

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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September — October 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.

- September 8th** Buddy Winiarz will show various railroading.
- October 20th** Justin Winiarz will show various railroading.
- November 17th.** A presentation by Len Batchelder of Al Wynne 1950's steam trains.
- December 8th** Members night. Members are asked to bring slides (at least 50) a video or a DVD to share with fellow members. We provide the projector, screen and video/DVD player.

The **2008 calendar** is being prepared. If you can provide slides or videos, please get in touch with Buddy Winiarz. His address is listed on pg. 2

Directions To The Rogers Hall Society Meeting Location

From Rt. 495 take exit 38 which is Rt. 38, this is Rogers St. Depending if you come from the north or south there are six and seven sets of lights respectively. Approximately 1.3 miles from Rt. 495 is the last set of lights (working) bears to the left here. Rogers Hall is about 3 tenths of a miles on your right. Directly across the street is Rogers Fort Hill Park, parking is available there.

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

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

NEXT ISSUE

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

The editor reserves the right to edit any submitted material.

MEMBER INFORMATION

Newsletter

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

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

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

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

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

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

Society Officers, Directors and Staff

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Vice President	Jim Nigzus
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MEMBERSHIP

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

Membership

c/o B&MRRHS, PO Box 469

Derry, N.H. 03038

Buddy Winiarz, Membership Sec.

B&MRRHS Membership Dues

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

Please send membership requests to:

B&MRRHS - Membership

PO Box 9116

Lowell, MA 01852-9116

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

Lowell Folk Festival

A Great weekend and good weather was the story for the annual Lowell Folk Festival on July 28 and 29, 2007.

We had our locomotive and railcar exhibit open from 10:00 am to 5:30 pm. About 1800 people came through, many of them very interested in what we are doing. Many told of relatives that worked for the railroad and passed on interesting stories.

Sales of Society merchandise was very good and exceeded our expectations.

I would like to thank all of our volunteers who manned the exhibit because without them there would be no Society exhibit.

Thanks,

Jim Nizgus

Pat Abegg Mike Basile Carl Byron Ed Felton

Fred & Quesen Brown Paul Kosciolk

Dick Marquis Russ Munroe Dick Nichols

Jimmy Nizgus & Brad—layout operators Sandy Shepherd

Ellis Walker Peter Victory Buddy Winiarz Jim Nizgus

Work Sessions

Fall work sessions on the #410 and combine will start in September on Saturdays, the first one is scheduled for the 15th at 9:00 AM...any and all help would be greatly appreciated. You don't have to be a professional just willing to help. Contact Jim Nizgus via the Society e-mail or drop a note to him at the Lowell PO Box...better yet just come on down to Dutton St. in Lowell and volunteer to help out.

Thank You & Good Luck.....

On a sad note, another of the railroad hobbies stores is closing (August 31, 2007), Modeler's Junction in Methuen, Mass. Owner Wayne Gebhardt has decided to get out of the hobby business after many years and start a new career. Not only is Wayne a member of the Society but he was helped the Society by selling Society items in his store. Thank you Wayne and Good Luck on your new endeavor.

Buddy Winiarz,

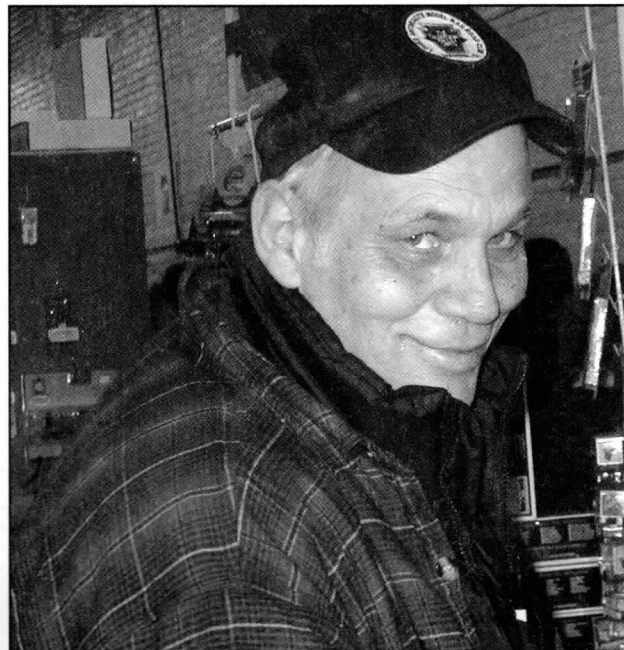
President—B&MRRHS

Here is the **BUS SHUTTLE SCHEDULE** for the LRTA to Rogers Hall from the Gallagher Transportation Center for those who come to Lowell by train.

Take the Belvidere Bus, this stops at Rogers Hall and the cost is one dollar. For members who are Senior Citizens (60 yrs. and over with ID) the cost is fifty cents per ride.

OUTBOUND	INBOUND
11:45	11:20
12:45	12:20
1:45	1:20
2:45	2:20
3:45	3:20
4:45	4:20
5:45	5:20

IN MEMORIAM



Timothy Andrew Gilbert (Feb. 27/41 - June 20/07).

The society and those interested in the B&M lost another great source of information with Tim's passing. He passed away at his residence in Mount Carmel, PA.

His by-line not only appeared the Newsletter on occasion but he also contributed significantly to the Modelers Notes. He was a member of the society for a period greater than 20 years,

Tim was ready to answer any question posed to him by providing a wealth of detail information that the question posed. From his fount of knowledge he produced the definitive book on B&M 'buggies' that were used prior to the McGinnis era.

Tim had been sick for a period of time and will be missed by all those knew him, his willingness to share his knowledge and especially his dry humor.

