistleposts, etc. in an attempt to "get onto" the railroad stationing, however in most instances these objects are were not survey located and the corresponding positions on the valuation sheets are approximate. In some cases, they set granite survey monuments along the center of the right-of-way. The problems with these monuments is that they are often in the center of the gauge and buried many feet below grade and of course the quality of the measurements that positioned them. Railroads are not subject to the same legal issues such as adverse possession and acquiescence, as such, monumenting the rights-of-way was never the same type of issue as with private lands.

As far as today's measurement go, we do utilize GPS, lasers and yes even taping (chaining). The predominant tool used to measure distances today is actually an infrared signal bounced off glass prisms.

## Flying Yankee April Newsletter

By Paul Giblin

### Lincoln / Woodstock Area Experiences Brutal Wind & Rain Storm

During the storm, the zippered doors on the shelter which protects the Flying Yankee were literally ripped apart rendering them all but useless, they were totally destroyed. Thanks to some quick thinking and hard work in difficult conditions by the talented crew at the Hobo Railroad, they positioned several pieces of heavy equipment at either end of the shelter covering the Flying Yankee and chained the shelter down to the equipment – thus preventing it from being blown away and destroyed as well. Thanks to their quick thinking, all we need to do is replace the zippered doors on both ends of the shelter. But, it's still well over \$700.00 to replace both zippered doors and a few other pieces which were damaged as a result of the storm. The new parts should be in later this week or early next week though and then we'll be back to normal

#### Truck Frame Update

The restoration of the Flying Yankee's four truck frames continues to move forward, however it looks like the completion of the truck frame restoration will be delayed somewhat. Unfortunately, some of the parts needed to complete the restoration haven't arrived as planned and this will cause a slight delay. However, we understand that the new wheel sets from ORX will be delivered to the NH Central Railroad in North Stratford, NH before too long as well as the remaining parts and pieces needed to complete the restoration. The other unfortunate situation which took place recently was that the paint used as primer on the four truck frames after they were media blasted was found to be incorrect. Shortly after they were sprayed, signs of rust started appearing on the frames which shouldn't have happened. Consequently, the vendor which supplied the paint was contacted and they did some investigation - they realized that the wrong paint was provided. So, like any good company would do, they stood behind their service and provided the proper primer paint at no additional charge and covered the cost to have the frames re-blasted and re-sprayed with the proper primer. This work has now been completed and the four truck frames should be returned to the NH Central Railroad. A completion date has been requested and as soon as we know what the new date is, we'll be sure to post it our web site, [www.flyingyankee.com](http://www.flyingyankee.com)

#### Flying Yankee Open House Dates Announced For 2007

We'd like to remind everyone that the Flying Yankee Open House events and guided tours will return again for 2007. We've selected four dates for the Open House events this year and all are on Saturdays. During these Open House events, you'll enjoy 45-minute guided tours of the Flying Yankee, both inside and out. The events are a great opportunity for you and your family or friends to get an "up close and personal" look at this gem of railroad history while it's in the midst of being restored! Here are the four dates of the Flying Yankee Open House events: All open houses are from 10:00am to 4:00pm

Saturday June 2; Saturday July 7;

Saturday August 4; Saturday September 29

Please note: This summer, guided tours of the Flying Yankee will be limited to groups of no more than 30 guests per guided tour and the guided tours will depart every half hour starting at 10:30am on the dates listed above. The last guided tour of the day will depart

no later than 3:30pm. Reservations are not required and there is no admission fee for the guided tours, however donations towards the restoration are very much appreciated. Advance reservations are not accepted at this time – guided tours are provided on a first come, first served basis.

This year's Flying Yankee Open House events will take place rain or shine at the Hobo Railroad in beautiful Lincoln, NH. Located just off Exit #32 on I-93 in Lincoln, NH, the Hobo Railroad offers several hour and twenty minute excursion rides along the scenic Pemigewasset River daily starting in June and also has a tremendous gift shop – complete with a variety of Flying Yankee logo wear and plenty of great Flying Yankee collectibles! Be sure to visit the Hobo Railroad on-line at [www.hoborr.com](http://www.hoborr.com).

