

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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January — February 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.

- Jan. 12** Buddy Winiarz will present various railroading in the New England and New York. This was the October presentation that was replaced by a critique of a new Society video.
- Feb. 8** Charlie Dickie will show CSX action in and around Framingham, MA and on the CSX Fitchburg route.
- Mar. 8** Dan Hyde will be showing videos of past fan trips on former B&M lines.
- April 12** Joint meeting with MasBay RRE---program not secured as yet.
- May 10** Ira Laby will do a presentation on the B&M Conn River line and surrounding area.
- June 14** Working on a trip in Madison, NH on a portion of the former B&M Conway Branch.
- July 26—27** Lowell Folk Festival.
- Aug.** No Meeting.
- Sept.** Fall Foliage trip on the Conway Scenic RR, date not set as yet.
- Oct. 11** Jerry Kelly will present the Hoosac Tunnel.
- Nov. 8** Gary Webster returns for another presentation. (Subject to be determined).
- Dec. 13** Members Night.

Directions To The Rogers Hall Society Meeting Location

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

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

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

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

NEXT ISSUE

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

The editor reserves the right to edit any submitted material.

MEMBER INFORMATION

Newsletter

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

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

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

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

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

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

Society Officers, Directors and Staff

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

Board of Directors

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

Alternate Directors

Dave Hampton & Sandy Shepherd

Staff

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

MEMBERSHIP

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

Membership

c/o B&MRRHS, PO Box 469

Derry, N.H. 03038

Buddy Winiarz, Membership Sec.

B&MRRHS Membership Dues

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

Please send membership requests to:

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

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

Company Business

Message From The President

Outgoing Presidents' Message

I want to thank all the members who worked so hard for the different projects and tasks while I was President and hope that they will continue to support the Society.

Congratulations to the newly elected Officers and Directors and I hope the Society continues to move onward under their leadership.

To the members I hope that you will continue to support and help out the Society as you have done so in the past.

Respectfully,

Buddy Winiarz, Past President — B&MRRHS

Board Meetings Notes

Minutes Of October 20, 2007 Meeting

Rogers Hall, Lowell, Mass

In Attendance: Kosiolek, Abegg, Byron, Basile, Walker, J. Winiarz, Goodwin, B. Winiarz, Gintovt.

Meeting Called To Order: 1:35 P.M.

Approval Of The Minutes: On A Motion By Goodwin, 2nd By Basile. Motion Carried.

Approval Of The Agenda: On A Motion By Byron, 2nd By Abegg. Motion Carried.

There Were No Reports From President, Vice-President, Archives Committee, 410 Committee, Nominations Committee, Models Committee.

Clerk's Report: Walker submitted his monthly report with all proper documents placed on file.

Treasurer's Report: Kosiolek, the report as of September 25, 2007 The Checking Account Balance Was \$5,74135 and the savings account \$63,860.30. Mention was made to delete anniversary banquet from the reports. Motion By Byron, 2nd By Goodwin. Motion Carried.

Membership Secretary: Winiarz reported that we have 1072 members.

Bulletin Editor: Wilson reported next Bulletin is just about finished. he is also interviewing four. printing firms.

Newsletter Editor: Newsletter is at the printers.

Hardware Committee: Winiarz reported that we received 4 lanterns, a measuring stick, Johnson pry bar, ledger with station data, metal bands, box of B&M envelopes, 3 cash draws, 1 belt buckle, 1 telegraph manual and other related hardware from Nancy Horbicz whose late dad was a station agent on the WN&P Division at the Pepperell, Station.

Programs: Winiarz reported Batchelder will be in November; December will be member's night, January's will be Buddy Winiarz, February will be Charles Dickey, March is open, April will be Mike Smith-President Of Finger Lakes Railroad, MAY - On The Conn. River Division, June -TBD, July Folk Festival, August September-is open, October-Jerry Kelly On The Hoosac, November -

Old Business

Byron reported that t.v. film should be ready for November, Central Mass, no report.

New Business

None

Next meeting date will be November 17, 2007 @ 1:00 P.M.

Motion for adjournment made by Byron, 2nd by Basile. Meeting was adjourned.

Respectively Submitted

Paul T. Kosiolek., Sec B&MRRHS

Minutes Of November 17, 2007 Meeting

Rogers Hall, Lowell, Mass

In Attendance: Kosiolek, Walker, Abegg, Winiarz, Byron, Nigzus, Hyde, Baslie, Pederson.

Meeting Called To Order: 1:45 P.M.

Approval of the minutes on a motion by Byron, 2nd by Nigzus. Motion Carried.

Approval Of The Agenda: two additions were added under New Business: Windham Rail Trail; Troy, N.H. depot restoration group. Motion by Byron, 2nd by Nigzus, motion carried.

There were no reports from President, Vice-President, Models Committee.

Clerk's Report: Walker submitted his monthly report, all proper documents placed on file

Treasurer's Report: Kosiolek submitted his October report. as of October 25, 2007: the checking account balance is \$801.54 and the savings account balance is \$68,776.72 motion by Hyde 2ND BY Abegg. Motion carried.

Membership Secretary: Winiarz reported that we have 1085 members.

Bulletin Editor: the blue lines are done and sent to the printer.

Archives: a report was submitted by Nowell and accepted by the board.

Newsletter Editor: Kosiolek reported Newsletter was mailed November 6, 2007.

Hardware Committee: Winiarz reported that we had received a donation from Agent Proulx who was station agent for the Pepperell Station. coach lamps, a caboose lantern, a B&M stamped broom, push shovels & push brooms which were stamped B&M. *410 Committee:* Nigzus reported that work on the cab of the engine is 75% completed.

Shows Committee: Nigzus reported show receipts for Concord show was \$685.00, Pepperell show receipts was \$353.00

Program Committee: Winiarz reported Dan Hyde will do March meeting. April is still open.