New England Railroad Map

A multi-colored 22" x 30" map showing all New England's railroads and connections with Canada and New York State. Included are operating lines, proposed or under construction lines, Amtrak routes, track removed, abandoned and idle lines (track in place or removed). All lines are identified by railroad. Over 50 individual railroads are identified and many railroad points of interest are marked. A more close-up detail of the Greater Boston area is also shown. A fascinating and informative map for everybody who is interested in New England's railroads.

Prices: map in tube - \$6.00, Maine resident sales tax .25 and mailing \$1.31, total per map \$7.56.

Laminated in tube for a total of \$17.19,

Mail check to NMGInc/DownEast RaiLP. 0. Box 5494, Augusta, ME 04332

The 470, 470 Railroad Club

Pan Am Railways - Locomotive Roster - March 2007

ST 12 GP7	MEC 301 GP40	BM 328 GP40	MEC 353 GP40	MEC 505
ST 15	MEC 303	BM 330	MEC 354	MEC 506
ST 45 GP9	MEC 305	BM 332	MEC 370	MEC 507
ST 51	MEC 306	BM 333	MEC 371	MEC 508
ST 52	MEC 307	BM 334	MEC 373	MEC 509
ST 54	MEC 308	BM 335	MEC 374	MEC 510
ST 62	MEC 309	BM 337	MEC 376	MEC 511
ST 71	MEC 310	BM 340	MEC 377	MEC 512
ST 72	MEC 312	BM 342	MEC 378	MEC 515
ST 205 GP35	MEC 314	MEC 343	MEC 379	MEC 516
ST 207	MEC 315	MEC 344	MEC 380	MEC 517
ST 208	MEC 316	MEC 345	MEC 381	MEC 518
ST 209	MEC 317	MEC 347	MEC 382	MEC 519
ST 210	MEC 319	MEC 348	MEC 501 GP40-2	ST 681 SD45
ST 212	MEC 320	MEC 349	MEC 502	ST 643 SD26
ST 214	MEC 321	MEC 350	MEC 503	BM 690 SD39
ST 216	BM 326	MEC 351	MEC 504	
BM 252 GP18	BM 327	MEC 352		

In Waterville Shop - ST 77, NMC 300, WC 313, NMC 318, NMC 500, NMC 514, ST 681.
MEC 505 and MEC 511 painted in Pan Am blue.

The 470 The 470 Railroad Club

Mystic Valley Railway Society, Inc.

Open House at Metro North Commuter Railroad's
Harmon Shops.

Saturday, October 20th: \$35 RT Motor Coach

Details: Mystic Valley Railway Soc.

PO Box 36486 Hyde Park, MA 02136

Ph: 617-361-4445

www.mysticvalleyps.org

Sharp Eyed?

Some of you sharp-eyed viewers might have spotted the Illinois Railway Museum-owned BN #1 & 2 in the movie, "Flags of Our Fathers," repainted as Boston & Maine 3801 and 380?

Midwest Rail Scene Report

B&M Bulletins for Sale

Have an extensive collection of Bulletin from
Vol. 2, #2 to Vol. XV #4.

Ron Blasik, 19 Buckthorn St., Londonderry NH 03053
phone: 603 4370628, email: Caboos432@aol.com

Dedication Of Boston Yards

That shippers, industrial leaders and public officials of New England and outside are interested in the Boston & Maine and in its efforts to improve service was attested by the attendance at the formal dedication ceremonies of the new Boston classification yards on June 5 (1928). Started with the idea of interesting perhaps a few hundred friends of the railroad, this affair turned out to be the largest ever staged by the B&M and possibly by any other railroad. In spite of the rainy forenoon, some 1800 people attended the luncheon and dedication exercises. The number constituted a real problem for the men charged with the task of providing shelter, seating and dining accommodations, yet every one concerned turned to with a will, and the whole affair went through without a hitch.

Two special trains were required to carry the railroad's guests from North Station to the foot of Asylum Hill, on which, a huge pavilion tent had been erected. Under the shelter of the "big top", luncheon was served to the accompaniment of the B&M Band and a colored quartet. Following the luncheon, Vice President NW Hawkes, as Toastmaster, called President George Hannauer for brief remarks on behalf of the railroad. Mr. Hannauer told of being called here, with John F. Stevens, in 1926, to study the B&M's terminal problems and work out a solution, and then being appointed President and charged with carrying out his own recommendations, "much the same as a doctor being called to take the medicine which he prescribed." He told of the difficulties encountered and the changing conditions of transportation which made these new yards necessary, concluding with the statement that "I see a fine future of service to New England ahead of us, just as for New England there lies a fine future of continued service as the workshop of the

country.”

Speaker John C. Hull of the Massachusetts House of Representatives representing Gov. Alvan T. Fuller, brought the greetings of the Governor and State; and William Garcelon, Chairman of the New England Shippers Advisory Board, spoke for the shippers of New England, expressing their gratification at the improvements in facilities and service which the B&M has made in recent months.

From the hilltop, the railroad's guests could see the vast sweep of classification yard trackage embraced in the yard area. They were told that it covered 470 acres and involved 225 miles of track, equivalent to the distance between Boston and New York; that the yards have a capacity of 2,000,000 cars a year, and at the present time are handling cars at the rate of 1,000,000 annually. Each yard can handle 3 cars a minute from the time the train reaches the yards, and six cars a minute (a car every 10 seconds) over the hump itself.

This is possible because of the assembly of devices incorporated into the yards. The yards not only speed up shipments, but by more efficient practices cut costs of operation, decrease damage to cars and contents with consequent savings to both shippers and the railroad, and greatly reduce the hazard to employees.

