

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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November — December 2008

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.

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

- Nov. 8** Gary Webster will be doing a presentation on New England Railroading from the 1960's to the 1980's
- Dec. 13** Members Night. please bring slides and or videos to share with members.
- January 10, 2009** Gary Gurski returns to show us railroading on the south side of Boston on the CSX Switcher.
- February 14** Nathaniel Hurst will be showing action on Guilford/PanAm and CSX on the B&A, around Springfield, Ma., Selkirk and on the Selkirk and Mohawk Secondary lines.
- March 14** Buddy Winiarz — New England Shortlines and more.
- April** Joint Meeting with MassBay RRE at their place. Entertainment and date TBA.
- May 9** Ira Labby will do a presentation on the Conn River Line.
- June** A trip to the Silver Lake Railroad in Madison, N.H.
- July 25 & 26** Lowell Folk festival---No Membership Meeting.
- August** No Membership Meeting.

DUES INCREASE NOTICE

Basic will be \$35.00

Basic & Spouse will be \$38.00

Contributing will be \$40.00

These increases will go into effect

January 1, 2009

NEXT ISSUE

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

The editor reserves the right to edit any submitted material.

MEMBER INFORMATION

Newsletter

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

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

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

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

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

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

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- **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. 03038-0469

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 469

Derry, NH 03038-0469

Basic	\$35
Basic & Spouse	\$38
Contributing	\$40
Canada & Overseas	\$55
Sustaining	\$50
Supporting	\$75
Benefactor	\$100

Conway Trip A Success

By Buddy Winiarz

On September 27, 2008 forty plus members of the B&MRRHS rode the Notch Train on the Conway Scenic RR. The weather wasn't the best as rain had been predicted and fortunately for the riders it held off until we reached Fabyans. The foliage wasn't at peak but there was enough color in the mountains to make for some nice photos.

Members came from far and wide and seemed to enjoy the day.

Thanks go to the crew at Conway Scenic for a fine trip.

Photos by Buddy W.



#7470 next to CNL #6505 at the station.



Riders at Fabyans as the power is run around the train.

IN MEMORIAM

Life member Frederick H. Richardson passed away April 5, 2007. A longtime railroad enthusiasts and lover of steam locomotives. Born in Meridith, N.H. June 8, 1917 he grew up in Rhode Island.

Mr. Richardson was a longtime friend of the late Nelson Blount, with whom he wrote the book "Along the Iron Trail." He served as President, Vice-President, Chairman of the Board and as a Board member until his death at Blount Seafood Corp.

Along with Nelson Blount he helped purchase and operate Edaville Railroad and was instrumental in the founding of Steamtown National Park in Scranton, PA.

Beverly Draw Bridge Modernization Project Advances

MBTA General Manager Daniel Grabauskas has announced that the T's Board of Directors has authorized the expenditure of up to \$1,600,000 for a new hydraulic system and other upgrades for the Beverly Draw Bridge on the Newburyport/Rockport Commuter Rail Line in Massachusetts.

The main span, originally built in 1886, is a navigational channel swing bridge with a symmetrical swing span consisting of four girders with an open deck and timber ties.

On December 21, 2007, a barge operating in the northern-most Danvers River navigational channel struck the swing span of the bridge while it was in the "open position". The rear of the barge collided with the northeast corner of the east most outside girder of the swing span. A non-MBTA contractor was operating the barge as part of the Danvers River dredging project upriver from Beverly Draw. The MBTA immediately notified its engineering consultant, HNTB, and requested the bridge engineers who had participated in the recently completed bridge inspection and recommendation report to inspect the bridge to determine structural damage resulting from the barge collision. Damage was noted to the exterior turnbuckle that is associated with the linkage for the northeast wedge assembly that "seats" the bridge into the closed position. The force of the barge collision sheared the northeast wedge turnbuckle on the interior side of the east girder and distorted the exterior wedge turnbuckle. As a result of the barge collision, the swing span was not able to return to a closed position under its own power. MBTA maintenance crews installed a replacement wedge guide/linkage assembly, restoring the bridge to full operation. Immediately following the barge impact event, HNTB was authorized by the MBTA to prepare final engineering design and construction documents for a new wedge drive hydraulic system installation. The new hydraulic system upgrades the swing span's mechanical system from the existing "gear driven" system to a more reliable hydraulic system. MBTA General Manager Daniel Grabauskas said this project will significantly extend and preserve the life of the bridge's infrastructure and improve service reliability for thousands of daily customers.

MBTA via Railpace's Hot News

Guilford Transportation At It Again!

Greenbrier, a supplier of rail cars, has asked a federal court to put Springfield Terminal Railway and Boston & Maine Corp., alternatively known as Guilford Transportation and Pan Am Railways, under control of a court-appointed receiver in order that the rail carrier, privately held and controlled by Timothy Mellon, pay its bills. Greenbrier claims that the conduct by Springfield Terminal of "knowingly and fraudulently entering into contracts with creditors in a dilatory effort to resist payment of a valid debt is the very same type of conduct that the Massachusetts Consumer Protection Act was enacted to stop." Other companies suing Springfield Terminal for non-payment of debt include CSX Transportation, Union Pacific Railroad, GATX Financial, Rail Management Corp., San Luis Central Railroad, American Railcar Leasing, and Schuylkill Rail Car.

Midwest Rail Scene Report

Mass Bay Railroad Enthusiasts Sponsor Steam In The Snow

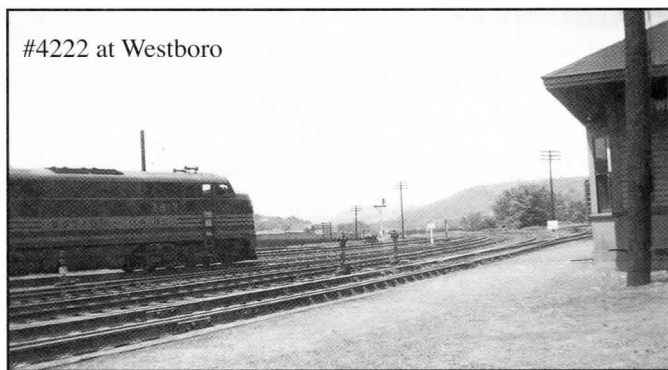
Photo Special On Conway Scenic Railroad January 3

Mass Bay RRE will sponsor a Snow Photo Special over the Conway Scenic Railroad Saturday, January 3.