#### Credit Cards Can Now Be Used To Make Donations For The Flying Yankee

We want you to know that we've been listening to you and have recently opened an account through the Citizen's Bank in nearby Lincoln, NH which allows us to accept contributions and donations via credit card! That's right, if you'd like to send us a note to let us know that you'd like us to debit your credit card (Mastercard, Visa or Discover Card) on a monthly basis, at a pre-set date, for a given amount or you'd like to give us a call to let us know you'd like to contribute a certain amount to the Flying Yankee restoration and you give us your credit card number, expiration date and 3-digit security code, we'll be able to process your transaction immediately!

You'll also be able to purchase your dinner tickets to the 3rd annual Flying Yankee Gala next spring through this very same process, how cool is that!? Like I said, we've been listening to you and many of you have asked us about accepting credit cards for a variety of reasons. Although we can't accept them through our web site quite yet, we hope to in the not too distant future.

#### Land-Line Telephone Now In Service

We now have a "land-line" telephone number: (603) 745-FYRG [3974]. A cell phone service (603-728-5078) is also in place. For daily telephone calls (Monday through Friday), please reach the main office by calling our land-line telephone number.

## Flying Yankee May Update

By Paul Giblin

### Credit Cards Can Now Be Used To Make Donations To The Flying Yankee

We'd like to remind everyone that you can now use your credit card for donations to the Flying Yankee restoration effort. That's right, if you'd like to use your Mastercard, Visa or Discover Card for a given amount, please feel free to give us a call (M-F, 8am-4pm) and we'll be glad to assist you. Our telephone number here in the Flying Yankee main office is (603) 745-FYRG [3974].

#### Site For The 3rd Annual Flying Yankee Gala Confirmed

As you may remember, last month we mentioned that the 3rd annual Flying Yankee Gala will take place on Saturday, April 19, 2008. This month, we're pleased to report that the 3rd annual Flying Yankee Gala will be taking place at an exciting new location, the beautiful Courtyard Marriott and Grappone Conference Center in Concord, NH.

Located just off Exit #15W on I-93 in Concord, NH, the Courtyard Marriott is extremely easy to get to and has recently been renovated. The attached Grappone Conference Center is just as nice, with plenty of room for the annual Flying Yankee Gala to grow and expand in the years ahead.

By the way, reservations and ticket sales for the 3rd annual Flying Yankee Gala will get underway in early January 2008, just after the holidays. Also new for next year's Gala, you'll have the opportunity to reserve your dinner tickets using your Mastercard, Visa or Discover credit cards or you can continue to pay by check – whichever is more convenient for you!

#### Wooden Ramp And Bridges Constructed For Access To The Flying Yankee

By the time you read this, we'll have a new 16-foot long access ramp and two 8-foot long wooden bridges installed at the Flying Yankee. Built by Mr. Phil McAfee of North Woodstock, NH, the new access ramp to the Power car and the two bridges built between the three cars will provide much easier and safer access to the Flying Yankee for folks of all ages during the Open House events.

#### Flying Yankee Silver Nugget

Given that we're all looking forward to receiving the completely restored Flying Yankee truck frames, I thought I'd take this opportunity to provide you with a technical description of the truck frames as they were discussed in a 1935 publication prepared by the Edward G. Budd Co. (Railway Division), Philadelphia, PA (builder of the Pioneer Zephyr, the Flying Yankee and the Mark Twain Zephyr). The trucks, as well as entire Flying Yankee, were discussed in exhausting technical detail. Here's the information pertaining to the Flying Yankee's four trucks:

"The four trucks are of conventional outside bearing type of construction with various refinements and improvements in design to improve the riding qualities, reduce weight and render quieter operation. They weigh 54,100 pounds, exclusive of the gears and motors of the Power Truck, and all have side frames and bolsters which were furnished by the General Steel Castings Corporation. The Power Truck, carrying the weight of the power plant, has 36-inch wheels and hollow-bored axles. The trailer trucks are considerably lighter in construction and run on 30-inch wheels. All journals are fitted with Hyatt roller bearings. Rubber inserts are used extensively in the trucks. There are inserts under the center plate, in both top and bottom equalizer spring seats and between the ends of the equalizers and journal boxes. The bolster chafing plates are of hardened spring steel, but are insulated from the frame by vulcanized pads of sound-deadening rubber. At the sides of the center plate are strips of rubberized fabric belt material which make fore and aft thrusts and prevent metallic contact and transmission of sound. Rubber thimbles are also provided around the king pin and the center plate bolts, the latter, also including washers. Automotive brake lining is used wherever the members of the truck-brake rigging are likely to touch. Helical-volute springs are used on the equalizers of all four trucks. These springs consist of the conventional helical outer coil with an inner volute spring in place of the inner helical coil. In order to dampen the horizontal oscillations at speeds, Houdaille double-acting hydraulic railroad shock absorbers are installed between the bolster and truck transoms on all trucks. Not only is the dampening a benefit in eliminating uncomfortable side sway, but the double-acting features of the shock absorbers

also prevent the bolster from striking through when the train enters a curve with a poor approach. The center plate bearing, the bearing between the articulation castings and side bearings are all faced with Oilite. The distribution of the train weight is such that no two trucks are loaded alike. With the train ready for service, the Power Truck is estimated to carry a weight at the rails of 94,000 pounds; the first trailer truck between the first and second car bodies, 47,000 pounds; the second trailer truck between the second and third car bodies, 42,800 pounds, and the third trailer truck at the rear end of the train, 29,100 pounds."

#### Stop By The Flying Yankee Office For A Visit

If you happen to be in the White Mountains of northern New Hampshire this summer and it happens to be Monday through Friday, why not take a few minutes to stop by the Flying Yankee office and say hello? We're conveniently located at 137 Main Street in the Polimeno Realty Building in No. Woodstock, NH, right next door to the famous Woodstock Inn, Station & Brewery.

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### 1906 Cafe-Coach Update

from Ted Anderson

For the cafe-coach B&M1094/94/BM3288MWX, we have just received five reupholstered (Naugahyde Hunter Green) 1906 CNS&M diner chairs that resemble their B&M counterparts, a bit larger and with a different chair back (one piece versus two piece backs as we can tell from builder's photos).

The original description was for green leather and in fact we picked the color from an interior, unexposed fold in the CNS&M leather. The dark shade of green seemed appropriate for RR service.

We will have two original leather chairs and five additional upholstered chairs to approximate the original 4x6=24 chairs in the car.

The chairs were furnished to us by Bob Bruneau of the Electric Car Dept since the remaining CNS&M car at Seashore has had their chairs installed.

Many thanks for your donations to cover the diner & cafe-coach restorations. We can always use more (lots) to assure both cars indoor storage (\$6k) with the 1094 still under cover since it has a bad roof.

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### Boston-Montreal Service New Englander -Red Wing

By John S. Horvath

The B&M's combined "New Englander-Red Wing" between White River Junction, VT and Boston had the distinction of being what was probably one of the very few trains in North America to regularly be assigned two Plan 4046x 12-2 Pullmans. As noted previously, this was a relatively rare Pullman configuration with only 32 cars ever rebuilt to this plan.

Until it was discontinued in late 1953 (with the Fall 1953 PTT change?), there was a Montreal-Boston Pullman sleeper line via the CNR and CV between Montreal and WRJ on the "New Englander" (for the most part a separate train in name only) that utilized two of the nine 12-2s cars assigned to and later owned by the CNR. Anecdotal evidence indicates that in later years MONTREAL UNIVERSITY and VICTORIA UNIVERSITY drew this assign-



ment regularly as they were withdrawn from Pullman operational lease in December 1953 whereas the remaining seven CNR 12-2s, which operated on intra-Canada routes, remained under Pullman operational lease until early 1959.

