

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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May — June 2 2008

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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.

- May 10** Ira Laby will do a presentation on the B&M Conn River line and surrounding area.
- June 14** Reschedule of Michael Smith of the Finger Lakes Railroad
- July 26—27** Lowell Folk Festival.
- Aug.** No Meeting.
- Sept. 27** Fall excursion trip on the Conway Scenic Railroad's Notch Train. Details inside Newsletter
- Oct. 18*** Jerry Kelley will do a presentation on the Hoosac Tunnel Lining Towers
- Nov. 8** Gary Webster returns for another presentation. (Subject to be determined).
- Dec. 13** Members Night.

* Date change from the 11th

Directions To The Rogers Hall Society Meeting Location

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

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

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

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

NEXT ISSUE

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

The editor reserves the right to edit any submitted material.

MEMBER INFORMATION

Newsletter

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

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

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

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

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

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

Society Officers, Directors and Staff

President	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	Dan Hyde
Russ Munroe	Richard Nichols	Justin Winiarz

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
Technical Asst.	David A. Fletcher
410 Chairman	Jim Nigzus
Historian	Russell Munroe, Jr.
Membership Secretary	Buddy Winiarz
Modelers Notes	Bruce Bowden, Bob Warren
Model Projects Coordinator	Vacant
Newsletter Editor	Bob Warren
Contributing Editor	Buddy Winiarz
Program Chairman	Jim Nigzus, Buddy Winiarz
Show Coordinator	James Nigzus
Webmaster	Jonathan Miner

MEMBERSHIP

- Please renew your membership within the ninety-day renewal period or you will be deleted from the membership list. • All renewing members are provided a preaddressed renewal envelope, containing your membership data on the flap. Please

DO NOT over tape the flap.

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

Membership

c/o B&MRRHS, PO Box 469

Derry, N.H. 03038-0469

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

Board Meetings Notes

Minutes Of February 9, 2008- B&MRRHS Meeting

Rogers Hall, Lowell, Ma.

In Attendance: Kosciolk, Gagnon, Byron, B. Winiarz, Hyde, Walker, Basile, Nowell, Hampton

Meeting Called to Order: 1:50PM

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

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

President's Report: No Report from Nigzus

Vice President Report: Kosciolk gave a brief synopsis of the Springfield train show (results under 'shows'.

Clerks Report: Walker's report dated 9 February, 2008 stated that all applicable documents have been placed on file with State of Massachusetts.

Treasurer's Report: Kosciolk reported that Society continues to be solvent. January 2008 Savings: \$66,407.62. Checking \$2470 (both accounts unaudited \$), Major expenses: mailings of newsletter, Bulletin printing, and catalog replenishment items. Gagnon, 2nd by Byron, Motion carried.

Membership Secretary: Winiarz reported that membership is now at 1052 members at meeting date with incorporation of new roster members gained from Springfield show.

Bulletin Editor: Kosciolk reported that Andy Wilson informed Society thru letter that Jim Lethbridge has been added as Bulletin photo editor to assist Andy in Bulletin preparation. Jim's past work experience in this field is seen as a positive step to achieve a higher level of quality and reduce communication issues. 'Welcome Aboard' Jim.

Archives Committee: Nowell stated that last meeting was on 19 January 2008. He also reported that additional personnel are coming to meetings, when available. Additional drawings have been cataloged from the Boyd collection. The on-line catalog is being worked on and includes new items for future rollout on the website. The station list is also being enhanced/updated.

Newsletter Committee: No Report

Hardware Committee: No Report

410 Committee: No Report

Shows Committee: Springfield "BIG E" show on January 26-27, 2008 with B&M tables crewed by Fred and Quesen Brown, Paul Kosciolk, Buddy and Justin Winiarz, Wayne Gagnon, Dave Hampton and Rick Hurst. Attendance for 2 day event was around 22,300 (down somewhat from 2007) but given current economic events was very gratifying. Nigzus broke down the show as follows: Gross Sales- \$3711 (B&M number sound familiar?); Total Sales-\$2926; New/Renewal Memberships- \$690; all commodity items had sales with customers buying many old/current Bulletins (Hoosac Tunnel issue sold out late Saturday PM). Customers also inquiring on availability of B&M caboose data (pre-B&M, 1923 merger and renumbering), buggy conversion of wood to steel, and buggy class updates and dispositions. Several members and customers have in current state of reconditioning and were looking for archive information; additional inquiries on West End- North Adams to Mickeyville-Rotterdam Jct./Troy, NY operations. Byron new book well received and sold out at show.

Society premiered a non-finalized DVD version of Channel 4 WBZ-TV B&M publicity footage shot in 1950's and was well received with non-member sign-up for when ready publication notice. Brian Dame also talked with Wayne and said he was working on research on some additional information about the water power conversion process into various phases for North Adams city/B&M electricity.