The Special will use Conway Scenic's ex-Grand Trunk Railway 0-6-0 steam locomotive #7470 and cars from its "Notch Train" to travel from North Conway to Sawyer River below Crawford Notch. At Sawyer River, the train will reverse direction. Then the special train will head south to North Conway, making frequent stops for still photography and "run pasts" for video cameras at selected locations along the way.

The Special leaves North Conway's station, at 10:30 AM and returns about 3 PM. Coach fare for the special train is \$59 (\$49 for current Mass Bay RRE members). Coach fare for children 12 and under is \$29. A deluxe seat in the upper level of Conway Scenic's ex-Great Northern Railway dome car *Dorthea Mae* or in parlor car *Gertrude Emma* is \$40 additional. A box lunch is available for \$11 by advance order, or passengers may bring a lunch. The dome car also offers light snacks and beverages to all riders. Mass Bay RRE will run a connecting bus from Boston, leaving South Station at 7 AM and Anderson RTC in Woburn at 7:20 AM (\$45 bus roundtrip extra fare). A "Railfan's Chase Package," with trip information and maps for line side photographers not riding the special train, is \$25.

Mass Bay RRE's 'hot line' for information and tickets is 978-470-2066 (phone/fax), or email massbayrr@comcast.net or send a self-addressed, stamped envelope to Mass Bay RRE, Box 4245-BV, Andover MA 0 1810-0814. A trip flyer and a ticket order form for the Special are posted on Mass Bay RRE's website: www.massbayrre.org.



Scott Whitney photos

Flying Yankee Announces Seat Raffle

Officials with the Flying Yankee Restoration Group have announced the first ever Seat Raffle. This is an opportunity to own two \$4,500 seats on the Flying Yankee. They will be yours forever and can be handed down to future generations. Ownership of the seats also entitles you to four full days of use of the seats per year and a plaque signifying your ownership will be placed on the bulkhead adjacent to your seats. Second prize is a priceless, complete set of glass, hand etched Flying Yankee Dinnerware. Third Prize is a framed, matted, signed, limited edition Steven Cyan print of the Flying Yankee passing over the Frankenstein Trestle in Crawford Notch. Fourth Prize is a set of four glasses, hand etched Flying Yankee mugs. Fifth Prize is a glass; hand etched Flying Yankee Hurricane Lantern.

Tickets are only \$25 each or five for \$100. They can be obtained online at www.flyingyankee.com, by calling 603-745-6621 or by sending a check to The Flying Yankee Restoration Group, Inc., PO Box 145, North Woodstock, NH 03262. Only 750 tickets will be sold.

Campaign to raise the funds necessary to complete the Flying Yankee's restoration and testing is underway and a Naming Rights Program is a central part of the fund raising effort. We are going to announce the winner at the Fourth Annual Flying Yankee Celebration, Friday, April 3, 2009 at the Best Western Executive Court in Manchester (need not be present to win). Closes that day, April 3, or when all 750 tickets are sold, whichever comes first. For more info, contact: Brian McCarthy Telephone: (603) 745-3974 E-mail: flyingyankee@usa.net

What Did a B&M Gas Electric Sound Like?

By David Lamson

Next time you go to a fair or an antique vehicle meet, listen to the 1930's-era iron-wheel tractor engines. The sound of a hot, throaty, raw exhaust with an occasional "popping" while idling (Every "pop", a perfect sooty smoke-ring rising 20 feet into the air). They would be kept idling for long periods because they were difficult to start. The gas cars would "transition-up" while gaining speed and idle when the throttles were reduced when they were coasting just like their later off-spring, the diesel. Horns were two tone with the higher one not usually audible (probably plugged with bugs) and the other an octave higher than the single-toned diesel horns typical of that time, kind of "blatty"-sounding with a kind of gargle, once-in-a-while. The bells were more of a ting-a-ling variety with a rapid beat. I used to ride from Greenland to Rockingham junction on one quite frequently to watch trains, there. The Portsmouth branch rails in that running area were laid with opposite joints instead of staggered joints for some reason and when riding it, the car would seem to "hop-along" when travelling at speed of 35-40 mph. Hearing a gas car with a shorter trailer running by at a distance at speed, one could only compare the sound to a galloping cow. I miss 'em. They had character!

Interlocking Towers

By Dave Decker

Worcester, MA Exchange Street controlled the electric switch locks between MP4 and MP3, the Barbers interlocking, a Holding Signal for westbound trains at Garden Street Yard and the entry onto the New Haven from two tracks to three towards Franklin Street Tower on the NH.

After the fist cutback to single track the a spring switch was installed in just west of the crossing west of the Tank Farm and almost across the street from the Nabisco Warehouse. That is where they put a sign that stated that was the Summit even though the true summit of the climb into Worcester was at Burncoat Street. There was a bell that announced when a train went thru the switch and a light would light for as long as a train was on the switch. This was later cut back to Barbers.

Ayer, MA Interlocking controlled from the Worcester main onto the east or west legs of the wye, entry onto the main from each leg of the wye with crossovers to the east bound or westbound tracks, the Camp track and West Main Street track and last the Stoney Brook or Boston main at the Willows.

Waltham Tower, (which I was told was the first CTC installation with CODE) started at South Acton and had interlocking there and at West Concord, Waltham including both ends of the branch that ran behind the tower, Clematis Jct. for the Central Mass branch and Hill Crossing for the freight cutoff.

Lowell Tower picked up on the Stoney Brook near Willows and controlled the sidings on the Brook as well as the interlocking at N. Chelmsford in and out of the wye in all three directions, thru Lowell the split of the line to Boston and the line to Lowell Jct. This was a good size board with a lot of action.

Lowell Jct. Controlled all three ends of the wye and crossovers to the main eastbound or westbound moves as well as North Wilmington Jct. where the Wildcat and the Reading single track became double track east toward Lawrence.

Lawrence, MA controlled interlocking at JK, Andover Street and access the M&L branch as well as the Canal and the old Lowell Branch behind the tower.