It appears that the Montreal-Boston Pullman sleeper line via the CPR between Montreal and Wells River, VT (and B&M between Wells River and WRJ) on the "Red Wing" was assigned a 12-2 as late as the Fall 1954 PTT. BUTLER UNIVERSITY and VALPARAISO UNIVERSITY, assigned to and later owned by the B&M, were the regular cars assigned to this car line. It's worth noting that in the serious wreck of the "Red Wing" in November 1954 that BUTLER UNIVERSITY was apparently damaged beyond economical repair as it was removed from Pullman operational lease that same month. Given that the B&M had no spare cars of this configuration perhaps this played a role in changing this car line to a CPR-owned and operated LW 10rmt-5dbr GROVE-class sleeper effective with the Spring 1955 PTT change. Perhaps the photo of WHITE CREEK was taken after BUTLER UNIVERSITY was wrecked, filling in until the changeover to the CPR LW sleeper.

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### Significant Anniversaries

In March there were a significant anniversary coming up that is worthy of mentioning. On March 29, 1957, 50 years ago, the New York, Ontario and Western Railroad (aka "O&W, aka "Old & Weary") made its last runs. Freight-only since 1953, it was the first major U.S. railroad to be abandoned in its entirety, with no replacement.

A month later, with the schedules of April 28, 1957, there were several significant changes in New England passenger train service. The New Haven timetable advertised that new lightweight streamlined all coach trains, named the "Dan'l Webster," "John Quincy Adams" and "Roger Williams," would enter service between Boston and New York. They were scheduled to make, between them, four round trips on weekdays and two on weekends. I believe that all three of them did in fact enter service, but they all were failures at their intended tasks. The first two quickly disappeared and were scrapped, while the "Roger Williams" ended up in commuter service, with at least some of its cars surviving long enough to run for Amtrak between New Haven, Springfield and Boston for a time. I believe the two end cars still exist and are at Danbury. Also on the New Haven, April 1957 saw the end of the last local train service on the present P&W line, a weekday round trip of the only FCD car to enter regular service, between Providence and Woonsocket.

The Boston and Maine in 1957 marched steadily onward towards its complete substitution of RDCs for conventional trains. Two daily round trips of through streamlined coaches between Boston and Bangor were discontinued April 28, with RDCs filling the B&M portion of the schedule. Passengers to and from points east of Portland then had to change trains at Portland. Also, the remaining through coaches between Boston and Rockland were discontinued at the same time. Only the "Gull" and the "Flying Yankee" remained as through round trips. The "Gull" still had through sleeping cars to and from Saint John, and to Van Buren, while the "Flying Yankee" continued to carry a through streamlined coach between Boston and Van Buren. One other eastbound trip that had through cars was mail train number 1, leaving Boston at 2:30 A.M. daily except Sunday. Its through coach (es?) returned

on the "Penobscot," which also carried the Van Buren to Boston sleeping car. The last of the 1948 Restaurant-Lounge cars, which had been making a round trip between Boston and Portland on the "Flying Yankee" were retired at this time also.

Elsewhere on the B&M, Unit 6000, nee "Flying Yankee" but by this time operating as the "Minute Man" between Boston and Troy, was retired April 28, 1957 to begin its long hibernation at Edaville before it was rescued by the Morrells and taken to New Hampshire for restoration. Also on April 28, 1957, a schedule on which this train had once been used, the "Cheshire" between Boston, Bellows Falls and White River Junction, by this time equipped with RDCS, was changed to terminate at Bellows Falls. This service had originally terminated at Bellows Falls, but was extended to White River Junction when the Unit 6000 was put on the run as there was no way conveniently to turn the train at Bellows Falls.

*The 470 470 Railroad Club*

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### B&M Troop Sleepers

*Recently there has been much discussion on the B&M Yahoo group regarding B&M troop sleepers, the following is a synopsis of several of these messages - ed*

*Tim Gilbert:* "There were three B&M Mail/Baggage ex-Troop Sleepers - series #3180-3182 - which were built by Pullman in 1944. Their Pullman numbers were #8135, #8160 & #8194 respectively, and converted into RPO's by the B&M in 1949.. The #3180-3182 Mail/Baggage cars had one 2' 10" wide & one 6' 8" doors per side. In November 1955, the three cars were renumbered into B&M's 3277-3279 series after the 15' RPO was removed and the 2' 10" wide door replaced by a 6' 8" one.