Program Committee: 2008 year appears set per Winiarz. Mass Bay will be sponsor of Berkshire Flyer on May 17th operating over former New Haven and Housatonic Railroad trackage from Lenox, Ma. to Pittsfield, Ma. and Canaan, Ct. and return. Flyer notice stated diesel power and up to six coaches with limited seating. Check with Mass Bay site on additional details and pricing. Society to try a condensed notice in next newsletter.

Models Committee: No new models are currently in works.

Old Business

B&M (Channel 4 -WBZ TV Film): Carl Byron reported to Society that he had received quote package on DVD film. Society discussed quote and motion made by Gagnon/Basille to order 600 dust jackets with inserts and 300 (1st run) DVD's to be made. Byron will get DVD proof for review with board for verification prior to formal issuance of check/moneyorder for production run. As of 9 February meeting, catalog pricing is not set nor is availability of finished product. Society will publish notice for members and non-members who signed all sheet at Springfield show.

Central Mass Book: Rick Conard updated Society board members at Springfield show that progress is being made and his intended goal is to rollout by end of 2008/ early 2009.

New Business:

None

Additions: None

Next Meeting: March 8th, 2008 at Rogers Hall, Lowell, Ma. @1:00PM

Motion for Adjournment: 3:04PM Gagnon, 2nd by Byron. Motion carried.

Respectively Submitted:

/s/ Wayne M. Gagnon, Secretary

Minutes of March 8, 2008- B&MRRHS Meeting

Rogers Hall, Lowell, Mass

In Attendance: Gagnon, Byron, Hyde, Hampton, Kosciolk, Nigzus, Abegg, Goodwin

Meeting Called to Order: 1:31PM

Approval of the Minutes: Goodwin, 2nd by Byron, Motion carried.

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

President's Report: No Report from Nigzus

Vice President Report: No Report from Kosciolk

Clerks Report: No report from Walker

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

February 2008 Savings: \$73129.20 - Checking \$1373 (both accounts unaudited \$)

Major expenses – mailings of newsletter, Bulletin printing, Byron “Morning Sun” book, Dr. Heald’s book, and catalog replenishment items. Kosciolk reported that Society has opened a new CD as of 2/08 for \$25K at 6 months in light of recent economics of market.

Gagnon, 2nd by Hampton, Motion carried.

Membership Secretary: Kosciolk reported from Winiarz information that membership is now at 1049 members at meeting date.

Bulletin Editor: No report from Wilson

Archives Committee: Kosciolk reported from Nowell information that on 2/16 meeting that 8 members and 2 guests attended. Meeting scheduled for 3/15 to continue flat file catalog effort and website station site work is progressing.

Newsletter Committee: Kosciolk reported that current newsletter was mailed from Lowell on 4 March.

Hardware Committee: Nigzus reported that due to continued receipt of donated articles/lots, work meetings will be “TBA” in order to reduce amount of boxes.

410 Committee: Spring is coming and work sessions will be “TBA” on 410 and combine to make ready for Folk Festival. Volunteers are gladly welcome.

Shows Committee: Nigzus reported a final breakdown of Springfield show and recent catalog mailings sales totaled \$3088. Of interest was 45 books of Bruce Heald’s “B&M- New Hampshire” and 16 new Byron “B&M” sold via show and catalog mailers.

Program Committee: 2008 year appears set. Current Society newsletter has short notice on Mass Bay “Berkshire Flyer” operating over Housatonic Railroad trackage (ex New Haven) Lenox, Ma.-Pittsfield, Ma - Canaan,Ct and return).

Models Committee: No new models are currently in works.

Old Business:

B&M (Channel 4 -WBZ TV Film): Carl Byron showed BOD the Channel 4/WBZ-TV dust jacket case and info insert for review, comments, and/or modification. Insert information and formatting was modified slightly. DVD will have a B&M picture “burned” on face of disc and dust jacket will include 2 pictures reflective of steam to diesel conversion period. Byron will notify vendor with updates. DVD will run approximately 1 hour and 50 minutes with insert detailing segmented versions. Date of availability is still TBD and firm pricing TBD commensurate with production run quantities. Society catalog announcement/newsletter insert of “1st run” departure date expected in near future.

Central Mass Book: No updated report received from Rick Conard.

New Business:

Membership dues schedule was discussed by BOD. In light of recent surges in across the board costs of chemicals, paper, envelopes, printing costs, surface transportation costs, and postage mailing increases for May '08, BOD reluctantly agreed to the below new rates. Effectivity date of new rates will be TBD at future meetings. Rates will be as follows:

- Basic- increased to \$35 from \$32
- Canada and Overseas - \$55 (no change)
- Basic & Spouse- increased to \$38 from \$34

Contributing- increased to \$40 from \$35

Sustaining- \$50 (no change)

Supporting- \$75 (no change)

Benefactor- \$100 (no change)

Corporate- \$500 (no change)

Additions None

Next Meeting: April 12th, 2008 at Rogers Hall, Lowell, Ma. @1:00PM

Motion for Adjournment: 3:28PM Basile, 2nd by Hyde. Motion carried.