Rockingham Jct. It controlled the diamond and the legs of the wee with the main line and the branch. I believe there was also a crossover in the mix also. Only worked the place one Saturday.

Dover, NH This machine was located in the Boston and run by the Portland Div. dspr. It was later extended to Rockingham when the line was single tracked. Next was the board also in Boston and controlled by the same dspr. from Rollensford to the south end of Rigby yard where P.T. took over.

Winchester tower territory started at **Wilmington on the Boston Lowell line** and the south entry onto the Wildcat. I do not know where it stopped control on the Boston end.

In Boston there were Towers 'A', 'C', 'H' and 'X' during my time.

Lynn Tower was closed by 1961.

Salem Tower started at Castle Hill and had interlocking at Northey Point, Beverly, Beverly Jct., at the end of double track going to Newburyport and Ipswich.

The New Hampshire dspr controlled the board that had the new CTC from north of Concord to Westboro

West of Ayer there was BX tower in Fitchburg. It started in East Fitchburg and had interlocking there and Rollstone Street, West Fitchburg, and Westminster. Both tracks on the hill were CTC to Gardner.

Gardner Tower (second trick home of Don Robinson) had interlocking at Gardner East (eastbound track only), East Gardner, Gardner and maybe some more locations westward toward East Deerfield.

From David Lamson

Mystic also controlled Somerville Jct. Interlocking when I was there in the late '60's and early '70's. This included xovers 1, 3, 5 and single 7... The interlocking at night was a dark hole to answer a trouble call into. Cold, dark and windy in the winter and hot and full of mean, rock throwing vandals in the summer. The abutters would throw all their trash onto the right of way. On a switch failure call one night for #5 I found a full-size baby doll in the north switch-point...gave me a few difficult moments...I remember reading an editorial from the local paper in those days complaining about all of the dangerous and unsightly junk and trash that the railroad allowed to remain beside the tracks. Said it was a health hazard to the children playing there. The railroad removed it. I don't know who paid for it...probably the railroad...

From Alden Dreyer

Ayer was a WW1 era pneumatic US&S machine that controlled switches locally by air and remotely by electricity hot-wired. Willows was on code and added after WW2 when the four track main was cut back to two.

Gardner controlled interlockings from South Ashburnham west to Tyter, which was nearly into Orange.

Manchester And Milford Railroad

By George Plummer Hadley

In 1889 the Boston and Maine Railroad secured a charter for the layout and building of a railroad to connect Manchester and Milford, which is known as the Manchester and Milford Railroad. The road runs from a point on the Manchester and North Weare Road just east of Grasmere Junction through the towns of Goffstown, Bedford, Merrimack Amherst and Milford to Milford Village.

The new track is eighteen and one-half miles long, and cost \$190,500. The road was constructed principally in the year 1900 and was opened for traffic December 31, 1900. The construction of this road and the electric railroad occasioned the building of a new highway from the intersection of the Richards Road with the Mast Road to a point on the Mast Road near the residence of George W. Fellows, and likewise the construction of an overhead bridge over the Manchester and Milford Railroad.

This highway and bridge were laid out by the railroad commissioners of New Hampshire, and the expense of construction was borne by the Railroad Corporation. That part of the Milford Railroad in Goffstown extends from the point of intersection with the North Weare Railroad southerly to Bedford line near the residence of the late Michael Boynton, a distance of about two miles.

History of the Town of Goffstown Permission granted to reprint.

The Boston and Lowell Railroad

Part 2

Early operation

The quantity of freight traffic on the Boston and Lowell was large from the first, as everyone expected it to be, with several large mills needing to be supplied with materials and to have someone take them away after processing. The level of passenger traffic, however, was not anticipated. People all over were fascinated with the trains, and loved that they could get from Boston to Lowell in twenty minutes. Twenty minutes meant travelling at over sixty miles per hour and on unwelded track on a granite roadbed, which was extremely bumpy. Passenger complaints about the rough ride were another reason that the B&L ended up switching to wooden ties.

The B&L was now faced with a problem; it had a reputation for passenger speed which made it very popular and highly competitive with stagecoaches. Many people, however, did not want to go from Boston to Lowell but instead to and from places in between. The B&L decided to order another locomotive and some cars for local passenger rail in 1842, and have them make six stops along the route. Passenger rail proved to be almost as profitable as freight.

The Boston and Maine Railroad

Another railroad began about this time whose fortunes would be closely tied to those of the B&L. This road was the Boston and Maine Railroad (B&M). This road ran down from Portland Maine, through a bit of Southern New Hampshire, to Haverhill in Northeastern Massachusetts, connected to the B&L in Wilmington, and then used B&L track to Boston. This route was conceptualized in 1834, but took a long time to be built, mostly because, unlike the B&L, it did not have a secure base of funding like the Lowell Mills. It took two years to get to Andover, another to get to Haverhill, three more to get to Exeter, and did not get to Portland until 1852.

This extra traffic on the B&L line, especially with the line still over granite, provided the extra impetus to double track and upgrade. In 1838, the B&L began two years of extensive track improvements, first laying a second track on wood, and with that one built, going back and re-laying the old track on the more forgiving wood as well. B&L traffic continued to increase and even with double tracks, the schedule became tight enough that the B&M trains, as renters, began to be pushed around to annoying hours, often having to wait over an hour in Wilmington before being allowed to proceed on to Boston.

The B&M soon tired of what they perceived as selfishness and decided to build its own track to Boston from Haverhill so that it would not have to rely on the B&L. The B&L tried to fight the B&M in court but failed because the monopoly granted in its charter was only good for traffic between Boston and Lowell. The shortcut, part of today's Haverhill/Reading Line, was started in 1844 and was in use by 1848. While the B&M was building it, they were still running their trains to Boston on the B&L. This made for a lot of conflict, with the B&L trying to squeeze every last penny out of the B&M before it lost the opportunity. The B&M tried to deal with this in court, and got the judge to forbid the B&L from raising rates until the case was done, but by the time they were close to an agreement, the bypass was complete.

With B&M business gone, the B&L realized how much they had been relying upon their renters. Additionally, the Lowell mills began to decline somewhat and there was less freight traffic for the line

to move. Over the next four decades, the B&L declined until the more successful B&M leased it on April 1, 1887.