Old Business

Byron reported that tape covers are done; sample was shown at the meeting.

No report on the Central Mass.

New Business

Windham Rail Trail may receive our wig/wag signal to be placed on loan from our society. Troy N.H. Depot restoration was tabled till group can show documentation about their non-profit status. Next meeting will be on December 8, 2007 @ 1:00 P.M.

Motion for adjournment made by Hyde 2nd by Byron. Meeting was adjourned at 3:18 P.M.

Respectively Submitted,

Paul T. Kosciolk, Secretary-Temp B&MRRHS

Election Results

There were 59 ballots returned and all candidates received 59 votes.

President	Jim Nizus
V. President	Paul Kosciolk
Secretary	Wayne Gagnon
Clerk	Ellis Walker
Treasurer	Paul Kosciolk
Director	Pat Abegg; Mike Basile; Richard Nichols
Alt. Directors	Dave Hampton & Sandy Shepherd

Train Shows

January 26 & 27, 2008 the Society will be manning tables at the Amherst Railroad Show in W. Springfield, Ma. We are looking for some help manning the tables and would appreciate any and all help, even if for just a few hours.

Please contact the Society at CPC835-DD@Juno.com or send a postcard to the Society PO Box in Derry.

About The System

“Salisbury Beach” Coming To Boston For 4th Of July Weekend In 2008.

By Tom Pearson

The car will arrive on July 3 at 9:45pm on the “Lake Shore Limited”, travel over to North Station the night of July 4th and depart at 11:10 pm for Portland, ME.

July 5th it will make a round trip Boston and Portland coming back to Boston in the late afternoon on the “Downeaster”. It will be accompanied by the exU.P. sleeper “Pacific Sands”.

On July 5th, we will depart at noon on the “Lake Shore Limited” for Chicago and Los Angeles.

Round trip and one-way accommodations are still available, although we have already met the minimum needed to run the trip.

It is a truly rare event. A very limited number of daytime seats will be available.

The “Salisbury Beach” is a Pullman sleeper with six roomettes, four bedrooms, and six sections. Delivered in December, 1954, the car features stainless steel sides and fluting, outside swing hanger trucks (Amtrak approved), and an eight-ton Safety/Carrier

air conditioning system.

The car was originally built for the Boston and Maine Railroad for service between Concord, New Hampshire and New York City on the “State of Maine Express”. The car subsequently was assigned to first class trains throughout the United States until it was sold to the Canadian National Railway in 1966. It was retired in 1982 and brought to Southern California in February of 1990. It has traveled to Sacramento and Salt Lake City and has been used in four major movies.–

The interior of the car includes permanent washstands in the roomettes, private toilet rooms in the bedrooms, and comfortable sections for day or night use.

“Salisbury Beach” has been refurbished both inside and out, including new carpet and upholstery. Numerous upgrades have been made to the heating and delivery of hot water. A shower and dressing room have been installed in place of two public restrooms for passenger comfort and convenience.

More information and photos of the car can be found at: www.salisburybeachrailtravel.com

Mountain Division Rehabilitation

MaineDOT has contracted with HNTB Corp. of Westbrook, ME, for a preliminary engineering and feasibility study of the Mountain Division rail line from Portland to Fryeburg, NM, and continuing to North Conway, NH, with the following project description:

“The project entails a preliminary evaluation of approximately 51.5 miles of rail road in Maine and about 10 miles in New Hampshire, most of which is currently inactive; estimating the cost to provide FRA Class 1, 11 and 111 conditions; assessment of market potential for commuter and excursion passenger rail operations as well as freight and evaluation of operations for various combinations of service levels and types with required infrastructure improvements and associated costs.”

“The purpose of the project is to provide substantive preliminary information for public officials to make decisions as to whether there is enough return; or, the order of magnitude of any subsidy to sustain the rail line. Three different rail service scenarios would be investigated: Freight, passenger (including excursion and commuter), and freight and passenger (including excursion).”

“Consideration will be given to potential connecting service to Conway Scenic Railroad in NH, Amtrak Downeaster service in Portland and other existing and planned services. Potential connections to other freight service in western Nii and W will be identified and assessed. These would include, but not be limited to: planned operations between Whitefield and Groveton, NH, and Gilman and possibly St. Johnsbur-y, VT. Various options for and operators of freight and passenger service will be discussed. Estimates of gross revenue from these operations will be developed.”

The 470 The 470 Railroad Club

B&M's Granite Gateway Remembered

By James R. "Jim" Jones

Always looking for a bigger piece of the Northern New England railroad scene, the Boston & Maine Railroad welcomed the 38-mile Montpelier & Wells River and its profitable 25-mile Barre granite subsidiaries to the family in 1911.

The B&M bought into a well-oiled machine that wasn't broke and required no website fixing. The new owner gained bragging rights and operational headaches to one of the most unique pieces of railroad east of the Mississippi River. Downtown Barre, you see, lies 1,025 feet below grades too steep for conventional trains. In the 1880's, Ward Crosby blueprinted switchbacks to circumvent gravity so regular locomotives could play "King of the Hill." Unusual tank locomotives- named for the water tanks blanketing their boilers provided the horsepower. With coal stored in a bin attached to the cab, a trailing tender wasn't necessary. Thanks to the railroad and its hearty souls, stone-cutting firms multiplied sixteen-fold to more than 100. At its 1916 peak, 70 active quarries and 67 derricks relied on the rail network to move quality stone to processing sheds-- while creating waste piles from the rejects.