Respectively Submitted:

/s/ Wayne M. Gagnon, Secretary

Company Business

B&M #410 Work Sessions

Attention all you painters in the Society, beginning in May 2008 work sessions on the B&M 0-6-0 will commence. There will be painting to due on both the #410 and combine. So come on down on Saturdays about 9:00 AM during May and June. The sessions will stop at the end of June and resume in September and October. Drop a note to the Lowell PO Box if you’re interested in helping out, attention Jim Nigzus or just show up. Word has it that a special appearance by the “human paint brush” is scheduled!!!

The Railcar & Folk Festival

Beginning Saturday, July 5 and every Saturday through July and August the railcar on Dutton St. in downtown Lowell will be opened to the public from 1 to 4 PM. The only exception for this will be the 26th of July weekend due to the Lowell Folk Festival.

Volunteers are needed and welcomed to help man the railcar. Contact Jim Nigzus at the Lowell PO Box, drop an e-mail to the Society’s e-mail address (CPC835-DD@Juno.com) or see us at one of our next meetings.

September Train Trip

On September 27, 2008, your Society will be going on a fall foliage trip through the White Mountains on the former Maine Central Mountain Division now Conway Scenic’s Notch Train line. Box lunches will be offered and there is also a food bar in one of the cars or you may also brown bag it. The train will leave at 11:00 AM and return by 4:30 PM. Come on and ride the train enjoy the beauty of New England fall colors and spend a day with fellow B&MRRHS members.

A flyer will be in the July–August Newsletter.

About The System

100 Years Ago

Eugene Major, the aged gate tender at the Bull Run crossing, is the hero of the Boston and Maine railroad employees today, his courage and daring being talked about from one end of the freight yards to the other, complimented for his quickness of thought and presence of mind.

Major saved two horses from a terrible death yesterday afternoon, and also probably saved from being wrecked one of the Boston and Maine's fastest trains.

It was about 1:30 when Levi Provost, a wood dealer living on the Hubbardston Road, drove up Mechanic Street, with a large load of four-foot wood and started to drive over the crossing. There was little snow and the load was heavy on the wooden cross planks. The result was that the load of wood was stuck directly on the westbound track.

In the excitement of trying to get the load started once more, everyone forgot the Continental Limited which is due to leave the Gardner station at 2:41 — everybody but the old gate tender.

Just as the owner of the wagon and a number of bystanders were making a last mighty effort to get the load started, the fast express poked its nose out from a mass of freight cars 200 yards from the Crossing and whistled for the gates.

Hastily putting the gates down, Mr. Major grabbed a red flag, and ran up the track directly in the path of the oncoming train, frantically waving it to stop.

The engineer saw the signal and applied the air brakes with such a force that he threw the passengers forwards in their seats. The train was brought to a standstill with the cowcatcher not five yards from the load of wood. Passengers and railroad men came to the rescue and removed the wood from the track. Westbound trains at the Bull Run crossing are known to go by at speeds not less than 40 miles per hour, and would likely have been derailed had not Mr. Major saved the railroad considerable expense as well as the lives of the horses.

The Gardner News

Submitted by Richard Ares

Note: The Mechanic Street (or Bull Run) crossing encompassed several tracks as it was at the western end of the Gardner yard.

Fitchburg Line To Receive \$30 Million In Federal Funds

Congressman John W. Olver announced that \$30 million for the Fitchburg Line has been included in the President's fiscal year 2009 budget. The funding will be used to make track improvements to improve the commuter line rail from Fitchburg to Boston. The Fitchburg rail project stood up to rigid scrutiny, and was selected as one of the best Small Starts projects in the country. All we are waiting for now is the state bond bill so this project can go forward," Congressman John Olver said. "We can be in construction within 18 months after it passes," he added. The goals of the project are to reduce travel time from a maximum of 90 minutes to approximately 60 minutes, to improve reliability from 83% to over 95% on-time schedule adherence, and to attract new riders to

MBTA. The Federal Transit Administration's Small Starts program awards grants for capital costs associated with Light Rail projects, streetcar, trolley, and commuter rail projects that do not exceed \$75 million in Small Starts funds. The President's budget for the FTA still needs to be approved by Olver's subcommittee and the House and Senate before funding will be made available.

MBTA via Railpace's Hot News

Historic Railroad Faces Shutdown

By Mainebiz news staff

The Belfast & Moosehead Lake Railroad has puts its entire rolling stock up for sale on a rail merchants website, suggesting that the railroad may be on the verge of shutting down.

Representatives from the railroad's preservation society, which has owned the line for the past two years, did not confirm that it was shutting down, but state Department of Transportation official Nate Moulton said the society's board members recently informed him that they were concerned about the railroad's future and were considering closure, the news website VillageSoup.com reported. The railroad's items up for sale on the website of Iowa-based Rail Merchants International, www.railmerchants.net, include its three locomotives and numerous passenger cars, including the rolling gift shop.

The railroad has a contract with the DOT to operate excursions with those locomotives on a 30-mile stretch of track between Unity and Burnham, the website reported. If the railroad ceases its excursions, the DOT would offer the contract up to others.