Branches

The B&L built or leased many branches to serve areas not on its original line. Immediately before its lease by the B&M in 1887, it had five divisions - the Southern Division (including the original line), the Northern Division, the White Mountains Division, the Vermont Division and the Passumpsic Division. Additionally, it leased the Central Massachusetts Railroad in 1886.

Southern Division

The main part of the Southern Division was the mainline between Boston and Lowell.

Charlestown

The Charlestown Branch Railroad was not itself taken over by the B&L, but as originally built in 1840 it was a short spur from the B&L to wharves in Charlestown. In 1845 the Fitchburg Railroad leased it and incorporated it into their main line.

Mystic River

The Mystic River Branch served the Mystic River waterfront on the north side of Charlestown.

Woburn

The Woburn Branch Railroad opened in 1845, connecting Woburn to the main line towards Boston. The Woburn Branch Extension Railroad, built in 1885, continued the line back north to the main line in North Woburn. The Horn Pond Branch Railroad was a short freight-only branch off the Woburn Branch to ice houses on Horn Pond.

Stoneham

The Stoneham Branch Railroad was built in 1862 to connect to Stoneham.

Lawrence

The Lowell and Lawrence Railroad was chartered in 1846 to build a line between Lowell and Lawrence, which opened in 1848. In 1858 the B&L leased the line.

Salem

The Salem and Lowell Railroad was chartered in 1848 as a branch from the Lowell and Lawrence at Tewksbury Junction to the Essex Railroad at Peabody, along which it used trackage rights to Salem. The line was opened in 1850 and operated by the Lowell and Lawrence until 1858, when the B&L leased it along with the Lowell and Lawrence.

Wilmington

The Wilmington Branch, now known as the Wildcat Branch, was built just west of the original Boston and Maine Railroad alignment to connect the main line at Wilmington to the Salem and Lowell at Wilmington Junction, providing a shorter route between Boston and Lawrence.

Arlington and Concord

The Lexington and West Cambridge Railroad was chartered in 1845 and opened in 1846, connecting the Fitchburg Railroad at West Cambridge to Lexington. It was operated by the Fitchburg from opening, and leased to the Fitchburg from 1847 to 1859. The line was reorganized as the Lexington and Arlington Railroad in 1868. The B&L bought the line in 1870 and built a new connection to their main line at Somerville Junction.

Middlesex Central Railroad

The Middlesex Central Railroad was chartered in 1872 and opened in 1873, extending the line from Lexington to Concord. It was leased from completion to the B&L. An extension west to the Nashua, Acton and Boston Railroad at Middlesex Junction was built in 1879.

Bedford

The Billerica and Bedford Railroad was built in 1877 as a narrow gauge line between the Middlesex Central at Bedford and the B&L at Billerica. It was sold and abandoned in 1878, and the rails were taken to Maine for the Sandy River Railroad. A new standard gauge branch was built by the B&L in 1885, mostly on the same right-of-way. [3]

Lowell and Nashua

The Lowell and Nashua Railroad was chartered in 1836 as an extension of the B&L from Lowell north to the New Hampshire state line. The Nashua and Lowell Railroad, chartered in 1835, would continue the line in New Hampshire to Nashua. The two companies merged in 1838 to form a new Nashua and Lowell Railroad, and the road opened later that year. In 1857 the B&L and N&L agreed to operate as one company from 1860, and in 1880 the B&L leased the N&L.

Stony Brook

The Stony Brook Railroad was chartered in 1845 and opened in 1848, connecting the Nashua and Lowell at North Chelmsford with Ayer. The N&L leased the Stony Brook in 1848.

Nashua to Keene

The Wilton Railroad was chartered in 1844. It opened a line from Nashua west to Danforth's Corner in 1848, to Milford in 1850 and to East Wilton in 1851. Since completion it was operated by the N&L.

The Peterborough Railroad was chartered in 1866 to continue the Wilton Railroad northwest to Greenfield. In 1873 the N&L leased it; the road opened in 1874.

The Manchester and Keene Railroad was chartered 1864 and opened 1878, continuing the Peterborough Railroad west from Greenfield to the Connecticut River Railroad in Keene. In 1880 the company went bankrupt, and it was operated by the Connecticut River Railroad until 1882, when it was bought half-and-half by the B&L and the Concord Railroad.

Other divisions

Central Massachusetts Railroad

The Massachusetts Central Railroad was chartered in 1869 to build a line east-west across the middle of the state, between the Boston and Albany Railroad and the Fitchburg Railroad. The first section opened in 1881, splitting from the B&L's Arlington Branch at North Cambridge Junction, and the company was reorganized as the Central Massachusetts Railroad in 1883. The B&L leased the line in 1886, a year before the B&M leased the B&L.

Northern Division

The Boston, Concord and Montreal Railroad was chartered in 1844, and opened in stages from 1848 to 1853, eventually running from Concord to Woodsville, New Hampshire. That railroad, along with its branches, became part of the B&L Northern Division in 1884, when the B&L leased the BC&M.

The Northern Railroad was also chartered in 1844, opening in 1847 from Concord to Lebanon, New Hampshire and later extend-

ing to White River Junction, Vermont. The B&L leased it in 1884 as another part of its Northern Division.

The only connection between the Southern and Northern Divisions was at Hancock Junction, where the Manchester and Keene Railroad (Southern) and Peterborough and Hillsborough Railroad (Northern) met.

In 1889 the BC&M merged with the Concord Railroad to form the Concord and Montreal Railroad, taking it out of B&M control until 1895, when the B&M leased the C&M.

White Mountains Division

The White Mountains Railroad was chartered in 1848 and opened a line from Woodsville to Littleton, New Hampshire in 1853. Along with extensions and branches, it was leased to the Boston, Concord and Montreal Railroad in 1859 and consolidated into it in 1872, becoming its White Mountains Division. In 1884 the B&L leased the BC&M and the old White Mountains Railroad became the B&L's White Mountains Division.

The Northern and White Mountains Divisions were connected at Woodsville.