"There were 25 Troop Sleepers converted to B&M Baggage Cars with one 7' wide door per side in 1947. Their B&M numbers were #3225-3249. They all were built by Pullman between January through May 1946, according to the B&M Passenger Car records correct to 1/1/1954. Their Pullman numbers were in the #9762-9997 series.

"There were 17 Troop Sleepers converted to B&M Baggage with two 6' 8" wide doors per side. These were numbered in B&M's #3260-3276 series. They were built by Pullman between November 1943 through January 1944 - their Pullman numbers being within the #7251-8039 series and the conversion to baggage cars by the B&M occurred between October 1948 and January 1949.

*John Horvath:* "There seems to be a renewed interest in the B&M's converted troop sleepers, which the road referred to as "Jeep" baggage cars in official consist documents. The 25 cars with one door per side (#3225-3249) were NOT equipped with electrical generators and batteries for permanent interior lighting whereas the 17 two-door-per-side cars (#3260-3276) were. Thus the single-door cars were used as express boxcars whereas the two-door cars were used as normal baggage-express cars.

"This can be seen explicitly in the April 14, 1955 document titled 'Boston and Maine Railroad; Normal Consists of Passenger Trains'. The listing for the 25 single-door cars states 'for carload express or storage mail only' and at that time "All cars assigned to Rumford Press loading at Concord, N.H.'. Thus it is likely these cars could be seen most anywhere in the U.S. where a shipment of printed matter from Rumford Press might be sent. On the other hand, the

listing for the 17 two-door cars states that they were 'equipped for all services'. As of the April 1955 document five were 'assigned to interline service to Chicago via NYC', six were assigned to regular runs on the B&M and MEC (four to Dover and two to Farmington, ME), and the remaining six were 'assigned to local service, pooled with steel underframes cars and 15-foot RPO cars'.

"That last statement is itself interesting. Under the listing for the 10 remaining baggage-mail cars with 15' mail apartments there is the statement 'All cars in this series assigned to baggage service in suburban territory and are no longer equipped for RPO service. All 15-foot RPO assignments now covered by RDC equipment. When necessary to substitute conventional equipment for RDC train use 30-foot car to replace RDC RPO". By '30-foot car' they mean a baggage-mail car with a 30' mail apartment, of which the B&M still had 25 in service at that time'."

Roger Robar: "All of these cars had separate brake systems on each truck that had the original Allied Full Cushion Trucks. Cars #3180 - #3182 had their trucks replaced with a "freight car type with snubbers. I do not know if these retained the dual brake system or not."

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### Giraffes Prove Our Clearances

When the Hoosac Tunnel enlargement was completed, the publicity department implored the purchasing department (in vain) to buy us a giraffe which could be sent through the increased bore and prove graphically to the public that anything at all could be shipped via the sub-Berkshire route. But all things come to those who wait, and we were rewarded with a pair of giraffes - for shipment from the animal farm of John P. Benson at Hudson NH to the Detroit Zoo via the Hoosac Tunnel. And we hereby announce that the giraffes went through with about a foot to spare - though giraffes are well known for their habit of holding their heads high before the whole world.

While the shipment occasioned much discussion in the press, it occasioned considerably more in the Transportation Department. Assistant General Manager SE Miller's gang had to move them safely - and they did not have the familiar excuse of the farmer who looked them over and said "There ain't no such animal," After much headwork and more neck-work with a tape, as well as some slide-rule manipulation, Nelson E. Kidder, Inspector of Freight transportation, went to Hudson and laid before the startled carpenters specifications for a couple of giraffe drawing rooms - superimposed on the lowest stages of two transformer cars and entered reservation for Mr. & Mrs. Zarafah.

Old Man Zarafah scraped the sky at 14' and the missus at 13 1/2', but when the great boxes in which they rode were done (*without a door between adjoining rooms*), there were clearance both for their foreheads inside the compartments, and for the compartments themselves. Each box had an opening through which the animal could exercise a neck and take air, food and water. Then (after the accompanying photos were taken) were added two "piazza roofs" over each opening, and the openings were carefully padded. Next was added a smaller shelter on one of the cars in which the giraffes' keeper lived en route. The shipment left July 30 (1919) via Nashua, Ayer, and East Deerfield, moving on CM-1 (*one of the last uses of the WN&P as*

*a Through Route*) and LR-1 to New York Central connections at Rotterdam Junction. After a comfortable ride, unmarred by mishap and untroubled by stiff necks, the giraffes disembarked on schedule in the Michigan Central's Detroit Yards.