Submitted by Buddy Winiarz

Pan Am Clips Its Wings

By Paul Makishima, Globe staff

Let us bow our heads. The venerable old Pan Am airline brand may finally have breathed its last. New Hampshire-based Boston-Maine Airways Corp., which was the most recent airline to resurrect the brand name of the renowned carrier after its collapse in 1991, suspended flights, according to a message on the airline's website. Last one out, please hit the lights.

For most airline customers, this is not such a big deal: Pan Am had scheduled service only to Hanscom in Bedford, Portsmouth, N.H., and Trenton, N.J. And, frankly, not even so much of that.

Newspapers in Trenton, N.J., and Portsmouth, N.H., traced the financial and management problems the carrier has faced over the years, culminating in a Feb. 1 notice from the Feds that they were looking to pull the plug on the carrier's flight certificate.

How the mighty have fallen. They used to be a real player. Kind of like the Yankees... Know what I mean?

Submitted by Buddy Winiarz

Pan Am Railways

State lawmakers' latest plan for improving freight rail service in Maine essentially comes down to this: engineering a hostile takeover of the rail lines owned by Pan Am Railways. The action would put the state in the position of choosing another railroad company to operate trains on the lines. Proponents say tax dollars would not be spent because the new railroad company would pay Pan Am the market value of its Maine properties. Under a forced sale, the company would be able to acquire the rails, the land underneath the rails and rail yards, such as the Rigby Yard in South Portland. It would not buy the trains.

Legislators allege that the railroad fails to provide timely and consistent service to many of its manufacturing customers, particularly smaller companies. There is no evidence that the railroad has improved service since the Legislature first began prodding it to do so three years ago, said Rep. Stacey Fitts, R-Pittsfield. He said the railroad's poor service is hurting the manufacturers' ability to compete because they can't meet their customers' deadlines. In some cases manufacturers are shipping, heavy products by truck, which is not only more expensive but causes additional wear and tear on the state's road system. Unless rail service is improved, some companies could leave the state.

David Fink, president of Pan AM Railways, said he is puzzled by the accusations. The federal Surface Transportation Board is the proper authority to deal with service complaints, he said. The Legislature's Utilities and Energy Committee voted 12-0 on Feb. 26 to direct the Maine Department of Transportation with the help of the attorney general, to consider petitioning the STB to force Pan Am to sell the line. Greer Nadeau, deputy commissioner of the NIDOT called the proposal a pretty drastic remedy and said it will only work if shippers get behind it and testify to the federal board that the service is inadequate. Companies are reluctant to speak publicly about their issues with the railroad because they fear retaliation.

During the first two months of this year, Fink said, six Maine companies increased their shipments by 1,000 cars over the same period last year. Since Timothy Mellon and Fink's father, bought the railroad in 1891, it has been profitable and safe said Fink.

Portland Press Herald via The 470 470 Railroad Club

Silver Lake Railroad

Neil Underwood, proprietor of Silver Lake Station, LLC and Silver Lake Railroad, located on the inactive segment of the former B&M Conway Branch near Madison, NH sends the following update: "We got Silver Lake Railroad up and running 7-7-07 and have had a lot of fun with it. We estimate we carried a couple of thousand people this past summer - no advertising, just word of mouth. We only opened Saturday and Sunday afternoons and did four trips per afternoon. Response was wonderful - people clap at the end of ride."

"We built passenger cars on site - 24 foot long carrying 20 passengers per car. Fairmont A6 power cars have been completely rebuilt and push cars easily. Travel speed is 10 mph and the trip takes about 35 minutes. We are working with the State to replace approximately 150 feet of track which will give us better than three miles of travel. What a pleasure to put life back into

this little station at Silver Lake and see the smiles on the faces of our passengers."

MRG, Inc. Newsletter via The 470 The 70 Railroad Club

Providence & Worcester - Springfield Terminal

Initially, PW leased specific locomotives to ST. Now, they have an arrangement where they list a pool of equipment, from which the number of locomotives promised has been furnished. Since the end of January, rail observers have spotted PW locomotives moving coal on ST to Mt. Tom via Gardner.

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

White River Jct - 1940

Charles R. Cummings reported in January 1940 that he was aroused at 4:03AM by flashes of window lights as he looked across at the Central Vermont tracks at WRJ as a New York to Montreal excursion passed, 14 cars. Fifteen minutes later a duplication of that train, the Montrealer, 13 Pullmans and coaches. At 4:48, a second section followed with 14 cars and at 5:04, the third section known as the Ski Meister in winter with 11 cars passed. At 5:08 the regular local with 5 cars trundled by. Meanwhile, an extra train of seven Pullmans went through on the B&M northbound for the White Mountains; all told 256 cars from four converging lines, New York, Boston, Sherbrooke and Montreal passed the diamond in five hours. (probably about a month's worth of January 2008 trains).