Locomotive engineers on "The Sky Route To The Quarries" carried equal amounts of prestige and responsibility. Hauling massive granite blocks down the 5% grade required special skills and equipment. Imagine 19th century brakemen perched atop open granite loads, snow blowing in their faces, as they clung tightly to a stake or chain. Improved Westinghouse brakes seemed heaven sent. Despite technological advances, the grade remained steep and Mother Nature unpredictable. Considering the size and weight of loads taken down the hill, the trainmen achieved a rather remarkable safety record. On a typical day, the engineer and his fireman arrived at the Montpelier engine house before 5 am, picking up other crew members and train orders at website Barre. The station agent and quarries stayed in close contact, determining the quantity of loaded cars and employees needed to get the job done. Train crews assaulted the landscape, accumulating loads around both sides of Millstone Hill. In all, 17 locomotives shared the heavy workload. Though two-thirds of the business was granite, the communities also relied on the rails for personal needs.

Woodsville, New Hampshire provided the eastern terminus for these unusual shortlines. B&M's regional headquarters, a large rail yard, and 20-stall brick roundhouse served trains in all directions. Passengers, freight~ mail and milk cars were transferred 24/7. Northern New England's busiest milk gateway saw four thousand-plus cars annually into the 1950s. In the new railroad DVD "Capital To The Quarries," (\$24, Tell-Tale Productions, Box 808, Colchester, VT 05446 or railroadvideodvd.com) our friend Dwight Smith shares personal memories and vintage photos of this special operation. Then and now images from an impressive variety of celebrity and lesser known sources contributed to this colorful 2-hour video salute to the M&WF, B&M, CV, associated lines, the people and industry that supported them.

Echoing national trends, a growing granite industry preference for trucking steadily eroded the railroad's bottom line, and B&M sold controlling interest in the fading enterprise during 1944. Rival Central Vermont Railroad offered a stronger connection to the outside world, and the M&WR was removed from the landscape

precisely 50 years ago. In his song, "The Gambler," Kenny Rogers advised: "You gotta know when to hold 'em, know when to fold 'em, know when to walk away and know when to run." The B&M's timing was perfect on all counts.



Baldwin saddle-tank steamers played king of the hill for six decades. A team of three locomotives worked the Hill in busy times. Loads from the Graniteville and Websterville sides were assembled at the switchback, where a special track allowed locomotives to uncouple and move to the other end of the train. A coal station and water tank flanked the lower leg of the s-switchback through the steam era. GE and Alco diesel switchers began replacing steam in the mid-1940s. (Jim Shaughnessy photo, courtesy Jim Shaughnessy)



Here's a great photo of B&M #1553 at Groveton. This was sent to me by Paul Dolkos who received the photo from Tony Koester. That is a turntable behind the locomotive used in the steam days and up to when the GP-7's replaced the BL-2's. The BL-2's were standard power used on the Groveton job. Roger Robar



Salem, NH Station To Undergo Renovation

By Gordon Fraser

The long-awaited renovation of the Depot Train Station is about to get underway.

Salem officials are paying \$57,000 to demolish an addition to the Depot Train Station - a 19th-century building volunteers are hoping to restore to its original glory.

Volunteer organizer Dianne Paquette has been trying to restore the building for more than a year, but had to wait until workers cleared the building of asbestos, a cancer-causing fiber, before she could bring volunteers in to start their work.

The asbestos will be removed when the 1950s-era addition to the building is torn down, Paquette said. Once the contractors declare the building clear of harmful asbestos, builder Tom Gioseffi can start his work.

Gioseffi - who works for Stonehill Builders - volunteered to lead the renovation project.

"When the architect completes the plans and everybody's working from the same plan set, then I'll proceed to (do) whatever we need to get the job done," he said.

The Salem builder, who helped restore the old schoolhouse on Main Street, thinks he will be able to get other contractors from the community to donate their time and possibly materials toward the project.

"It's hard to tell, because times are difficult in the real estate business," he said. "I'm sure some of them, maybe they won't do it for free, but they'll certainly do it for cost."

Still, he said, "It's a small building. I don't see it as being a real big issue."

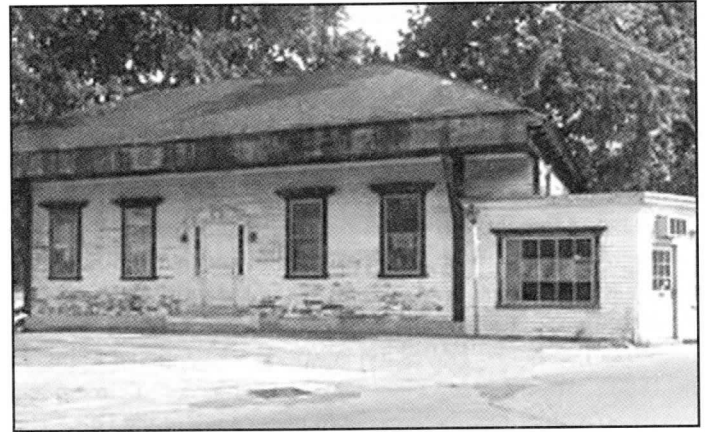
So far, much of the funding for the Depot Train Station has come through a special fund operated by the town. But after the demolition, organizers hope money will come from private donors and businesses.

Selectman Beth Roth, the town's representative to the Depot renovation group, said volunteers are establishing a nonprofit organization that can legally accept donations.

"It's not as easy as you think to accept free money," Roth said at a selectmen's meeting last week.

Eagle-Tribune

Submitted by Buddy Winiarz



A grassroots group urged town officials to restore the depot, which will be stripped of its 1915 addition.

(Salem Depot Restoration Group)

N.H. Town To Restore 1867 Depot

Story by Margaret Foster

When bikers zoom past Salem, N.H., on a rails-to-trails path next year, they'll see a newly restored train station, the last of four depots left on the former train line.