The gathering then adjourned to bleachers erected near the inbound hump for the formal dedication exercises. As the first decorated car carrying the state flag of Massachusetts, rolled down the incline, President Hannauer announced “We now dedicate these Boston Yards to the service of New England.” This car (*an NYC 40' Steel Boxcar - car # unreadable*) broke a ribbon gateway amid the cheers of the crowd and the cranking of movie cameras, and then rolled on to its place in the yard. Five other cars, bearing the flags of the remaining New England States: New Hampshire, Maine, Vermont, Rhode Island and Connecticut, followed in succession.

Continuing the “Parade of Boxcars”, a regular train was put through the yard for classification in the regular way. In demonstration of the retarders, loaded cars were stopped in the “squeezers” to show the force of the grip. At the same time, through loud speakers, Assistant to the President, RJ Hammond explained the working of the electro-pneumatic switches; of the teleprint machines which print and transmit switching lists, giving car numbers, their load and their destination as fast as the cars roll in; the loud speaking phones which bring all parts of the yard area within reach of a single voice; of the pneumatic tubes which “shoot” waybills to the yard office; the flood lights which turn night into day, and the hot oil which is squirted into car journals in cold weather to make cars roll easily.

Into these two classification yards during the last 15 months of construction have been incorporated every modern device for fast and efficient classification, placement and forwarding New England's freight, both inbound and outbound, at a cost of \$4,000,000. Here are concentrated two yards - operations which were scattered through nine yards. These yards are in the center of the Boston Terminal District and handle all incoming and outgoing cars. They are so arranged that cars may be received from three different directions without interference, and are dispatched to any part of the Boston terminal area or in solid trains direct from this yard for our gateways beyond the Hudson River, Maine and Canada. The switching crew consists of a conductor and two or three retarder operators, with a man on each engine. Hand braking of cars and

hand throwing of switches are eliminated....

July 1928 *Boston & Maine Employees Magazine*

Submitted by Tim Gilbert

The Conway Branch And NHN.

By Paul Hallet

Boston Sand & Gravel, Ossipee Aggregates, and several other sand/gravel/ stone businesses in our region were indeed bought out by a large Irish conglomerate known as “Castle”. They have kept the Pike Industries corporate name locally as the management umbrella for all of the New Hampshire properties. Castle/Pike is not interested in running a railroad and they have had the NHN up for sale for over a year now, but with no interested takers. Probably because the asking price is \$3m for everything (track, locomotives, hopper cars, shop building and equipment, etc). They have not expressed any comments about abandonment of the rail operation - they just want somebody else to buy it and run it instead of them.

The stub of track that runs north from the enginehouse to Route 171 is owned by NHN. It serves as the enginehouse lead track and I'm sure they used part of it for empty hopper car storage as needed. For about one year, they actually had a lumber customer on this track, where they shoved lumber cars (one at a time) north to the spot behind the dealer. It was East Coast Lumber who opened a retail outlet on Route 16 in what is now a boat yard-East Coast Lumber is based out of Route 111 in Hampstead, NH. They were trying to tap into the residential building boom of the late 1980's. Using a front-end loader they built a crude road from behind the dealership to the tracks to access the lumber cars. Well the business didn't boom for them and they closed up the store after about a year.

The rails are intact on the rest of the stub out to Route 171, but there are several small washouts due to pesky beavers (it is mostly swamp land anyway) and the trees have seriously grown in next to the rails. The only reason they haven't grown between the rails is the local snowmobilers use this as part of a trail.

For many years, GRS owned the half-mile of track between Route 171 and Route 28. They removed the rails for scrap value, but kept ownership of that segment to prevent the line from being used as a through-route for freight traffic. Three years ago, the State of NH finally negotiated a deal with GRS and purchased this last piece of the line. This purchase deal was then the catalyst for the legislature to authorize DOT to perform the feasibility study on the revitalization/ restoration of the Conway Branch.

Any effort to re-lay the rails south from Route 28 would need written approval from the NHDOT, as they are the legal guardians of this right of way. And...also get a blessing from the local officials in the Town of Ossipee as well.

The 470, The 470 Railroad Club

1912 PULLMAN #777

By Bill Cashman

In December of 1912 Clara Baldwin Stocker eldest daughter of California pioneer E. J. "Lucky" Baldwin took delivery of a beautiful private Pullman railcar appropriately named the "California". "Lucky" Baldwin's fortune came from Virginia City, Nevada Comstock mining shares, California real estate, racing stables, hotels in San Francisco and Lake Tahoe and ultimately in the Rancho Santa Anita that is today the West's most celebrated horse race track. Baldwin's death left his daughters Clara and Anita very wealthy. Both commissioned and purchased private railcars Anita's was named "Anokia" and Clara's the "California".

Clara's car was very beautiful and very up-to-date with cream and gold painted staterooms rather than the usual dark wood grained walls and ceilings. Many photos exist of Clara and her family enjoying the "California" on trips around the country.

The railcar must have been an imposing and awe inspiring sight resplendent in maroon, red, gold leaf striping and lettering and polished brass railings and grab handles. The "California" was a traveling mansion and can be likened to owning a private jet airplane today.

Pullman Palace Company of Pullman (Chicago), Illinois was founded in 1867 to build luxury sleeping cars for the railroads. Pullmans' success in this venture dramatically changed rail travel worldwide. The luxuries of Private Pullman Palace Car included chandeliers, electric lighting, advanced heating and air-conditioning systems, complete bath facilities, silk draperies, and luxury bedding and elegant furniture. The "California", as ordered by Mrs. C. B. Stocker was assigned build #4048 by Pullman. Clara selected floor plan #2677, a plan that was very versatile, spacious and comfortable. One double large bedroom and two smaller staterooms for two were featured. The large combination dining and observation room were paneled in elegant Cuban Mahogany; the private rooms were cream and gold painted. The servant's section including the passageway were quarter sawed native oak, dramatically different from the beautiful mahogany used in the family section. Beautiful decorative leaded glass adorned every window in the "California" except in the servants' quarters where plain obscure glass was used. Again, clearly demonstrating the difference in social class between the servants and the family. The restoration of the "California" was faithfully accomplished over a 3 year period by the Nethercutt Collection using original manuscripts, original photographs, original Pullman build sheets and original Pullman factory blueprints. The "California" looks today exactly as it appeared on December 14, 1912 when its official factory photographs were taken before delivery to Clara Baldwin Stocker. The restoration is dedicated to a more elegant way of life.