Vermont Division

The Essex County Railroad (chartered 1864), Montpelier and St. Johnsbury Railroad (chartered 1866) and Lamoille Valley Railroad (chartered 1867) were consolidated into the Portland and Ogdensburg Railroad in 1875 as their Vermont Division. The line was finished in 1877, and in 1880 it was reorganized as the St. Johnsbury and Lake Champlain Railroad, which was taken over by the B&L as their Vermont Division. The line did not stay in the B&M system, and the easternmost part was leased to the Maine Central Railroad in 1912.

The White Mountains and Vermont Divisions were connected at Scott's Mills, New Hampshire.

Passumpsic Division

The Connecticut and Passumpsic Rivers Railroad was organized in 1846 and opened a line from White River Junction on the Northern Railroad to the border with Quebec, Canada in 1867, junctioning the Northern and White Mountains Divisions at Wells River and the Vermont Division at St. Johnsbury. The Massawippi Valley Railway, leased in 1870, continued to Sherbrooke, Quebec, where it junctioned the Grand Trunk Railway among others. The B&L leased the line on January 1, 1887, three months before the B&M acquired the B&L.

Life as a B&M line

Over the next 70 years or so, things were reasonably stable and constant for the Lowell Line as a part of the B&M's Southern Division. Passenger train round trips per day hovered in the low 20's and while freight from Lowell itself did not last too long, the Lowell line got some traffic from railroads that connected from the west.

Modern times

In the early 20th century, things began to change. Trucks began to increase in popularity, and they got the Eisenhower Interstate System to help them. More and more companies began to send freight by trucks. This was a bad time for a decline to happen, as the B&M, like most other railroads, had just switched over to diesel locomotives, meaning that they had large debts. By 1976 the B&M was bankrupt.

This did not affect passenger service, just freight on the Lowell line, because in 1973 the MBTA bought the Lowell line, along with the Haverhill and all other local Greater Boston passenger lines. Along with the sale, the B&M contracted to run the passenger service on the Lowell line for the MBTA. After bankruptcy, The B&M continued to run and fulfill its Commuter Rail contract under the protection of the Federal Bankruptcy Court, in the hopes that a reorganization could make it profitable again. It emerged from the court's protection when newly-formed Guilford Transportation Industries (GTI) bought it in 1983.

When GTI bought the B&M, commuter rail service was in jeopardy. The MBTA had owned the trains and the tracks since 1973, but it had outsourced the operation to the B&M. When GTI bought the B&M in 1983, it had to honor the B&M contract, but GTI management was very much against passenger rail, and, in 1986, as soon as the contract expired, they let the job go to Amtrak.

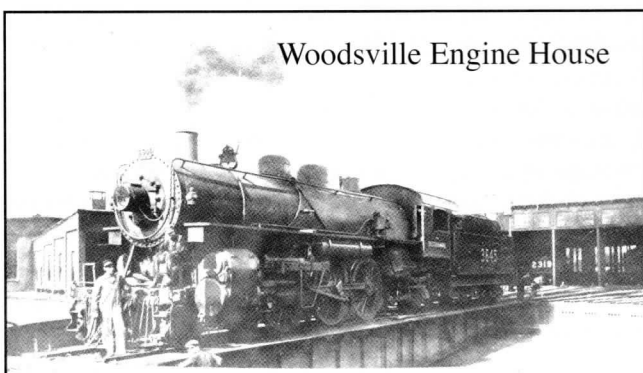
From 1986 until 2003, Amtrak managed the entirety of Boston's commuter rail. It did decently, though at times had strained relations with the MBTA. Quibbles centered on equipment failures, numbers of conductors per train, and who takes responsibility when trains are late. Because of these bad relations and Amtrak's repeated announcements that the contract was unreasonable, few people were surprised at Amtrak's decision not to bid again for the Commuter Rail contract when it came up for renewal in 2003.

When the MBTA asked for new bids on the Commuter Rail operation contract, Amtrak did not bid but Guilford and the Massachusetts Bay Commuter Railroad Company did. The MBCR ended up getting the contract. When the MBCR began operating the Commuter Rail in July of 2004, nothing changed for the commuters as it is the MBTA that owns the trains, tracks, and sets the schedules.

Guilford's main line between Mattawamkeag, Maine and Mechanicville, New York now uses the Stony Brook Branch, and the old main line north of Lowell. At Lowell it shifts to the B&M's original Lowell Branch to get to the B&M main line towards Maine.

Another recent change on the Lowell line is the addition of the Downeaster. The Downeaster is an Amtrak line running from North Station to Haverhill and up to Portland. Due to scheduling conflicts with the MBTA, the Downeaster runs up the Lowell Line to Wilmington and then out the old B&M Wildcat Branch to the Haverhill/Reading Line. This route allows the Downeaster to pass a commuter train on the Haverhill/Reading Line without scheduling conflicts. The route is also historically significant because it is the same route that the original B&M used to Portland.

Wikipedia, the free encyclopedia



Woodsville Engine House



Digital photo by Ron Palmquist

Pan Am's Got The Blues

A bluebird locomotive in Guilford Gray's backyard? Yes, Pan Am Railways has painted at least one of its ex-CN wide-cab GP40s in an all-blue scheme reminiscent of the Jenks Blue Scheme on the old Missouri Pacific. I saw the locomotive at Rigby Yard, South Portland, Maine on June 15, 2008. Everything on the Pan Am with - Maine Central No. 506—is blue—body, undercarriage, fuel tank, air tanks and trucks. The only non-blue features are the fuel tank sight glass and the cap on the fuel tank connecting spout. Lettering is for Pan Am with a logo either on the side or on the nose—it depends upon which day it was in service. An American flag forward of the ab on each side rounds out the engine's decor. A second all-azure diesel (GP35, No. 207) reportedly has been sighted locally. (Other GP40s have been previously painted in a lighter blue).