Right now the Salem Depot, built in 1867, is a fixer-upper that the town has decided to restore. The town owns the 1,572-square-foot downtown building, which it leased as offices until last year.

"It's a piece of property that's very important to Salem's history," says Beverly Glynn, chair of the town's historic district commission. "It's what that whole area is named after: Salem Depot."

At a Jan. 30 meeting, the town's board of selectmen and the Salem Depot Restoration Group agreed to demolish a 1915 addition to the original building. The depot needs a new roof, siding, windows, and doors, Glynn says.

The volunteer group that pushed for the work is trying to raise money for the project.

"I would love to see it as an information area or some kind of town building," says Dianne Paquette, president of the Salem Depot Restoration Group. "Public bathrooms, an ice cream shop", there's a lot of things you can do for the rail trail. It's

Construction of Windham Rail Trail, which stretches from Salem, N.H., to Derry and possibly to Concord is under way. The trail's first 4.1-mile paved section, in Windham, N.H., opened in September 2006.

Before the Salem Depot restoration can begin, the town has more research to do.

"We're looking for pictures of how the depots used to look on the inside," Glynn said.

Submitted by Scott Currier.

Salem, NH "one of four stations left on the line"....former B&M Manchester & Lawrence Branch.

Methuen, Ma—headquarters for a Union

Derry, NH-Derry Depot Steak House (food is good here).

Salem, NH—to be restored.

Windham Jct. NH—plans are to restore it and the freight house, owned by the state of NH.

Vermont Scuttles Plan To Purchase DMUs

The State of Vermont has dropped its plan to purchase five diesel multiple-unit (DMU) cars to upgrade Amtrak's Vermonter service. Vermont's Agency of Transportation said on Friday it had decided not to make the \$17.5 million purchase, because car builder Colorado Railcar Manufacturing and Amtrak could not provide sufficient guarantees to buy back the cars or resell them at 90% of the purchase price after three years of service.

Submitted by Alden H. Dreyer,

Flying Yankee Silver Nugget

The following historical information regarding the Christening of the Flying Yankee on April 1, 1935 was provided to us by our friend and longtime Flying Yankee supporter, Mr. Bob Caron.

"Flying Yankee" Christening April 1 Bangor, Maine Girl will be the Sponsor

Norma Finnigan of Bangor, Me, 18-year-old grand-daughter of a veteran Maine Central Railroad engineer, will have the honor of christening the new streamlined Flying Yankee of the Boston & Maine and the Maine Central Railroads 15 minutes before the train goes into regular service at 8:30 a m Monday, April 1.

At Portland Union Station, while an official party looks on, Miss Finnigan will smash a bottle of water taken from the Sebago watersheds of the Portland Water District over the new train, officially marking establishment of the first regular passenger service by streamline train on any railroad in the East.

Miss Finnigan, daughter of Mr. and Mrs. Owen J. Finnigan of 82 James St, Bangor, is the granddaughter of Irving H. Turner, a Maine Central engineman, for more than 57 years, who for many years handled the throttle of the steam-propelled "Flying Yankee" on Maine Central lines between Portland and Bangor.

Miss Finnigan, accompanied by her mother, will fly from Bangor to Portland next Sunday afternoon on one of the planes of the Boston-Maine Airways, en route to the christening ceremonies.

Re-Regulation Of The Railroad Industry

By David Fink, President Pan Am Railways

Recent discussion in Washington, DC regarding the re-regulation of the railroad industry could lead us back to the days of carrier bankruptcies, large scale abandonments as well as employee reductions. One only needs to look back thirty years to find an industry in ruin with most of the major eastern carriers in bankruptcy, large parts of the railroad network in need of a major capital infusion, major shipper dissatisfaction allowing an already dropping market share to continue to plummet. These conditions resulted from the archaic and overly burdensome regulatory environment established when railroads did not face stiff competition from the trucking industry, but soon proved to be unworkable with the advent of the interstate highway system.

At that time, with bold political leadership, the industry was saved with the passage of the Staggers Act which gave railroads economic freedom to enter into contracts and price their services to the market. The passage of the Staggers Act allowed the industry to rebuild itself and helped put it into the position it is in today where railroads have the freedom to compete vibrantly with other

transportation modes, a market based approach that ensures customers have the best available and most cost effective options to meet their transportation needs. As evidence of the importance of the Staggers Act, Congress later elected to further reduce regulation of the industry in 1995, a move that has helped create even further competition for railroads and make the industry as strong as it is today, fueling economic growth at a time when fuel costs have become a major issue; and the fact that railroads are the most fuel efficient means of transportation available means that customers can save costs by shipping by rail while scarce resources are preserved as well.

It is also important to point out that the successor to the Interstate Commerce Commission, the Surface Transportation Board, continues to oversee railroad practices and regularly investigates potential abuses. Between this oversight and market forces, railroads have little incentive to return to the type of behavior that led to significant regulation. Accordingly, to turn the clock back to the pre-Staggers days would be unwise and, in short order, could likely undo all of the progress made after Staggers, ultimately reducing customer choice and increasing customer cost.

Submitted by Peter Victory

Pan Am Gaining New Business

All States Asphalt locating a new asphalt terminal in East Deerfield, MA. The facility will consist of two unloading tracks for tank cars located at the Warner Brothers quarry. In addition to asphalt, All-States will use their terminal to unload calcium chloride, a road de-icing product produced by Dow Chemical. One of the key reasons All States chose the site is its proximity to Pan Am's rail yard, which is the largest in New England.

Chemical distributor Univar USA has reactivated their sidetrack in Salem, MA. In recent years, Univar had been delivering product to their terminal by truck. However, due to the rising price of fuel, the growth of their business and improved service by Pan Am Railways, they have returned to rail.