Overall Length: 81 Feet-11 5/8 Inches

Overall Width: 10 Feet-1/8 Inch

Height: 14 Feet-7 Inches

Construction: Steel Sheet Over Wood Framing

Frame: Cast Steel And Steel Channel

Weight: 160,000 Pounds

Addendum from Tom E. Thompson "Back in July of 1957, the B&M sold a Pullman built steel observation number 777 to Nelson Blount for display at Edaville RR in South Carver,

Flying Yankee June Newsletter

By Paul Giblin

Flying Yankee Open House Events
And Guided Tours Underway!

The first of four Flying Yankee Open House events of the season took place at the Hobo Railroad in Lincoln, NH on Saturday, June 2, 2007 from 10:00am to 4:00pm. Several hundred guests from all over the Northeastern United States attended the day-long event. It was the first event we offered a bit more of a structured format where groups of up to 30 guests enjoy 40-minute tours every half-hour starting at 10:00am. Since it worked out so well, we've decided to continue with the same format for the remaining three Flying Yankee Open House and Guided Tour events.

Discount Lodging Available At The
Comfort Inn & Suites In Lincoln

If you plan to visit the White Mountains this summer or take in one of the Open House and Guided Tours events of the Flying Yankee, enjoy a scenic ride at the Hobo Railroad, dinner aboard the Café Lafayette Dinner Train or visit some of the many other White Mountain attractions, please don't forget that Friends of the Flying Yankee receive a minimum 10% discount at the Comfort Inn & Suites in Lincoln, NH. The property is conveniently located right off Exit #32 on I-93 on the entrance road to the Hobo Railroad. Just mention to the folks at the reservation desk when you book your reservation that you're a Friend of the Flying Yankee to receive your special discount. To make your reservation, please give them a call at 1-888-589-8112, or visit them on-line at www.comfortinn.com. The Comfort Inn & Suites in Lincoln, NH is the official lodging property of the Flying Yankee Restoration Group, Inc. and by the way, they're pet friendly too!

Flying Yankee Silver Nugget

In this month's "Flying Yankee Silver Nugget" section, I thought I'd share some technical information with you regarding the Flying Yankee's lighting system. This is a topic that's not often discussed, but it's also very interesting as much of the electrical system aboard the Flying Yankee was cutting-edge in 1935 when the Flying Yankee first entered service. The technical information below was extracted from a document written and distributed by the Edward G. Budd Co. and provides you with a thorough explanation of the Flying Yankee's lighting and electrical system. As you might expect, some of the companies mentioned in the text The front headlight is a 14-inch, 250-watt, Golden Glow unit made by the Electric Service Supply Company. The back-up light is a 9-inch, 40-watt unit made by the same manufacturer. The marker and classification lights are Pyle-National airplane-wind lights in housings made by the Budd Company. These lights are all built into the body of the train.

All lights inside the cars and also all auxiliary apparatus are controlled through General Electric load centers. Indirect lighting is used in the three forward passenger sections and diffusing glass over the windows in the lounge. Electric Service Supplies Company dome lights are used in the vestibules and Safety deep-bowl units are used in the buffet (Galley) and baggage sections.

Main electric wiring circuits are all carried under the floor. A large junction box is located near each end and these boxes are connected by a rectangular metal wiring duct built into the car. Circuits from the end of the cars to the junction boxes and also

branch circuits are carried in thin-wall steel conduit fitted with Appleton Unilets. Okonite insulated wire is used for train-line wiring. Insulated wire for branch circuits was supplied by the National Electric Products Company.

Flying Yankee Restoration Update

The restoration work on the Flying Yankee's four truck frames and their various components continues to move forward. The brand new wheels, axles and bearings manufactured for us by ORX in Pennsylvania have been delivered to the New Hampshire Central Railroad (NHCRR) in North Stratford, NH and the final repairs to the trucks and assorted components are underway. Throughout the remainder of June and July, the technicians at the NHCRR will be busy completing repairs to the truck frames and various components. The assembly process is estimated to get underway sometime in August while the final assembly, painting and inspection (including Amtrak certification) should be able to take place in late September if all goes as planned. Then, the completed trucks should be delivered to the Hobo Railroad in Lincoln, NH sometime in early October. In the meantime, the FYRG's Mechanical Committee is continuing their work on developing and finalizing the specification for the Flying Yankee's traction motors, replacement engine and generator.

Lincoln Zephyr Owner's Club 40th Anniversary Event Planned For 2008

I know that everyone isn't familiar with the Lincoln Zephyr automobiles which were manufactured by the Lincoln Division of the Ford Motor Company in the mid 1930-s through the early 1940's, but they were extremely popular during the same time the Flying Yankee was getting started. They were sleek, beautiful cars powered by enormous 12-cylinder Lincoln engines. Almost 40 years ago, a few gentlemen from the Northeast decided to create a club, the Lincoln Zephyr Owners Club (LZOC), so the owners of these fine automobiles could share information, parts and knowledge regarding the restoration and upkeep of these very rare automobiles.