Not the least interested in the shipment (according to ex B&M Telegrapher turned Construction Engineer Joseph Matte Jr. of Detroit) was the *Detroit News* which dubbed the giraffes "Neck and Neck", their special cars "Tonsillitis" and "Laryngitis" and the train en route "The Larynx Limited". The *News* writers even became lyrical,

"O'er the bounding B&M, we sail with lurching gunwale;"  
"As we reef our tonsils in as we near each bridge and tunnel."

September 1929 *Boston & Maine Employees Magazine*

Submitted by Tim Gilbert

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### Ice Harvesting Was Once Big Business In Granite State

by Roger Amsden

*News Correspondent*

Tamworth - Ice harvesting was at one time a major winter industry across northern New England, supplying millions of tons of ice to the greater Boston and New York areas which were delivered by special ice trains which carried the ice, stored in large buildings where it was insulated by layers of sawdust, to urban areas along the East Coast.

In small towns like this families harvested ice for their own use and sometimes as a small side business. Dr. Edwin C. Remick, founder of the Remick Country Doctor Museum and Farm, harvested ice for use in his dairy business starting in the 1930's.

Debra Cottrell, director of education at the Remick Country Doctor Museum and Farm, says that many Tamworth residents still remember Hook Welch harvesting ice on White Lake and selling it to fishermen and camps well into the 1970's. She says that to this day, the historic Rockywold-Deephaven camp located on Squam Lake still harvests ice for use in ice boxes in its cabins.

She says that harvesting natural ice became big business in New England during the 19th century, starting in 1805 when Frederick Tudor, a Boston merchant, created the first natural ice business, shipping ice harvested on a pond in Lynn, Massachusetts, to the West Indies.

Over the next thirty years Tudor made a fortune shipping ice around the world to places like Charleston, New Orleans, Cuba, Calcutta, South America, China and England. British records show that Queen Victoria purchased some ice from Massachusetts in the 1840's.

Nathaniel Jarvis Wyeth, one of Tudor's ice harvesting foreman developed many specialized tools such as plows and saws to improve the harvesting of ice. In 1858, the Tudor company expanded their harvesting operations to Milton, New Hampshire, where ice was harvested in the winter and stored in huge ice houses to allow for year round distribution.

Cottrell said that during the summer months, special ice trains carried, on the average, fifty cars a day from Milton. In 1880, the Wakefield area followed suit and opened the Independent and Driver's Union Ice companies.

Demand was huge. In 1879-80 Boston harvested 600,000 tons of ice and 381,000 tons were sold and consumed. The total consumption of ice in the United States that year was estimated at 5,000,000 to 5,250,000 tons. By 1900 over 10,000,000 tons of ice was used annually, primarily to keep foods cool at restaurants, markets, dairies, breweries, meat packing establishments, and hospitals, all of which needed ice year round to ensure even temperatures.

She says that it soon became common for the average homeowner to have ice boxes to store ice in the home. In 1856 a system was patented based on ice being placed at the top of the box and air circulating around it. During the late 1800's dozens of companies entered the ice box market. In 1874, the Maine Manufacturing Company started manufacturing ice boxes, which they called refrigerators, in Fairfield, Maine. In 1894 the company relocated to Nashua.

Artificial ice manufacturing, which came as early as 1834 when Jacob Perkins of Newburyport, Mass., obtained a British patent for making artificial ice and built a machine capable of producing ice by vaporization. Other advances followed, including the use of ammonia and a combination of gas and compression, with the world's first artificial ice manufacturing plant being opened by the Louisiana Ice Manufacturing Company in 1868.

Electrical refrigerators followed, with the first one marketed in Chicago in 1913, and the ice harvesting business declined rapidly over the next three decades, with most large scale operations going out of business by the 1940s.