Siegel Egg has a new warehouse in North Billerica, MA, near Pan Am Railways' offices at Iron Horse Park. The company has relocated here from Framingham and Cambridge, MA to the Billerica Commerce Center. Siegel Egg is a distributor of provisions for the food service industry, The Billerica Commerce Center was originally built as a distribution center for Purity Supreme and later used by K-Mart.

Submitted by Peter Victory

Pan Am Railways

The owners of the development of the 44-acre site at the Somerville Rail Yard have put it up for sale. Boston & Maine Corp., which owns 75% of the massive development and minority owner Cambridge North Point LLC, were "hopelessly deadlocked" over the projects' future- "We set aside certain differences and agreed the market is right and the timing is right to put the property up for sale," said Philip D. Kingman, senior vice president of development for Pan Am Railways Inc., the New Hampshire parent company of Boston and Maine.

Atlantic Northeast Rails & Ports via The 4790 470 Railroad Club

New Book "Definitive Guide To Southern New England Railroad Stations"

By John H. Roy, Jr.

At the height of the railroad era, nearly every community in New England had at least one depot and freight house around which the town center grew. With the decline of the railroads throughout the twentieth century, however, scores of these historic structures have been lost, many of them architectural gems. But even today hundreds of railroad stations survive, and recent decades have seen new stations built to serve still-active rail lines.

John has spent the last fifteen years tracking down every station, depot, and freight house still extant in Connecticut, Massachusetts, and Rhode Island. In this handbook of 350 pages he provides a comprehensive guide to all 467 such structures - past and present - that survive today. Organized by state and station name, each entry in this book includes a photograph of the structure, its location, the date it was built, its use today, and brief historical and architectural notes. Maps of the three states are included showing location of each station covered in the book. Comprehensive appendices provide information on recently lost stations.

A Field Guide to Southern New England Railroad Depots and Freight Houses is available in many local book stores and historical museum shops, or it may be ordered directly from Branch Line Press, 30 Elm Street, Pepperell, MA 01463 for \$19.95. Please add \$3.00 shipping and handling for the first book, \$1.00 each additional book. Massachusetts's residents please include \$1.00 per copy sales tax.

The 470 The 470 Railroad Club

PW Run-Through Power To Bow

The loaded coal hoppers have always started off in Providence and moved to Worcester, and continue to do so. Formerly they moved on PW's line from Worcester to Gardner, where Pan Am's ST with its own power and own crews would run the cars east on the Freight Main to North Chelmsford, and then on the New Hampshire Main north to Bow. On August 10 PW power comprised of four locomotives was delivered to ST at interchange at Barber's Crossing in Worcester for the purpose of completing delivery of 5,700 tons of coal, comprising 58 carloads to Bow. This marks the first use of PW run-through power to Bow.

Atlantic Northeast Rails & Ports via The 4790 470 Railroad Club

Mass Bridges Need Of Repair

More than 13 percent of the state's commuter rail bridges are structurally deficient, including the Merrimack River bridge, where officials have slowed train speeds to 5 mph from the already reduced speed of 10 mph. The Merrimack River bridge in Haverhill is the state's only rail bridge that is similar in design to the steel deck truss bridge that collapsed Aug. 1 in Minneapolis. "This is a bridge that is frail but not yet failed,

and what we're trying to do is bring the resources necessary to get it back to full strength," NMTA general manager Daniel Grabauskas said. Officials also prohibited trains from traveling the bridge's dual tracks at the same time. The Merrimack River bridge also carries the Amtrak Downeaster.

Lewiston Sun via The 4790 470 Railroad Club

Bellows Falls Tunnel Enlargement

New England Central Railroad ran a test container car through the tunnel, after contractors completed the track lowering in mid-August. The well car contained a mixed double: one domestic 53-footer (9'6" high) and one international 40-footer (8'6" high). The tunnel passed with flying colors and is now able to accept modified double stack and auto racks. The original plan to use low-profile steel ties and new rail was dropped to save money. The welded rail was re-installed, because NECR is not aiming for the 20'8" necessary for full double stack. The dip for the tunnel would have been too much without the canal bridge being lowered which would have been too expensive.

The 470 The 470 Railroad Club

Photos of Yesterday

By Vic.M.Zolinsky



Westbound passenger train arriving at Ayer with 3815 on head end, east leg of wye in background.

I started on the new haven in 1956 but spent the years 1943-56 going to towers and places that no longer exist. My grandfather lived in Keene and knew some of the men. I traveled up from New York on nhrr#54 the cigar valley and it had the thru car for white river that was put on the rear of 717 at Springfield. We changed trains at east Northfield and took 7305(I think) to Keene. I spent much time in the yards with the car inspector, signal maintainer and the switcher crew. The engineer on the switcher was at East Deerfield to Mickyville engineer and he told me of his trips. His

name was Roy Gorman; his son was ticket agent at Greenfield. The places I've been and the things I saw no longer exist.

One night I rode the 3713 from Boston to Keene on 5511. That was a thrill for young railfan. I've been in Gardner, Ayer, Fitchburg, Wa, and Greenfield Dispatcher's offices and towers.

Just for the record all of the pictures were taken around 1949 to 1952.



XW-2 at Water Street, Keene, NH

Opening Wide The Western Gate

By extensive improvement in grades and track layout and the installation of mechanical devices, the Boston & Maine Railroad has produced at its Mechanicville NY yard, what is regarded as the latest word in freight car switching plants. The speedy new classification yard, officially opened January 14th (1928) by President George Hannauer in the presence of prominent guests from New England and New York and of other B&M officials, is already showing efficiencies in operation undreamed of under previous yard conditions and not surpassed in the records of any yard in the country.