At any rate, the LZOC has been gathering at various locations around the United States for the past 39 years and in 2008, for their 40th anniversary, they will be gathering here in Lincoln, NH for the first ever "Lincolns in Lincoln" event! The Flying Yankee Restoration Group will be working closely with the members of the LZOC in the planning and organizing of this exciting event which will take place June 4-8, 2008. In addition, the Lincoln Owners Club (LOC) will be celebrating their 50th anniversary in 2008 and will be joining the LZOC here in Lincoln, NH. There's still a lot to be done for this once-in-a-lifetime event, but we'll keep you updated as info becomes available.

Hobo Railroad Receives An Award & Celebrates 20 Years Of Operation

It's been a very busy and sometimes challenging 20 years for the Clark family in Lincoln, NH, owners of the Hobo Railroad. But, they've weathered the storm and have built a fabulous family-oriented business. They're now preparing to celebrate their 20th anniversary July 1-8, 2007 with a slate full of activities the entire family is sure to enjoy, including a Flying Yankee Open House & Guided Tour event on Saturday, July 7, 2008.

The Hobo Railroad has also been recently selected by New Hampshire Magazine as BEST OF NEW HAMPSHIRE TRAIN

RIDES FOR KIDS for 2007. Representatives from the family-owned tourist attraction recently attended an awards reception in Manchester, NH celebrating this achievement. "This is an exciting honor for all of us at the Hobo" explains Railroad co-owner Benjamin Clark. It's great to be recognized as we begin celebrating our 20th year of providing scenic train rides along New Hampshire's lakes and through the White Mountains". Clark believes that the Railroad's family-friendly atmosphere is in part what led to this award. "We try to offer a train ride for everyone. Whether you're looking for a short daytime trip with a Hobo Picnic Lunch, a fine dining train, or a kid-friendly excursion with on-board entertainer Choo-Choo the Clown, we have a train ride for you".

We hope you'll join all of us in the Flying Yankee Restoration Group as we congratulate Brenda, Ben, Emily and Jennifer Clark as well as the entire staff of the Hobo & Winnepesaukee Railroad and the Plymouth & Lincoln Railroad in celebrating their 20th anniversary as well as being selected by New Hampshire Magazine as the BEST OF NEW HAMPSHIRE TRAIN RIDES FOR KIDS for 2007 - congratulations on a job well done!!! By the way, the Hobo Railroad is now open for the summer with scenic train rides departing seven days a week at 10:00am, 1:00pm and 3:00pm. For more info, call (603) 745-2135 or visit them on-line at www.hoborr.com

Flying Yankee July Update

By Paul Giblin

Our fourth and final Flying Yankee Open House & Guided Tour event of the year will take place at the Hobo Railroad on Saturday, September 29, 2007. We'll once again offer guided tours of the Flying Yankee every half hour starting at 10:00am, with the final tour of the day getting underway at 3:30pm.

However, we've added something fun and different for everyone to enjoy at the final Flying Yankee Open House & Guided Tour event of the year in late September, the first-ever "Flying Yankee Fall Cruise-". A group of car enthusiasts from North Conway, NH led by longtime car show and cruise night organizer Les Tilton will be assisting us by organizing and hosting a car show from 10:00am to 1:00pm at the Hobo Railroad the very same day as the final Flying Yankee Open House & Guided Tour event of the summer. September 29, 2007. The "Flying Yankee Fall Cruise-" will be open to all types of cars and will feature awards for the closest competitor as well as an award for the competitor who travels the furthest to attend. There will also be 50's and 60's music playing as well as a 50/50 raffle to benefit the Flying Yankee restoration effort along with Flying Yankee-oriented raffle prizes.

Amherst Railway Society Selects Flying Yankee To Receive \$1,500 Grant

We'd like to take this opportunity to thank the many members of the Amherst Railway Society (ARS) for their generosity by selecting the Flying Yankee Restoration Group, Inc. as a recipient of a \$1,500.00 Grant for 2007. The ARS Grant will be used to help cover the costs of the Flying Yankee's truck assembly restoration effort that's currently underway and expected to be completed in early October 2007.

The Amherst Railway Society currently has about 500 members who share some aspect of railroading as a common interest. Monthly meetings cover current topics in railroad news and offer slide shows, movies or a prominent speaker on a railroading topic. The Society also sponsors and participates in several train trips each year. Every February the Society presents its annual Amherst Railway Society Railroad Hobby Show on the grounds of the Eastern States Exhibition Center (the Big E) in West Springfield, MA. This show has become the biggest railroad show in the Northeast! The 2008 ARS Railroad Hobby Show event will take place in West Springfield, MA at the Big E on January 26 & 27, 2008. For more info, visit www.amherstrail.org.

Flying Yankee Restoration Update

The assembly process of the Flying Yankee's four truck assemblies is currently underway while the final assembly, painting and inspection (including Amtrak certification) should take place in late September if everything continues to go as planned. Once completed, the Flying Yankee's four truck assemblies will be delivered to the Hobo Railroad in Lincoln, NH in early October. In the meantime, the Flying Yankee Restoration Group's Mechanical Committee is continuing their efforts to develop and finalize the specification for the Flying Yankee's traction motors, replacement engine and generator.

Flying Yankee Silver Nugget

Did you know that the Flying Yankee (B&M #6000) was one of the very first passenger trains in the United States to offer the comfort of heat and air conditioning to its passengers? It's a fact - the Flying Yankee had sealed safety-glass windows in all three of its cars and offered state-of-the-art heating and air conditioning as standard fare from 1935 until it was retired in July 1957.

In addition, the Flying Yankee's passengers enjoyed the convenience of relaxed dining at their seats as meals ranging from deli sandwiches, salads, soups and chowders were freshly prepared in the Flying Yankee's modern onboard Galley which was located in the Power Car and then delivered to passengers at their seats!