Cinders via The 470 470 Railroad Club

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

waaybills 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 to 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

Bedford Minuteman Depot Could Become A Destination

By Patrick Ball, Bedford Minuteman

From the 1870s to the 1970s, Bedford’s Depot Park bustled with passengers from the Boston and Maine Railroad. As the old B&M faded away, so did the depot. But Bedford has a plan to return this historically significant landmark along the Lexington line to its former grandeur.

Town Manager Rick Reed said a lot of progress has been made in recent years “by virtue of the town acquiring this property” and major aesthetic improvements have been made. “The intent of the town is to continue on the path that it’s been on,” Reed said.

The town just put out a Request For Proposal through which it is trying to fill space to maximize rent at the depot, which is the park’s only revenue generator. There is also a second, overarching goal of restoring the building to preserve its original historic appearance, which carries an estimated cost of \$1 million.

The issue, Reed said, is that somebody will have to pay for those improvements, and if the town is not going to pony up the funds, it will have to look to long-term leases.

Under present law, the Board of Selectmen can only allow a tenant to lease a building for five years but Town Meeting can vote a 10-year lease. Reed said a tenant with a long-term lease would be able to write off the costs of the improvements over time.

The legislation could take some time to pass and the tenants are likely to sign two-year leases with the potential to extend them to five years or 10 years with Town Meeting approval

Bedford Depot has a number of features that could catch a prospective tenant’s eye.

There is, of course, the novelty of doing business in a former railroad depot and the in-progress restoration of the rail car and the impending restoration to the historical freight house (Mass Highway has received bids for the project). The depot is one of only two surviving depots along the Lexington line. The depot

also abuts the Minuteman Bikeway, has good parking and is easily accessible from all of the town’s main roads.

Submitted by Buddy Winiarz



Westward view, 4/10/56, photo by Donald S. Robinson, Walker Transportation Collection. Courtesy of Friends of Bedford Depot Park



Trackside view, 1946, photo by Laurence I. Beake, collection of Thomas Pearson Courtesy of Friends of Bedford Depot Park

MBTA Board Advances Bridge Project

The MBTA Board of Directors has approved a \$3 million contract as part of a project to repair and rehabilitate the Merrimack River Bridge in Haverhill. Commuter Rail trains on the MBTA’s Haverhill Line travel over the bridge seven days a week. The Merrimack River Bridge is the only bridge in the MBTA system with a similar design as the bridge that collapsed in Minneapolis last summer. The proposal includes design and construction, and the entire project would be expected to last approximately four years “As the only bridge in the MBTA system with a similar deck truss design as the bridge that collapsed in Minneapolis, it is a top priority of the T’s Bridge Management Program,” said MBTA General Manager Daniel A. Grabauskas. “This project is required to ensure the continued safe operation of Commuter Rail service, and to extend the structure’s useful life, reduce future maintenance costs, eliminate speed restrictions, and enhance the structural integrity of the bridge.”

MBTA via *Railpace’s Hot Wire*

The B&M Goes To Sea

By Harry Welch

The B&M owned the wooden steamer/sidewheeler M/V Mount Washington well into the 1930's. However, a few years after the ship went aground in Center Harbor on a foggy morning in 1910, she was sold to Leander LaValle who operated her until she burned at dockside on the night of 23 December 1939. During the winter of '39-'40, he purchased the steel hull of the M/V Chatauguay from the Lake Champlain Company in Burlington, VT, had the hull sliced up into 20 pieces and shipped to Lakeport by rail. There she was reassembled and launched in Paugus Bay during August, 1940 and except for the war years, has operated continuously since 1947 under the ownership of General Ship & Engineering, an East Boston shipyard, until sold in the late '70's.

The "Old" Mt Washington used to stop at just about every major island and back in the years when the B&M still owned her, Congressmen and important politicians who vacationed on the lake (for 30-60 days at a time) decided that they needed to have mail service to their islands. The ship company was given the authority, by act of Congress, to operate a full post office on the water and does so today.

They probably lost the RPO designation when the Railway ceased operating the ship, but under the original act of congress, we still have a vessel (M/V Sophie C.) that is an authorized post office during the summer months and delivers mail twice daily (except Sunday) to the islands of Lake Winnepesaukee. She even has her own cancellation stamp and many people (philatelists or philatelist wannabes) ride her as tourists just so that they can purchase postcards and mail them to themselves to get the M/V Sophie C cancellation stamp.

Before the M/V Sophie C, the mail was carried by the M/V Uncle Sam.

There are many "mail boats" on the various bodies of water in the US, but there is only one authorized US floating Post office, and that one is the M/V Sophie C. She starts delivering mail near the end of May and stops in October. During her down time, all her equipment; scales, stamps, etc, are kept at the post office in Laconia. Her crew consists of the skipper, deckhand and a post office employee.

I believe that it was around 1977-8 that the ship, which was owned by Byron Hedbloom who was the owner of the General Ship & Engineering shipyard in East Boston, was sold to Scott Brackett. He owned the ship for about a dozen years and sold it to a group that consisted of six shareholders. Today there are only two shareholders (husband and wife) as they had bought out the others over the years. Last I heard, Mr Hedbloom is still living and would be 103 this June if he makes it. Mr. Brackett operates a ski area in Colorado.