*Wiers Times*

### Where the Iceman Cometh Often

The average family ice bill vanished into thin air with the coming of the mechanical refrigerator, but on a modern railroad, ice is a far bigger item in the budget than ever before. Last year the B&M used up, figuratively speaking, a glacier-sized chunk of ice weighing 34,987 tons and paid a total of \$189,871.80 for it. By comparison, back in 1934, we only used 19,171 tons and paid a total of \$99,864.31 for it. Both totals, by the way, included costs of salt and labor.

Railroads use more ice nowadays because of the increased use of refrigerator cars to ship fresh meat, dairy products and food to distant markets, and the development of air-conditioned passenger cars. On our railroad about 50 % of the ice we buy is used in "Reefer" cars, approximately 25% in air-conditioning equipment and the remainder in water coolers in locomotives, cabooses, shops, boarding cars, etc.

Ice purchased by our railroad is delivered at 48 key points on our far flung system by some two score ice companies. Boston alone requires more than the other 47 points combined. Last year, Boston used 19,455 tons of the total consumed, of which 9,194 went to reefers at the freight terminal, and 8,454 tons for air conditioning equipment at our passenger terminal. Mechanicville, our Western freight terminal, used the second largest quantity, over 7,760 tons, all for reefers; while White River Junction, busy night and day passenger terminal, used 2,272 tons, practically all of it for air conditioned passenger cars. At some of our shops, engine houses, and terminals where ice is used in small quantities, it is delivered daily, not at such points as

Boston, Mechanicville, White River Junction and others at which large quantities are required, ice is delivered usually in 390 pound cakes in reefers and held in storage in such cars for use as needed. The ice we used last year cost the Company an average of \$4.74 a ton, but prices range widely from \$2.40 to \$14.00 a ton, the extreme high being due to small deliveries at points where truck or wagon had to be used.

The consumption of ice and the size of our ice bill increased fairly consistently each year since 1934 - the first year in which we used ice for air-conditioned cars - down to 1945. In 1945, a record breaking year in volume of passenger travel, we used 34,724 tons and our bill reached an all-time peak of \$199,021.40. In 1946, the quantity used dropped to 31,975 tons, but the unusually hot summer last year jumped the consumption up to a new record 264 tons above the 1945 total.

*August 1948 B&M Employees Magazine*

*Submitted by Tim Gilbert*

### Unit Train

The logistics manager for the Omya calcium carbonate facility of Florence, VT, reports that the unit train is working well. They have now done seven unit trains, blocking the cars by customer. Vermont Railway System moves the train to Bellows Falls and Pan Am (ST) picks up the train there, moving it right to Portland and then right to customers in Maine. The customers like it.

*Atlantic Northeast Rails & Ports via The 470 The 470 Railroad Club*

### Springfield Terminal / Pan Am Railways

In his "presidents Message" for the Pan Am Clipper, David Fink wrote- "The Transportation Department has been hard at work over the past few months rescheduling the entire railroad to improve transit times, reduce dwell times, and increase the overall velocity of the system. These changes have already improved our service and further improvements are in the works." "These new customer service initiatives as well as others in the works will help continue TO grow" our business in the northeast region," said Fink.

"ST is currently doing very well at the Danville Interchange," wrote Mario Brault, St. Lawrence & Atlantic president. He was referring to Danville Junction, Maine, where SLR and ST conduct interchanges. Jonathan Shute, Maine Eastern Railroad general manager, also praised ST for performing well in Brunswick, where his railroad and ST interchange. "They are doing what they promised. Since David Fink took over, they are doing better."

*THE 470 The 470 Railroad Club*

### The Society is looking for people to do presentations at Membership meetings.

Anyone with slides or homemade video is more than welcome. We do prefer Boston & Maine but due to the change in railroading we appreciate a program on anything railroading. Contact Jim Nigzus or Buddy Winiarz at the Lowell PO Box.