Minute Man American

By Robert MacDonald

In the early days of railroads, the 4-4-0 type was considered the American standard. The Boston & Maine RR, favored itself as providing "Minute Man Service" (their logo with the classic image of a minute man patriot leaving his plow with his muzzle loader in hand). As with many other railroads, especially those with extensive passenger commuters, the Boston & Maine at one time had an abundance of the 4-4-0 Americans.

When I was a young railfan back in the nineteen thirties, B&M still had scores of those Americans, albeit a good part of them awaiting their fate on dead storage tracks amidst surrounding pucker brush of the North Billerica shops. As there still remained quite a few on the active roster, most of those at Billerica were well stripped of parts, retained for such use for those still in service.

Most of those I had seen in active service were involved in local trains in the Greater Boston community. Classified as- e and f. Mostly Manchester engines built between 1900 and 1911, they had

steel cabs, flat counterbalances on drivers, smooth dome covers and slide valves. A few survivors from the late nineteenth century had square counterbalances, and banded domes. A still existing example of the latter is the 494, now on display at White River Jet., carries the original number when built by Manchester in 1892. When last in service it was the 905. Rescued from scrap and cosmetically it was exhibited at the World's Fair, New York in 1939. Even as a pre-teen, I had an appreciation for the earlier design of a Manchester 4-4-0. I fondly remember seeing them on occasions while watching trains entering and leaving the Reading Highlands commuter terminal in the late nineteen thirties. Once in a while I would see a B&M American on my hometown Stoneham branch.

There were many A-41 Americans stored in the fields at the Billerica shops, evidently resulting from the decline of the once-numerous branch lines throughout the B&M system in Massachusetts and New Hampshire. As dwindling patronage followed the proliferation of automobiles in the nineteen twenties, scores of trains were eliminated. The 4-4-0 being the usual power for short passenger runs, many of these 4-4-0s were retired due to reduced need.

In 1924, four of those Manchester's built in the mid-1890s were rebuilt with piston valves on the cylinder yoke, reclassified from A-39-d to A-40-c. The latter was a class created strictly for these four rebuilds. They were numbered 932, 933, 934 and 939. Odd looking on the B&M, as they retained the older type domes but modern cylinder valves. Two of these remained in service even after WW 11, the 933 and the 939. As late as 1940, about a dozen B&M Americans remained on the roster. Only six of the A-41 Class survived after WWII, and then only until March of 1947. They were 1001, 1002, 1008, 1011, 1017 and 1025; these six plus two A-40-c rebuilds.

In the nineteen twenties and thirties, hundreds of B&M Americans were retired and scrapped including the total elimination of the A-47 class which were once a mainline engine with 73 inch drivers for speed. The A-47 disappeared before my time as a fan, but the rows of stored partially stripped Americans in A-41 class finally disappeared from the Billerica storage tracks late summer of 1939. I still enjoy fond memories of the A-41 and the A-40c, both sighting from the ground and riding behind them on the Stoneham branch.

from Light Iron Digest

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.

Around The Branches

By Buddy Winiarz

Work continues in Manchester, N.H. on the bridge over the Merrimac River for the rail trail on the former Goffstown Branch formerly the North Wear Branch.

On the former Manchester & Lawrence Branch in Windham, N.H. a walk-over bridge has been put in Place over the newly constructed RT. 111 by-pass. This is for the Rail-Trail that runs at present from the site of the Canobie Lake station to Winham Jct. where the M&L and the WNP Mainlined crossed.

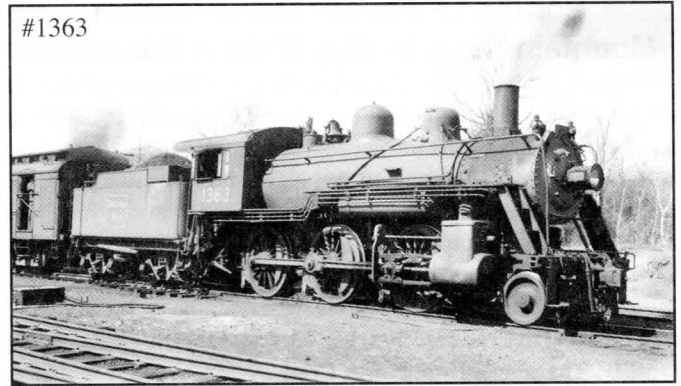
Speaking of Windham Jct., the scuttlebutt is that the old station is going to be restored hopefully beginning in the Spring — Summer of 2008. And hopefully the freight house will be restored also.

For those that may be interested in knowing, the crossing shanty from Windham Jct. survives on the property of the original Manchester & Lawrence Railroad station just several hundred feet away from it's original spot. The station is a private residence.

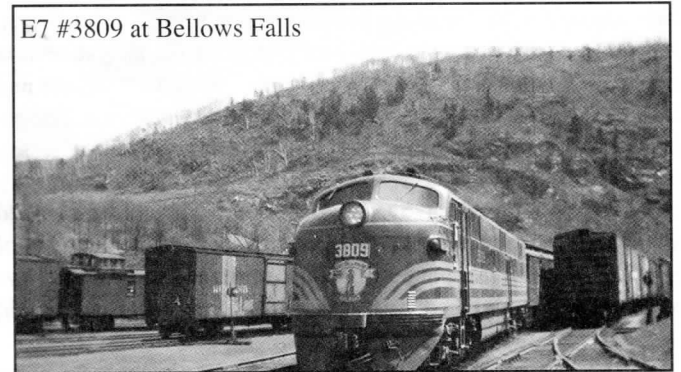


Buddy Winiarz photo

The rail-trail bridge carrying the Manchester & Lawrence Branch in Windham over the new RT 111 by-pass.