Ron Palmquist via The 470 the 470 Railroad Club

Bartlett Roundhouse Restoration

The BRHPC received a temporary user agreement to begin work on the Bartlett Roundhouse, this past Friday. Dated September 11, 2008 this 3 page document allows the BRHPC to work on the building and maintain the property for 2 years, with a 1 year extension available. We have been negotiating and will be receiving the loan from Conway Scenic railroad of Ex MEC outside braced wooden boxcar 35059 and ex MEC/PT CSRR Wooden snow plow # 68, and have been granted permission by the Bureau of Rail and Transit, to store them on the enginehouse lead, withing 80 feet of the building. The BRHPC must erect 200' of metal fencing, to be placed in the following manner 100 feet west of the roundhouse, 100 feet east of the roundhouse. The fencing will begin at the front corner and will extend to the siding and the rear corner and extend back. This will deter people from crossing the active rail line to get to the roundhouse.

We have to have a few administrative things done, such as adding CSRR to the Liability Insurance (which is no problem and only costs about \$30) We have to have a letter of good standing from the Dept. of State of NH, which we have and we have a set of construction rules and guidelines to follow, that I will send in a separate e-mail, the only thing we can not do is excavate, roof work or demolition. But there is plenty we can do!!

And so begins the dream and years of work and struggle, in the end it will be all worth it.

Thanks for all your support and hard work,
Scotty Mallett President BRHPC

Mechanicville Memories

As we read about the possible revival of the Mechanicville Yard in connection with the proposed "Patriot Corridor," we think back to its boom times. Every railfan who grew up in the Capital District and the surrounding area knows that Mechanicville was once a town to go to see colorful and always interesting railroad action (at least back in the 1970s and 1980s). They were heady times to be armed with some Kodachrome and a yard release. There were the sights and sounds of burbling blue and gray (and ratty Minuteman-schemed) Alcos switching blocks on the flat yard, rattling back and forth and spewing geysers of black smoke into the air.

You had the B&M with dedicated freight running east and west with a host of run-thru power from the EL, PC and stuff as far away as the Midwest! All this was before Guilford brought the whole "Studio 54" atmosphere and traffic patterns crashing to the ground much like the yard itself. In the ruins of Mechanicville Yard with its ghost trains of the Grinch riding into the sunset of the now nearly ruined, bankrupt D&H, disenchantment and desolation set in, lasting through the late eighties and nineties. One by one, fans defected from Mechanicville and found another railroad to photograph and chase. Who would have thought a decade or so later a full circle would come and Mechanicville yard would rise like a Phoenix from all that contaminated dirt?

Today, fans have decent accessibility to Mechanicville to watch or shoot the smattering of daylight freights that rumble past the hulk of XO Tower (still with some hope of being rebuilt). All this will no doubt change radically once Norfolk Southern steps in and begins building on the bones of the razed yard. Expect razor wire fencing, check points, a "no tolerance" trespassing policy and armed railroad police in white hybrid SUVs (with the horse head logo on the side or a Patriot symbol maybe) patrolling the grounds and outskirts. So, enjoy it while you can.

BLHS Bulletin / Gary R. Schermerhorn via The 470 The 470 Railroad Club

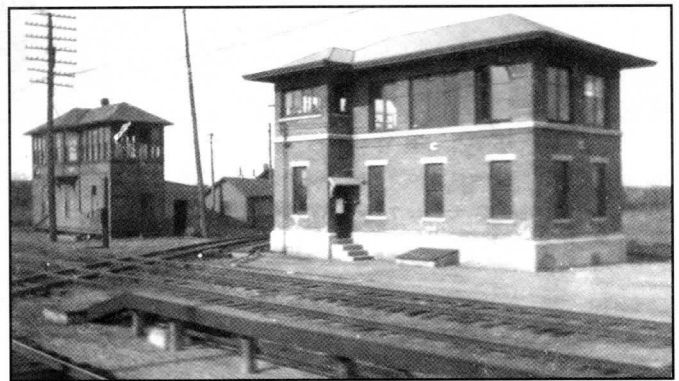
Merrimack River Bridge

The MBTA will spend \$3 million in repairs to the Merrimack River Bridge in an effort to keep its commuter trains running on schedule. A number of inspections of the 950-foot bridge that crosses the Merrimack River have shown the wooden ties that hold the steel tracks in place have deteriorated to the point where they must be replaced. Trains crossing the bridge must reduce their speed to 5 mph and only one train is allowed across at a time. Five years ago, the MBTA reduced the crossing speed from 35 mph to 10 mph after inspectors found deteriorating wooden ties. Following the Minneapolis bridge collapse last year, Haverhill's bridge was inspected

again, and as a safety precaution, additional restrictions were put in place for the safety of passengers.

Starting in October, work will begin to replace 800 wooden ties on Haverhill's No. 2 track or the southbound track, along with all new steel rail. Work will take from 9 a.m. to 3.30 p.m. to avoid conflict with morning and afternoon rush. The Merrimack River Bridge built in 1191 is the only one in the MBTA train system with a design similar to the bridge the collapsed in Minneapolis last summer. The MBTA runs 26 round trips a day and Pan Am System runs as many as three trains pulling 150 cars a day over the bridge.

Eagle Tribune via The 470 The 470 Railroad Club



It was taken in the 1930's (?) by a B&M towerman named W. G. Bedel photograph.

Jim DuFour collection.

US DOT Funding For Intercity Rail Projects

The 15 intercity passenger rail grants the Department is awarding will support planning and construction projects in Arizona, California, Illinois, Maine, Minnesota, Missouri, New York, Ohio, Vermont, Virginia, Washington, and Wisconsin.

Maine: Portland Area Track Improvements, \$500,000: Description: The Northern New England Passenger Rail Authority (NNEPRA) proposes to undertake a state-of-good-repair track improvement project on rail lines owned by Pan Am Railways in the Portland, ME area. These include tracks extending from the Portland station to the layover facility, including a wye. The only passenger service using these tracks is the State-supported Downeaster service, which currently operates at five frequencies per day. A portion of the track to be improved is not currently used for revenue operations, and the wye is now out of service for turning of passenger train consists. Benefits: The quantified anticipated benefits relate primarily to the renewed ability to turn locomotives and trainsets on the wye, a procedure which the applicant regards as necessary when locomotives are bad-ordered. The applicant also asserts that the current inability to do this requires that a protect locomotive be held in reserve in Portland, and that the net present value of the cost of the protect locomotive over the 15-year life of the proposed improvements would be \$6.5 million. Prior to submitting the application, however, the applicant told the FRA that the long-term intent of the project would be to accommodate an

extension of Downeaster service to Brunswick, which would use the improved track for revenue movements.