### Engine 2403

By Dwight Smith

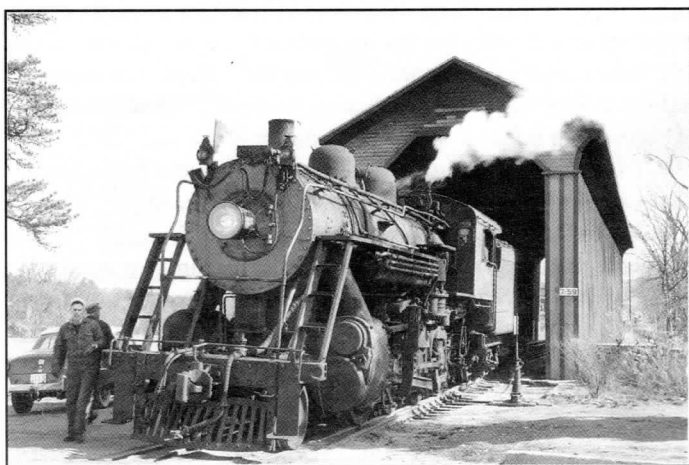
By way of clarification, the photo on page 7 of the (May-June) Newsletter was taken by me, with the negative probably being sold by me to Lawrence Breed Walker sometime in the 1960s.

The photo was taken at Goffstown, NH on February 23, 1954.

The 2403 was a Class K7 2-8-0, and in the photo the tender rests partially in the Goffstown covered bridge, with the front pilot of the locomotive located just shy of the street grade crossing.

The locomotive carried white flags and was running as a Manchester to Goffstown and return extra. The date (February 1954) was well past the dieselization date of the Goffstown branch, and the 2403's normal habitat during 1954 was running in commuter service out of North Station.

The extra was set up by the B&M Claim Department for the judge and jury of an ongoing trial to reenact a grade crossing accident that occurred on the Goffstown Branch. The train, with its string of box cars and a buggy, came into Goffstown for a lunch break, this is when I photographed the 2403



**Don't forget that  
Nominations for office are  
due by August 15th.**

### Our Western Gateway Is A Busy Place

By William A. Wheeler, Associate Editor

Look at a map of the great Boston & Maine system. It shouldn't require any great strain of the imagination to see it as a huge hand laid flat on the surface of Northern New England. With the palm at Boston, the outspread fingers cover a quarter of the compass.

If the Central Massachusetts is regarded as the thumb of this immense hand, then the Fitchburg Division is the forefinger - and the finger tips rests on Mechanicville. It points directly west; - Mechanicville is the gateway for our tremendous western traffic. Through this big yard with its hump, its maze of receiving and classification tracks, its modern towers and controls, its big LCL Transfer shed, its up-to-date Diesel yard power, we are handling under today's (1944) hectic traffic conditions as many as 3,000 cars in a 24 hour period.

Under the general supervision of Trainmaster EM Brannigan, operating matters in the big terminal are in charge of General Agent IA Curran who has served as a guide, counselor and friend to a *Magazine* reporter and our official railroad photographer on a recent visit.

In the last issue of the *Employees Magazine* (Winter 1943), there was a story about the operation of Mystic Junction's hump yard. Except for some details, that story would also cover the Mechanicville hump, but there are some features which are different. At Mystic Junction, the receiving tracks are parallel with the classification tracks. At Mechanicville, the receiving tracks are in advance of the classification tracks which permits the direct movement of cars through the receiving yard and over the hump. This is the orthodox arrangement used in most humps. The more compact arrangement at Boston was necessary due to limited space.

Incidentally, the General Supervising Yardmaster of one of the largest Eastern Trunk lines, a frequent visitor to Mechanicville, has repeatedly stated that, in his opinion, Mechanicville is one of the most efficient yards in the East - just one more thing for us to crow about.

In the LCL Transfer sheds, a crew of "experts" unload solid cars of LCL freight, and transfer the assortment to cars made up for destinations on our line. That word "experts" isn't misapplied; - these men are trained to know the routing and proper car for every piece of freight wherever consigned. Right now (1944), they are working under a handicap - a double handicap, in fact - for not only has the amount of freight been greatly augmented, but 25 of the experienced transfer men have donned Uncle Sam's uniform.

*Spring 1944 Boston & Maine Employees Magazine*

*Submitted by Tim Gilbert*



3813 At Claremont

*Scott Whitney Photo*