#1363



E7 #3809 at Bellows Falls



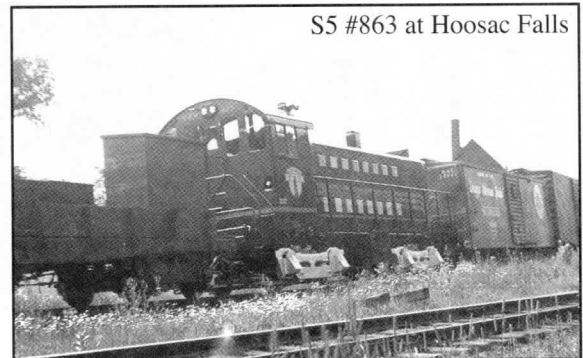
4224 at Brattleboro

New England Southern RR

Springfield Terminal/Pan Am Railways gave New England Southern a 90day notice of termination of lease on May 1, to expire on August 1. NEGS for the most part operates on lines owned by ST; the New Hampshire Maine Line from Manchester to Concord and the stub of the Northern. NEGS also operates on the state-owned Concord-Lincoln Line, where it occasionally serves Innovative Paper Technologies. The customers ST will take over are: Ciment Quebec, Public Service of New Hampshire, Ensio Resources, Perini, Blue Seal, Schnitzer Advanced Recycling, For-Tek, North Pacific, Nantucket, Steenbeke, All States Asphalt, Coastal Forest Products, Transformer Service and Concord Crop Center.

Until a public statement of the reasons for ST's action appears, one can only posit some possible ones. The increased traffic, especially cement, which NEGS has grown makes the switching of the existing customers now attractive to ST. Also ST took over the switching of ammonia cars in Bow, NH, from NEGS in May. Previously ST had brought the cars as far north as Manchester and then NEGS had brought them to Bow and switched the ammonia cars at the Public Service of New Hampshire power plant. Since it must send a crew to switch Bow, that same crew can switch the other NEGS customers.

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



S5 #863 at Hoosac Falls

Portion Of Former Maine Central Mountain Division May Make A Comeback

Portland, Maine - The Maine legislature's transportation committee has recommended spending \$60,000 on a study to determine the cost of rebuilding the former Maine Central Mountain Division line running from Portland to the New Hampshire border, The Maine Citizen reported. The state owns the line between Windham, Maine, and New Hampshire. The line from Windham to Portland is owned by Pan Am Railways. If the tracks extending to North Conway, N.H., were restored, rail service over the 85 miles of track from Portland to Crawford Notch in New Hampshire could become a reality. The tracks from North Conway to Crawford Notch are operated by the Conway Scenic tourist railroad.

Rep. Phil Cressey, a co-sponsor of the bill introduced by Sen. Bill Diamond to pay for the study, has his eyes on service extending to Quebec. Cressey...has spent the past five years working to restore service on the rail line. He said companies from Switzerland and California have expressed interest in investing in service. Freight service is the only way the railroad could turn a profit, Cressey said.

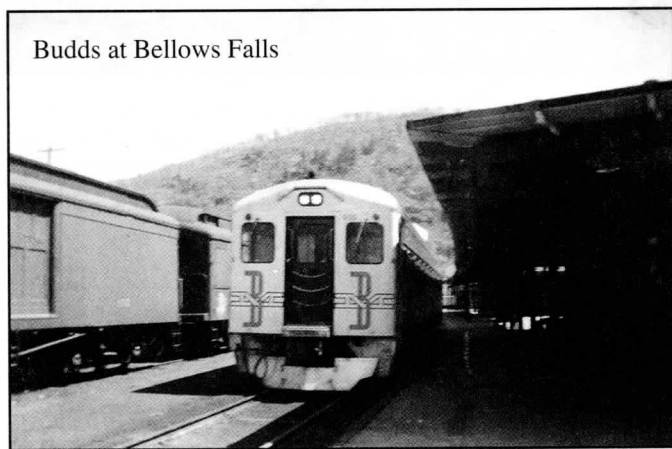
The railroad would have to be reconstructed from the roadbed up, including stronger steel rails to handle the speed and weight of freight trains. Bridges spanning the Saco River and other waterways might have to be replaced, and grade crossings at state roads would have to be upgraded.

With those figures in mind, Cressey still sees benefits from the decrease in truck traffic on local roads and the potential for passenger service linking Portland with Quebec. Using the railroad for more than an excursion excites businessmen like Stephen Estes, owner of P.Y. Estes, a rock quarry operation in Baldwin.

"All sorts of local businesses could benefit from the rail line," Estes told The Citizen. "Trucks now haul everything from wood shavings, salt, cement, propane, plastic pellets, water, and aggregate. We'd like to see those items hauled by rail. It would be cheaper and cause much less impact on the roads."

Trains Newswire

Submitted by Bruce Bowden



Budds at Bellows Falls

Scott Whitney photo



Didn't take the taggers long to 'decorate' this car.

Mass Bay RRE's Fall Circle Tour

Aboard the Providence & Worcester RR

Saturday, October 13 2007 ONLY!

Route: Worcester - Providence - Cranston - Davisville - Groton, CT - Norwich - Plainfield - Putnam - Worcester

The special train leaves at 8:30 AM from the P&W's operating headquarters on Hammond Street in Worcester, MA.

The train will consist of the P&W's excursion fleet of refurbished former Amtrak passenger equipment: coach seating and Deluxe Seating. Train capacity is limited! We will assign seats by car only and will reserve blocks of seats for groups of four or more; passengers wishing to sit together should order tickets at the same time.

Box lunches are available for advance purchase. You may bring your own food. A snack counter in the dining car will operate during the trip.

The P&W FALL CIRCLE TOUR operates ONE DAY ONLY, rain or shine. All sales are final and tickets are not refundable. Tickets will be mailed to in late September; including driving directions to the departure point in Worcester with your tickets.