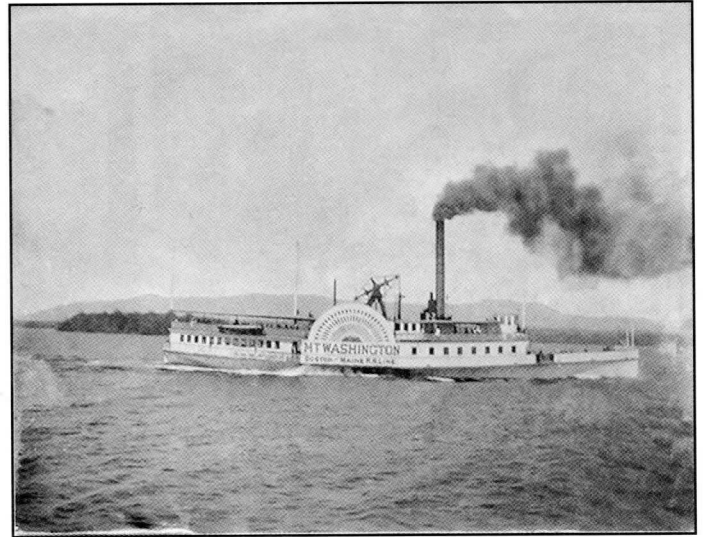
I wish I could have given you a more accurate date that Leander LaValle acquired the old steamer though. I just don't know how long after the "grounding" in 1910 that he purchased her from the B&M.

She burned at dockside because of two factors;

1. She was up for sale. As she used to be kept tied in the Weirs channel during the winter (moving water always stays free of ice) it was a no-brainer to haul her to the Weirs so that prospective purchasers could have easy access.

2. The Lake is always drawn down about five or six feet in the fall so that work can be done on the dam as well as properties bordering the lake.

Because of the draw down, the Mount was aground. During the evening, the station agent "banked" the pot belly stove and swept up the ashes. He didn't realize that some small coals had embedded themselves in the broom. After closing the station, the broom caught fire. 11 businesses including the Mount and a floatplane were destroyed in the conflagration. They tried to move the ship (Leander lived aboard) but because it was aground, it could not be moved.



Michigan Adventure By Train

Mystic Valley Rlyw Soc. is sponsoring a tour of Michigan including Henry Ford's Greenfield Museum as well as the Christmas town of Frankemuth. Tour pkg. Includes coach class, lodging, many meals, touring and transfers

This trip is from October 18th to the 26th. Fare is \$1300 pp double occupancy.

Further information can be had with a SASE to Mystic Valley Railway Society, PO Box 365486, Hyde Park, MA 02136, ph.: 617-361-4445 or www.mysticvalleyrly.org.

Historic Lisbon Train Station Choo-Chooing Toward Completion

By Amy Ash Nixon

With five years' restoration work under his belt, and more than 3,000 volunteer hours logged at the historic Lisbon Train Station, Roger Robar reported on Tuesday the end is in sight.

Robar said there should be a celebration for the train station by summer's end, when it is slated to open.

For his long and major commitment to the train station's rebirth, Robar was recently surprised at the annual town meeting when the inside page of the town report was dedicated to him. He was thanked for his "outstanding commitment" to the town.

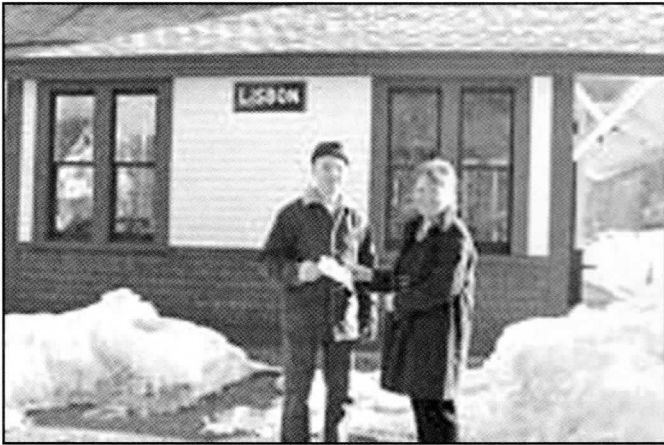
Robar had to take a break last year while battling cancer, but he is back he said with confidence and a can-do smile - having won his battle - and ready to finish the job.

Robar said had it not been for the devotion and shepherding of Lisbon Main Street, his and other preservationists' vision for the restored train station would have stayed at the dream stage.

Instead, the job is coming within sight of its completion - the interior work is now underway, with fir wainscoting being installed along the walls, chair rails and crown molding soon to follow.

Even the ceiling is planked with fir, and soon, two shades of creamy beige paint will be added to the drywall, thus giving a bit of color to offset all the wood, Robar said.

The Caledonian-Record



Roger Robar, clerk of the works, receives a U.S. Housing and urban Development incentive grant from \$22,862 check from Cathy Burke, executive director of Lisbon Main Street Inc. The grant will be used for restoration of the Lisbon Railroad Station.