Mechanicville makes classifications for dispatching solid trains to all principal points on the system, as well as classifying for some points beyond. With neither equipment nor operators fully "worked in," the previous time in classifying cars has been more than cut in half. Already there are indications that this performance will be bettered, with the consequent saving of hours in delivery - a most important factor not only with perishables but with all other freight in these days of "hand-to-mouth" merchandising. Bring about this result at the B&M's western gateway has been a

matter of some month's intensive construction work, during which, by shrewd planning and skillful operating, all switching requirements were met just as if the yard was not being pulled apart and put together again.

The job entailed removal of the hump to a new position and with a lesser grade, replacement of two herring-bone ladder tracks with six short ladders, each serving a group of six classification tracks; installation of 17 electrically operated car retarders of the newest type, not yet in operation elsewhere; installation of 35 electric switch machines; new daylight-type signals; teletype machines and loud speaker telephones, and establishment of a power house, with two outside sources of power and a large unit of storage batteries to insure continuance of operation.

Particular interest in the new yard has been aroused, both among railroad men and the general public, by the fact that President Hannauer was co-inventor of the basic car-retarding device of which the retarders at Mechanicville are the very latest development. There was, therefore, a double significance in the "dedication" of the new yard when President Hannauer pulled the pin that cut a B&M boxcar from a western train, to start it down the incline through the retarders to the Boston track. These retarders, which are being installed on other lines, are of extra heavy construction and with special safety features. Like previous retarders of the Hannauer type, they are built in the tracks and consist of steel shoes on both sides of each rail and operated by pressure against both sides of the car wheels. Instead of being carried at the side, however, the springs used to maintain tension are, in the new type, installed under the rail, where they are fully protected by an extra heavy housing and insure at all times exactly equal tension upon both brake shoes of each pair. A car derailed before entering the retarder cannot cut the springs with its wheel or easily smash the retarder housings. Further, with equalized tension, it is impossible for the new retarders, if set too tight or receiving a car with serious irregularities, to derail the car. Wheels "squeezed" out continue to ride with the flange guided by the retarders, but above the line of pressure.

Operation of the retarders and throwing of all switches is controlled from two towers. With a control panel before him, the operator notified by loud-speaker telephone from the hump as to which train is being pushed up for switching, refers to a teletype list of the train. This gives car numbers, track destinations and approximate weight. With a touch of a small lever, he throws the switches ahead of the car, and with the small levers sets the retarders for the width of opening between the shoes to give the proper pressure to control the speed of the car at the weight indicated. Without riders or switchmen or with any assistance from the switching engine the car rolls at its proper speed into its appropriate track.

The spectacle of riderless cars coming down the hump and seemingly seeking their destined switches and tracks of their own volition is uncanny. But still greater tribute to modern scientific railroading is to be found in the almost total elimination of car damage and injury to yard employees, as well as in the much greater speed of operation attained without strain or fuss.

With an operator in each tower the yard already has shown itself capable of easily maintaining an hourly switching speed of 150 cars. With two operators in each tower (the control boards are designed for double operation during peak periods) a switching speed of 250

per hour has been attained. The yard's announced operating capacity of 2,400 cars a day, therefore, is no indication of what it can do under the stress of unusually heavy freight movements.

Upon the communication system alone a whole article might be written and the part electricity plays is material for another. Upon arrival of trains in the ten-tracked receiving yard from the Delaware & Hudson or the New York Central, the conductor will send the waybills through a pneumatic tube to the yard office. These are stacked in standing order of the train, and the classification track marked on them after the diverging orders are checked. The yard clerk then writes the switch list on an electrically operated teletype machine showing car initial, number, weight, classification track, and destination. Each tap of his type key is reproduced instantly in each tower and at the hump cabin a quarter of a mile away.

Even speedier is intercommunication between tower operators and hump conductor. Each, as occasion demands, speaks directly into the mouthpiece without ringing or waiting for a connection, and his voice at the receiving end is carried loudly and distinctly over a wide area.

Electricity also throws the switches and sets the retarders (actuated by motors in metal housings at the side of the tracks) and supplies the flood lighting by which night operation is made far easier.

To protect the plant, so vitally necessary to the entire railroad system, from any possibility of even a brief shutdown, the engineers in charge of the installation have provided for two sources of power. Yet if (as is extremely unlikely) either of these sources should fail, a great regiment of storage batteries, kept continuously charged, automatically pick up the load, and "carry on" for many hours. These batteries are both rechargeable from both outside sources.

Mechanicville, with its long high hump and steep incline, has undergone a very marked change in its grades, and this is one reason for much of its increased efficiency.

With the natural descending grade from the entering end of the receiving yard (*western*) to the outgoing end of the classification yard (*eastern*), the present hump is simply a small knoll (one foot high) to get slack on the pin.

The hump incline drops about two feet (*for every*) 50 feet, which will separate the cars or "cuts" sufficiently for throwing switches comfortably between them. From the foot of the hump, there is 75 feet of 2 percent grade and 290 feet of 1.2 percent grade to the clearance point on each of the six ladder tracks which is sufficient to keep an empty car moving at about 6 MPH, with the retarders to prevent excessive speed of the heaviest car. At the clearance point on each of the ladders is a double retarder (on an 8-10 percent grade, to start any car should it be stopped by the retarder) where the cars are brought to the proper speed (about 4 MPH) to couple without damage to car or contents. Beyond this point, there is a 35-100 percent grade to the clearance point on each (*of 36*) classification track, with a 25-100 percent grade through the body of the yard. All grades are compensated for friction through the curves. With these grades, cars roll well into the classification tracks or couple with other cars without excessive shock; yet without at any time attaining a high speed.

Equipment for applying hot oil to the journals by heating car oil with steam to 180 degrees and squirting it into boxes under pressure just before going over the hump insures free rolling in coldest

weather. Flood lights make it possible for the yard crews to see the entire yard at all times.