A connecting van will operate to Worcester from Boston, leaving South Station at 7:00 AM and the Riverside MBTA station at 7:15 AM; fare \$25 (limited capacity).

Additional information about this trip may be found on our web site, <http://massbayrre.org/>. If more information is required before ordering, contact Mass Bay RRE at Box 4245-BV, Andover, MA 01810; call or fax us at 978-470-2066, or send e-mail to: massbayrre@comcast.net.

Fares:

Adult Coach Non-Member \$75

Deluxe Seating Non-Member \$119

Gerard's Box Lunch \$11: Boston Connecting Van \$25

FROM THE ARCHIVES

Details of early Pullman operations on the B&M are extremely hard to come by. The summary displayed on pgs. 11 and 12 details the intensity of Pullman service on the B&M from 102 years ago .

BOSTON & MAINE RAILROAD.

General Superintendent's Office.

SPECIAL BULLETIN NOTICE NO. 1267.

Boston, Nov. 13th, 1905

TO PASSENGER CONDUCTORS: West., East., South., and Fitch. Divisions.

Referring to Form 1631, Conductors Report of Pullman Car and Through Passengers. The following is a revised list of the Lines. In rendering these reports you will please be particular to give the right line numbers, also number of through passengers in space provided for that purpose on the card.

LINE	DESCRIPTION	TRAINS	
		OUT Div. No.	IN Div. No.
	SLEEPERS		
1000	Boston, Bangor & St. John. Daily except Sunday from St. John & Saturday from Boston.	E 71	W 8
1001	Boston, Bangor & Calais	E 127	W 8
		Monday	E 2
1002	Boston & Bangor. Daily.	E 127	E 2
1004	Boston & Caribou. Daily except Sunday from Caribou & Saturday from Boston.	E 71	W 8
		E 71	W 8
1010	Boston & Montreal. Daily.	S 171	S 34
1015	Boston & Minneapolis. Daily except Sunday.	S 41	S 184
1016	Boston & Montreal. Daily.	S 177	S 30
1020	Boston & St. Hyacinthe. Daily.	F 505	F 20
	Sunday	573	Mon. 520
1021	Boston & Sherbrooke. Daily ex Sunday from Sherbrooke & Saturday from Boston.	S 177	S 30
1030	Boston & Chicago. Daily.	F 1	F 4
1031	Boston & Chicago. Daily.	F 3	F 4
1032	Boston & Chicago. Daily	F 19	F 6
	Sunday	F 3	
1033	Boston & St. Louis. Daily.	F 1	F 4
1034	Boston & St. Louis. Daily.	F 19	F 6
	Sunday	F 3	
1037	Boston, Albany & Troy. Daily.	F 11	F 20
	Sunday	F 1	Mon. 6
1228	Boston & Chicago. Daily.	F 5	F 2
	Sunday	F 157	
1232	Boston & Hornellsville. Daily	F 3	F 8
		Monday	4
1302	Boston, Montreal & Chicago. Daily.	S 55	S 34
	PARLOR CARS		
1050	Boston, Bangor & St. John. Daily ex Sunday.		E 102
1052	Boston & Bangor. Daily.	E 11	E 102
	Sunday		W 736
1053	Boston & Bangor. Daily.	E 11	E 64

1055	Boston & Portland. Daily ex Sunday.	W 19	W 58
		W 75	W 70
			W 122
		Sundays only.	W 732
1056	Boston & Portland. Daily ex Sunday.	E 25	
		E 71	
1057	Boston & Lewiston. Daily ex Sunday.	W 53	W 94
1058	Boston, Portland & Waterville. Daily ex Sunday.	W 53	E 44
1062	Boston, Portland & Rockland. Daily ex. Sunday.	E 11	E 102
1063	Boston & Plymouth. Daily ex Sunday.	S 117	S 94
1064	Boston & Plymouth. Daily ex Sunday.	S 71	S 134
1065	Boston & Montreal. Daily.	S 55	S 174
1067	Boston, White River Jct. & Montreal. Daily ex Sunday.	S 33	S 134
1091	Boston & Burlington. Daily ex Sunday.	F 517	F 502
1092	Boston & Albany. Daily except Sunday.	F 5	F 2
1093	Boston, Troy & Albany. Daily ex Sunday	F 1	F 12
	TOURIST		
1030	Boston & Chicago. Triweekly.	F 1	F 4
1/2	Leave Boston, Tuesday, Thursday, Saturday. Leave Chicago, Monday, Thursday, Saturday.		
1040	Boston & Chicago. Triweekly.	F 1	F 4
1/2	Leave Boston, Monday, Wednesday, Friday. Leave Chicago, Sunday, Tuesday & Friday.		
1041	Boston & Seattle, Weekly.	S 177	S 30
1/2	Leave Boston Wednesday, leave Seattle Thursday.		
1228	Boston & Chicago. Weekly.	F 5	F 2
1/2	Leave Boston Wednesday, leave Chicago Monday.		
1302	Boston & Chicago. Semiweekly.	S 55	S 34
1/2	Leave Boston, Monday & Wednesday. Leave Chicago, Friday & Saturday.		
1751	Boston to Chicago. Weekly.	S 41	S 184
1/2	Leave Boston, Tuesday, Chicago Friday.		
	[stamped] D.W. Sanborn General Superintendent.		
	R.A.W. (to be posted in Bulletin Books from the Superintendent's office.)		

The Archives Committee meets monthly to sort, classify, and preserve our growing collection of material about the B&M and other New England railroads. Volunteers and visitors are always welcome. If you are interested in becoming a volunteer, contact Rick Nowell, Chairman, Archives Committee, B&MRRHS, 7 Johnson Rd., Andover, MA 01810-1711 or fnowell3@yahoo.com.