New England Central

Claremont Concord RR has leased out its repair facility in Claremont to Rail Mechanical Service (RMS). RMS used this facility to install Teleflex Ecotrans Auxiliary Power Units (APU) on 14 NECR locomotives. The APU'S, small diesel engines, are used instead of the main engines to prevent freezing of fluids and saving on fuel consumption. NECR is getting all 14 locomotives done at once, while ST is installing the Teleflex Ecotrans units gradually. RailAmerica says it is now saving about 10,000 gallons of fuel per year per locomotive.

APUs are provided by Teleflex Ecotrans and Kim Hotstart. RailAmerica (parent of TTCF, CSO and CBNS) is purchasing APUs from Teleflex Ecotrans. With installation, a cab heater, and shipping, each costs about \$36,000 with payback taking only one year. Kim Hotstart offers a range of electric-powered dual heating systems. Plugged into an electrical circuit, they can heat and circulate coolant and lube oil, and charge batteries. New England railroads which recently purchased electric systems are CLF, MCRR, MMA, NHCR, and SLR. Mario Brault, SLR president pointed out that locomotives running 20 of every 24 hours don't need APUS, as they are constantly on the move. It's the switchers such as those in Berlin and South Paris, which are not moving much of the time and therefore benefit from an APU.

Atlantic Northeast Rails & Ports Via The 470 470 Railroad Club

FROM THE ARCHIVES

By Rick Nowell

EXPLAIN THIS ONE TO THE SUPERINTENDENT

This undated report illustrates some practical problems faced every day on the B&M in the steam era.

PM-1 Feb. 11th, X4008, 84 cars, 3498 tons, left Rigby 10.05 PM. Conductor M.H. Berry, engineman R.C. Percival. 20 mins. late from Rigby account train not ready, arrived Dover 12.03, left at 12.23. Water and inspection. Passed Haverhill 1.27 AM. About one mile east of No. Andover, the left hand eccentric on engine 4008 broke at 1.35 AM. After finding out what trouble was, conductor walked to No. Andover Station and telephoned to So. Lawrence Tower at 2.05.

Arrangements were made immediately to send shifter with machinist and tools, also engine 2631 that had shortly before arrived in yard with freight extra from Ayer to turn on the wye and go east coupled with the shifter. This outfit left Lawrence at 2.44 AM. At 3.20 AM, the shifter with machinist returned to So. Lawrence enginehouse to get a larger wrench as they could not loosen a large nut with tools they had taken on initial trip.

At this time Dispatcher inquired of machinist how long a job and he said 15 mins. after he got back. Shifter went east the second time at 3.34 and PM-1 with engine 2631 and shifter coupled arrived So. Lawrence at 4.32. Assistant Chief Dispatcher had talked with Foreman at East Somerville about the 4008 and it was his opinion that with the 2631 coupled the 4008 would be sufficient assistance so that the train could proceed.

On arrival at So. Lawrence and after rear end had cleared Andover St. it was found that the 4008 would have to be set off at Lawrence. A spare engine crew had been called as a protection and arranged for the 4023 to be turned on the wye while the work of disconnecting at No. Andover was being done.

After setting the 4008 off the 4023 was used in its place to haul PM-1 and PM-1 left Lawrence enginehouse at 5.59 AM.

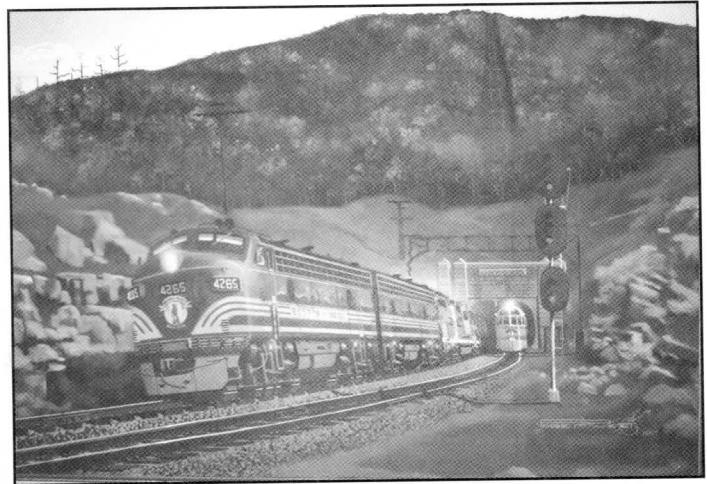
PB-8 X4015, Coolbroth and Rand, 82 cars, 3591 tons, arrived Haverhill Station at 2.08 which was at the time all concerned were engaged in plans to handle PM-1. As soon as these arrangements were completed it was considered as to running PB-8 from Haverhill to Lawrence on eastward track around PM-1. But there was not sufficient time to do this without inviting a delay to #101 at Lawrence. After train 101 had passed Haverhill trainman of PB-8 discovered a broken rail in eastward track between the station and the crossover switches at enginehouse at Haverhill. 81 was brought along and after examination was run over the broken rail slowly, this being the only iron available. Immediately after it was known that PM-1 was coming into So. Lawrence it was arranged to start PB-8 along on regular track, and they left Haverhill at 5.01 AM, arriving in Lawrence east yard at 5.20 where they were held up for WP-3 to pass at 5.27 and was then lined up for PB-8 to run over eastward track around PM-1. When PB-8 was partly through the crossover train stalled and it was necessary to get shifter on to head end to pull them over. While this was being done the 4023 had hooked onto PM-1 and was ready to go and they were started out leaving at 5.59, passed Lowell Jct. onto Branch at 6.39. In order to make sure of relieving the track situation at Lawrence, the shifter was kept coupled to PB-8 from Lawrence to Lowell Jct.