Grand Opening Lisbon Historic RR Station

Renovations on the circa 1870 Boston & Maine Railroad Station with its unique architectural style began in 2002, supported by more than \$400,000 in grant funds and private donations. Railroad buff and Lisbon Main Street board member Roger Robar volunteered his time as Clerk of the Works and logged in over 3000 hours overseeing and contributing to the fine craftsmanship that was put in by numerous volunteers and contractors who have restored the station to its original elegance. The unique roof on the station is believed to be the only one of its kind remaining in the United States. The station also houses a museum of unusual railroading equipment and artifacts, including an authentic mail cart and one of the original benches used in the station when it was an active part of the B & M rail line.

New Boston Railroad

By George Plummer Hadley

February 19, 1891, Joseph R. Whipple of Boston, Mass., John M. Parker of Goffstown, David A. Taggart of Manchester, Edward H. Wason, Butler T. Hills, George A. Wason and others of New Boston were incorporated under the name of the New Boston Railroad Company, and were authorized to construct a railroad from some convenient point on the Manchester and North Weare Railroad in the town of Goffstown to a convenient point in the town of New Boston.

By the act of the incorporation the capital stock should not exceed \$100,000, and the corporation could issue bonds secured by a mortgage to the amount of that paid in capital stock. The preliminary survey was made in the fall of 1891 by the firm of Bartlett, Gay and Young of Manchester, and in 1892 the road was constructed under the supervision of John W. Storrs, engineer of the Concord Railroad. The road was formally opened June 22, 1893, with appropriate exercises. The train conveying the officials of the road and other distinguished guests arrived in New Boston at 11.30 A. M., when a procession was formed, headed by the New Boston Brass Band, which marched to the church on the meeting-house hill.

Attorney-General James P. Tuttle acted as president of the day. Prayer was offered by Rev. Mr. Bartlett, pastor of the Baptist Church, following which Lorenzo S. Fairbanks of Boston, formerly of New Boston, delivered the oration. Dinner was served in a large tent upon the Common, in which 1,000 people were banqueted. After dinner the audience adjourned to the church where the exercises were resumed and remarks were made by George A. Wason of New Boston, Ex-Gov. Hiram A. Tuttle of Pittsfield, Judge David Cross of Manchester, Senator Jacob H. Gallinger of Concord, Hon. Charles H. Burns of Wilton, Hon. George A. Ramsdell, Jeremiah J. Doyle of Nashua and others.

The road extends from a point on the Manchester and North Weare Road where the same crosses the Gorham Brook at Parker's Station in Goffstown to New Boston Village, a distance of about six miles. That part of the New Boston Railroad which extends from the Manchester and North Weare Railroad to the north branch of the Piscataquog River is in Goffstown, the remainder in New Boston. Two daily trains each way run over the road, and the same serve a very important purpose to the people of New Boston.

History of the Town of Goffstown

Permission granted to reprint.

Snow Plows

According to Leroy Hutchinson's compilation of the retirement cards in the B&MRRHS' Archives, the following pertained to snow plows:

Additional information from Gene Green and Tim Gilbert

#	Type	Builder	Bld Date	Disposition	Retire Date
W3605	ST	B&M-Conc	11/1900	s. Paul Cohen	10/31/1957
W3613	ST	FRR?	10/1899	s. G&U	10/20/1954
W3617		B&M-Lyn.	12/1898	s. SJ&LC	6/20/1945
W3620		B&M-Conc	12/10/1909	d. Billerica	10/14/1940
W3621	DT	B&M-Conc	1/1900	d. Billerica	6/8/1956
W3622	DT	B&M-Conc	12/1899	d. Billerica	6/8/1956
W3636		FRR?	2/1900	d. Concord	6/8/1956
W3637		B&M-Conc	12/1899	d. Concord	12/13/1951
W3638		Bldr ?	1/1/1904	s. SJ&LC	8/27/1934