The "hump" signal giving four indications by color, is repeated the entire length of the receiving yard by three repeaters which show the "hump" signal in both directions. Klaxon horns for use during fogs have been installed between each signal, insuring quick response by enginemen at all times.

The retarder operator in the junction tower also has control of the "hump" signal which is repeated at his board, and can at any time be set to stop.

The junction tower which controls the incline, retarders, junction switches, the junction retarders and the switches and retarders for 12 tracks is located on top of the power house, opposite the first switch of each of the six ladders, where a view of the entire yard can be had. The second tower controlling the switches and retarders of 24 tracks is located in the field between tracks 12 and 13. With four glass walls, it commands a full view of the yard.

The towers are well heated. The comfort of sitting in one, braking cars, during a cold snow sleet storm, compared to riding the cars at high speed, words cannot describe. Elimination of the hazards to life and limb that went with former hump operation is one of the big achievements of the new yard. The reduction in damaged cars is also over 75% in the first month of operation.

The many railroad employees who have figured in the design and construction of this work of railroading art may well feel proud of their achievement.

February 1928 *Boston & Maine Employees Magazine*
Submitted by Tim Gilbert

The Paper Industry and Our Railroad

Part 1 - Pulp Manufacturing

Cliff Somerville, Editor Employees Magazine,

The paper industry spells "Big Business" for our railroad, creating employment for many of our employees and substantial revenues for our company.

In 1946, for example, the B&M handled 76,453 cars of pulpwood, paper and paperboard combined, bringing us revenue aggregating \$4,259,172. In addition, we handled many thousands of cars of paper products and hundreds of thousands of LCL shipments of paper and its products.

This, the first of two articles to appear in this magazine on the general subject of the paper industry and its usage along our lines, Pulpwood is the primary source of most paper and therefore is the logical beginning of a story about a big and complex industry. Pulpwood shipments alone meant to the B&M in 1946, a total of 13,548 cars and revenue of \$510,792.

Pulpwood is not as large a traffic item with us simply because most of the paper plants are converter plants, manufacturers who purchase rather than manufacture their wood pulp - the product derived from pulpwood - in making their products, or those who purchase paper and process it for specialized uses.

Less than a dozen paper mills along the B&M system make wood pulp but these are the real giants of the paper industry. These manufacturers receive pulpwood direct from the forests and make wood pulp from it, some of them using their entire output for the manufacture of paper, some of them using part of their pulp and

selling the remainder to converter plants, some of them making pulp themselves and buying additional pulp to sustain a paper making plant larger than their own pulp producing capacity will permit.

Pulpwood used by industries on our lines comes mainly from the forests of Maine, New Hampshire and Canada. It arrives at the mills in cars carrying 15 to 20 cords, and usually goes into large storage piles which frequently contain thousands of cords of wood at a time. The most important step preliminary to making wood pulp is to completely de-bark the pulpwood, as bark would discolor the pulp and fill the paper with specks of dirt. Sometimes the bark is peeled off by hand; if not, it is removed by barking machines or drums at the mills.

The pulpwood is then dumped into a pool of circulating water which frees it from ice and dirt, after which it is conveyed to chippers, which are powerful machines that slice the pulpwood crosswise into thin sections. The chips then proceed to a machine which crushes them into specified weights and thicknesses, after which they are screened through sifters to eliminate chips which are too large, knots and other fine particles such as sawdust. The sorted chips are conveyed to storage bins located above large digesters which cook the wood under pressure.

There are two classes of pulp, mechanical and chemical. Mechanical pulp is of two types, ordinary mechanical pulp which is pulp obtained by grinding wood into a fibrous condition, and semi-chemical pulp which is steamed before being ground. Chemical pulp breaks down into three types, sulphite pulp, soda pulp, and sulphate or kraft pulp, according to the chemical process used when digesting the pulp after the chipping and sorting processes.

The mechanical pulp is the cheapest to produce and is generally used in producing newsprint, or in combination with chemical pulp in the making of certain wallpapers, bags and wrapping paper. Sulfate pulp costs considerably more to produce than mechanical pulp but the greater strength and pliability of the sulphate fibers cause it to be used for the better grades of printing paper. Sulfate or kraft pulp, a dull brown shade when unbleached, is used very largely where color is not an important consideration, and where strength to resist wear and tear is desirable.

Different characteristics are required of woods to be used in making pulp, depending on whether they are to be used for chemical or mechanical pulp. Some types of wood are used in both branches of pulp making, such as our famed New England Spruce. Spruce is the most important raw material of the papermaking industry at present and it produces the best white pulps. Its fibers are longer, more pliable and stronger than most other woods and is particularly desirable from a chemical standpoint because it contains a maximum percentage of cellulose, which is highly resistant of chemicals.

Boxcars are used to move most of the pulpwood to the mills, and boxcars are required again when the finished wood pulp is shipped from manufacturing plants to converter mills. Some wet pulp is moved by rail, but most pulp is dried before being shipped. It is moved in thick sheets, baled together, and every effort is made to protect it from dirt by providing clean boxcars.

The movement of wood pulp gives our railroad a special item of important traffic, due to the fact that there are so many paper converting plants in our territory that have to buy pulp. While some wood pulp is shipped from B&M mills, most traffic we handle origi-

nates on other lines or is imported through Boston or Portland. This traffic alone means about 1,400 cars a month to us, or, expressed in revenue dollars, about \$1,800,000 a year to our railroad.

In addition in handling pulpwood and wood pulp, our railroad also obtains important business from the movement of a large variety of raw materials used by pulp and paper manufacturers, such as sulphur, salt, soda, clay, alum, chlorine, and various acids. Water power is a very large factor in making pulp and paper but many plants in our area use large quantities of coal and oil, either as a primary source of power or to supplement their water power.