#	Type	Builder	Bld Date	Disposition	Retire Date
W3641		Ex C&M	Date?	s. B&C	7/1944
W3642		Ex C&M	Date?	s. S&E	10/14/1949
W3646	DT	Bldr ? -	1/6/1904	s. Paul Cohen	10/31/1957
W3651		B&M-Conc	12/29/1898	s. Koppers (Nashua)	12/1945
W3652		Bldr ?	12/12/1903	s. Brown Co.	10/24/1934
W3662	DT	B&M Conc	11/1900	s. Int'l Trading	2/25/1960
W3663	DT	B&M Conc	11/1900	s. Int'l Trading	2/25/1960
W3664	ST	B&M Conc	11/1900	s. C&C	12/14/1954
W3666	ST	B&M-Lyn.	11/1900	s. Paul Cohen	10/31/1957
W3667		B&M-Lyn.	11/1900	s. Suncook Valley	1/20/1944
W3668	ST	B&M-Lyn.	11/1900	d. Billerica	5/14/1956
W3669		Ex SJ&LC	11/1895	d. Billerica	6/30/1945
W3671		Bldr ? -	12/31/1904	w. Manchester NH	12/1951
W3673		FRR ? -	11/24/1900	d. Concord	1/24/1939
W3683	DT	B&M-Conc	12/24/1904	s. Paul Cohen	10/31/1957
W3684		FRR ?	No Date	d. Concord	6/19/1936
W3685		B&M-Lyn.	12/1/1901	d. Concord	10/31/1944
W3686		B&M-Conc	12/1901	s. S&S	2/16/1946
W3688		B&M-Conc	12/3/1902	d. E. Deerfield	8/20/1945
W3689		FRR ?	No Date	d. E. Deerfield	6/1/1948
W3691		FRR ?	No Date	d. Mechanicville	1/9/1935
W3695		B&M-Conc -	1/29/1912	w. Barre Plains	4/4/1934
W3698		B&M-Lyn. -	12/30/1905	d. Concord	10/31/1944
W3699	ST	B&M-E Fitch.	1/1906	s. Nashua I&M Co.	12/15/1958
W3700		B&M Conc	1/5/1906	d. Concord	12/30/1938
W3701	DT	Russell	12/28/1909	s. Int'l Trading	7/25/1960
W3702	DT	Russell	12/28/1909	s. Paul Cohen	10/31/1957
W3703	DT	Russell	12/28/1909	s. Paul Cohen	10/31/1957
W3704	ST	Russell	12/1918	Authorized*	11/1960
W3705	ST	Russell	3/1919	s. Nashua I&M	12/15/1958
W3706	DT	Russell	12/1918	Authorized**	8/1960
W3707	DT	Russell	12/1918	Authorized**	3/1961
W3708	DT	Russell	1/19/1921	Authorized**	3/1961
W3709	DT	Russell	2/9/1921	Authorized**	8/1960
W3710	DT	Russell	2/26/1921	Authorized**	3/1961
W3711	ST	Russell	1/20/1923	s. Nashua I&M	12/15/1958
W3712	DT	Russell	11/22/1925	Authorized*	3/1961
W3713	DT	Russell	12/11/1925	s. Int'l Trading	2/25/1960
W3714	DT	Russell	9/24/1926	Authorized**	3/1961
W3715	ST	Russell	11/21/1926	s. S&E	1/22/1959
W3716	DT	Russell	9/29/1927	s. Nashua I&M	12/15/1958
W3717	ST	Russell	9/30/1927	Authorized**	8/1960
W3718	DT	Russell	11/28/1928	Authorized**	3/1961
W3719	ST	Russell	12/14/1928	s. Nashua I&M	12/15/1958
W3720	ST	Russell	12/17/1928	s. Nashua I&M	12/15/1958
W3721	ST	Russell	12/18/1928	Authorized*	8/1960
W3722	ST	Russell	12/18/1928	s. Nashua I&M	12/15/1958
W3723	ST	Russell	12/22/1928	Authorized**	8/1960
W3731	ST	Russell	12/23/1941	Authorized**	12/3/1964
W3732	DT	Russell	(No record - not retired by 1977)		
W3733	DT	Russell	4/8/1942	Authorized*	5/22/1973
W3734	DT	Russell	3/20/1943	s. Luria Bros.	12/27/1967
W3735	ST	Russell	(No record - not retired by 1977)		
W3736	ST	Russell	(No record - not retired by 1977)		
W3737	DT	Russell	(No record - not retired by 1977)		
W3738	ST	Russell	(No record - not retired by 1977)		

#	Type	Builder	Bld Date	Disposition	Retire Date
W3739	DT	Russell	9/21/1945	s. FJ&G	11/19/1976
W3740	ST	Russell	(No record - not retired by 1977)		
W3741	DT	Russell	(No record - not retired by 1977)		
W3742	DT	Russell	(No record - not retired by 1977)		

Note:

B&M-Lyn. is an abbreviation for B&M's Lyndonville VT

* Authorized for retirement

S Sold

D destroyed

DT Double blade; i.e., typical use – single track line

ST Single blade; i.e., typical use – double trackline

Freight Train Symbols

SU-1	WM-1	BM-3	LM-1	351-X	BR-1	EM-1	BW-1
Springfield Wells Riv. Daily	<i>Westerner</i> Worcester Mech'ville Ex Sun	<i>Big Chief</i> Boston Mech'ville Daily	Lawrence E. Deerfield Ex Sun	Boston WRJ Ex Sun	Boston Mech'ville Daily	E. Deerfield Mech'ville Daily	Boston Worcester Ex Sa
BU-1 <i>North Star</i> Boston Wells Riv. Daily	XW-2 Bell. Falls Worcester Ex Mon	B-11 <i>Meteor</i> Boston Rigby Daily	M-7 <i>Bullet</i> Rigby New York Ex Sun	BX-1 <i>Frontier</i> Boston Bell. Falls Ex SU	BP-5 Boston Rigby Ex Sat	JD-1 WRJ Berlin Ex Sat	BM-1 <i>NYC YD-3</i> Boston Mech'ville Daily
SE-1 Springfield E. Deerfield Ex Sa Su	BT-1 Boston Troy Daily	N-1 <i>Newsboy</i> Rigby Worcester Ex Tues	PM-1 <i>Clipper</i> Rigby Mech'ville Daily	WC-1 Worcester Concord Ex Mon	BU-3 Boston WRJ Daily	SJ-1 Springfield WRJ Daily	JU-1 <i>CP #915</i> WRJ Wells Riv. Daily
ER-1 E. Deerfield Rotterdam Daily	PM-3 Rigby Mech'ville Daily						
RB-4 <i>Champion</i> Rotterdam Boston Daily	MP-4 Mech'ville Rigby Daily	UB-2 <i>Coaster</i> Wells Riv. Boston Daily	JS-4 WRJ Springfield Daily	CW-2 Concord Worcester Ex Sun	PB-4 Rigby Boston Ex Sun	UJ-2 CP 904 Wells Riv. WRJ Ex Sun	JB-490 <i>Scout</i> WRJ Boston Daily
MS-2 Mech'ville Springfield Su only	B-12 <i>Meteor</i> Bangor Boston Daily	ML-2 Mech'ville Lawrence Ex Sa	WB-2 Worcester Boston Ex Su	M-6 <i>Bullet</i> New York Rigby Ex Sun	WX-1 Worcester Bell. Falls Ex Mon	P-2 <i>Dirigo</i> Worcester Rigby Ex Mo We	DJ-2 Berlin WRJ Ex Sun
UJ-4 Wells Riv. WRJ Ex Su	JS-2 WRJ Springfield Daily	MB-2 <i>Pathfinder</i> Mech'ville Boston Daily	RB-2 <i>New Englander</i> Rotterdam Boston Daily	MP-2 <i>Forest City</i> Mech'ville Rigby Daily	TE-2 Troy E. Deerfield Daily	MB-6 <i>Hubber</i> Mech'ville Boston Daily	XB-2 <i>Champlain</i> Bell. Falls Boston Ex Sat
MW-2 <i>Night Hawk</i> Mech'ville Worcester Ex Sat	ES-2 E. Deerfield Springfield Ex Su Mo						

Inbound

Outbound

Compiled by Tim Gilbrt from various B&M freight train books.
No date information provided by Tim but 'suspect' these trains were operating into the time of the sale of the B&M to Mellon interests. — editor