For many reasons, therefore, the whole pulp and paper industry is of vital importance to our railroad and employees, just as for many years now it has been of vital importance to the economic welfare of New England, particularly Northern New England.

February 1948 Boston & Maine Employees Magazine submitted by Tim Gilbert

The Paper Industry and Our Railroad

Part II - Paper Making & Converting

Cliff Somerville, Editor Employees Magazine

Individual plants or industries along the Boston & Maine System which either buy woodpulp to make paper or buy paper to make various specialties, far outnumber those plants on our lines which receive pulpwood and manufacture wood pulp as well as paper. These paper making and converting mills produced 19,101 cars of paper and board traffic in 1946. This volume of traffic is impressive enough as a source of revenue for our company, but it represents only a third of the total paper and paperboard handled by the B&M. The total traffic of this character was 62,905 cars - some 210 cars every working day - bringing us revenue of \$3,748,380. In addition, as noted in last month's article, we handle many thousands of cars of paper products and hundreds of thousands of LCL shipments of paper and its products.

Just about every kind of paper imaginable is made by plants scattered through the five States served by the B&M, the finest grades of printing, book and writing papers, tough wrapping and kraft papers, tissues and napkins, and a variety pulp and fiber boards. Look about and name the variety of paper products and specialties around you, fine stationery and papertries, gummed, waxed, and coated papers, Christmas wrapping papers, roofing papers, blank books or ledger sheets, whatever it may be, they or their counterparts are made in New England. And you won't find that duplicated outside of New England probably is an amazing tubing for underground water conduit purposes that is said to be more enduring than steel or iron.

Woodpulp is used as the basis for making most of the paper originating on our system, but some of the plants use waste materials such as magazines, newspapers and rags, and one plant uses old rope and jute. Some mills only make paper while others make paper and convert it to various purposes, while still others buy paper and convert it into specialty products.

Anything that is done to paper to change its original shape, color, or use moves it into the field of converting and this field seems almost unlimited. Among the more important converting processes are coating, waxing, imprinting, striping, surface staining, saturating, embossing, gumming, cutting, and adapting printing papers,

tissue papers and paperboard for a myriad of purposes.

Some idea of the scope of the paper industry in our territory may be obtained from scanning the widely scattered points that specialize in certain types of paper making and processing. Much of the high grade printing and book papers, writing papers and paperies comes from Cumberland Falls ME, Lawrence, Fitchburg, Holyoke, Turners Falls, and Miller's Falls MA, Mechanicville NY, Groveton, Lincoln, Bennington, and Manchester NH, and Bellows Falls VT.

The bulk of our tissue paper, toilet paper, and napkins comes from Hinsdale, Ashland, Northumberland and Claremont NH, Erving, Baldwinsville, Otter River, Somerville, South Hadley, South Hadley Falls and Wheelwright MA, while most of the wrapping paper, paper bags and specialties are made in Berlin, Nashua, and Claremont NH, West Groton, Somerville, Pepperell and Lawrence MA, and Bellows Falls VT.

Pulpwood and fiberboard products are made at many points, including Fitchburg, Haverhill, Lowell, Lynn, North Leominster, West Medford and West Groton MA, West Hopkinton NH and Troy NY.

The foregoing communities are those in which the greatest proportion of the basic paper manufacturing is located along our system. In addition, there are hundreds of converter plants in our territory, some located in communities already named, others scattered in other towns and cities throughout the territory.

The paper industry embraces many phases and is closely interwoven with the employment and general welfare of many communities. From the standpoint of our railroad it is a truly vital source of revenue, not only for its importation of raw materials over our lines, and its shipments of semi-finishes and finished products, but also because it furnishes payrolls which enable thousands of families to buy food and products which move over our lines, and to ride as passengers on our trains.

March 1948 Boston & Maine Employees Magazine submitted by Tim Gilbert

Bob Warren wrote: "They reminded me that the Boston Globe got a lot of its newsprint from Canada. They had a warehouse in Yard 13 and used to transport the newsprint rolls in solid rubber tired Mac trucks. Around the middle toward the end of '56/'57 the Globe moved to a new facility that had a direct rail siding so there was no need for trucking the rolls. The new facility as I recall was located on the New Haven. Where the cars of paper were interchanged with the NH I have no information. I don't think the Union Frt. was used for interchange.

"We were constantly admonished to 'shove' the paper cars to rest, not let them roll on their own and couple to a standing car. More than once the railroad got billed for rolls that had been split due to improper handling. The newspaper company could use split rolls. I don't know what happened to those rolls.

"Course we never knew where the damage occurred.

"It was interesting to watch the fellows that monitored the paper coming off the rolls during the printing process - they were very quick with the glue to attach the end of the new rolls to near the end of the old roll.

Tim Gilbert: "Suspect B&M-NH interchange was at Lowell - via NH LU-1 to Framingham and CB-2 to Boston."



My friend Ken and I were, camping in the Deerfield River Valley, trying to catch as many freights as we could from dawn to dusk. One night we put our sleeping bags on the pile of ties visible in the photo. Other nights we would camp on the stone wall by the brook at the remaining cantenary upright. In 1960-1964 era you would acutely see 16 symbol freights, one local and one loaded and one empty bow coal in 24 hours.

This photo was my first attempt at a train shot after or before sunlight. I hand held a 2X2 Yashica 55 MM (box not reflex) camera with 64 Kodachrome and the lowest f stop with 100/second shutter. I was so happy the shot came out this well. I really captured the atmosphere with mountain mist subduing the headlight while allowing enough light to show the bluebird in good form. I never got another B&M shot with the same feeling as this one. This was a once every ten year situation I would guess.

Nowadays we would not even sit on fresh creosote treated ties also, with in a few hours we would be booted off railroad property.

Don Haskel

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