leaving Lawrence enginehouse at 6.09, arriving Wilmington Jct. 6.39 where shifter was cut off, sent across road and backed to Lowell Jct. so as to be in a position to push PB-8 out if needed.

PB-8 did not leave Wilmington Jct. until 7.11 due to the fact that if shifter was crossed over towerman could not get lock 4 which tied him up on all movements until the trouble was located.

It was found to be caused by 2 pieces of wood falling down into the machine in the basement of the tower.

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



Original Robert West painting
Editor's collection

Steam Locomotives Of The Boston & Maine Railroad

Corrected to April 1, 1949

Class	Type	No. In Service	Locomotive Numbers
G-10		0-6-0 1	305
G-IIa	0-6-0	26	401 403-408 410-429
G-IIb	0-6-0	23	430-452
H-2a	0-8-0	1	610 612 613 615 616 618-622 625-627 631
H-3a	0-8-0	10	640-649
H-3b	0-8-0	5	650-654
B-15b	2-6-0	38	1363 1366 1372 1373 1376 1382 1384 13P5 1388 1393 1397 1401 1402 1404 1408 1415 1420 1421 1425-1429 1431 1435 1438 1441 1443-1445 1448-1451 1455 1457 1458 B-15c 2-6-0 22 60 1460 1464-1466 1468-1470 1474 1475 1478 1480-1484 1487 1468 1490 1493 1495 1496 1498
K-7b	2-8-0	1	2386
K-7c	2-8-0	7	2394 2400 2403 2406 2410 2413 2422
K-8b	2-8-0	25	2641-2645 2649-2650 2653 2654 2656 2658 2659 2662 2667 2671 2674 2685 2686 2688 2699 2701 2703 2707 2709
K-8c	2-8-0	16	2713-2717 2719-2721 2727~-2726 2728 2730 2731 2734 S-10 2-10-2 4 53 2902-2905
J-le	4-4-2	4	3232 3235 3236 3238
P-la	4-6-2	2	3600 3606
P-lb	4-6-2	2	3601 3602
P-2d	4-6-2	38	3620-3631 3633-3645 3647-3659
P-2b	4-6-2	18	3660 3662-3665 3667-3GV9
P-2c	4-6-2	10	3680-361,119
P-5a	4-6-2	4	3696-3699
P-3a	4-6-2	10	3700-3709
P-4a	4-6-2	5	3710-3714
P-4b	4-6-2	5	3715-3719
T-1a	2-8-4	2	4007 4016
T-1b	2-8-4	2	4021 4023
R-ld	4-8-2	5	4113 4117
		300	Total number of steam engines on roster

Compiled by Bruce C. Bowden

Diesel Locomotives Of The Boston & Maine Railroad

Corrected to April 30, 1949

Class	Type	No. In Service	Locomotive Numbers	Date In service	Builder	HP
DS-1a	B-B	10	110-119	1940*	GE	380
DS-2a	"	1	1100	1934	GE	600
DS-2b	"	6	1103-1108	1936-38	EMD	"
DS-2c	"	10	1109-1118	1939*	EMD	"
DS-2d	"	1	1161**		ALCO	"
DS-3a	"	1	1162	1939	ALCO	660
DS-3b	"	7	1163-1169	1944-49	ALCO	"
DS-4a	"	10	1200-1209	1941*	EMD	1000
DS-4b	"	6	1260-1265	1944-45	ALCO	"
DS-4c	"	4	1210-1213 (MU)	1949	EMD	"
DRS-1a	"	1	1500	1949	ALCO	1500
DRS-1b	"	4	1501-1504	1949	ALCO	"
DRS-1c	"	3	1530-1532 (MU)	1949	ALCO	"
DRS-2a	"	4	1550-1553	1948	EMD	"
DP-1a	A1A-A1A	21	3800-3820	45-47	EMD	2000
DF-1a	B-B-B-B	24	4200-4223	1943-44	EMD	2700
DF-1b	"	3	4224-4226***	1946	EMD	"
DF-3a	"	2	4227 4228,***	"	EMD	3000
DF-2a	B-B	15	4250-4264	1946	EMD	1350
DF-4a	"	3	4265-4267	1949	EMD	1500

136 on roster

DX-le 600 HP, #6000, "Cheshire". Pioneer articulated train.

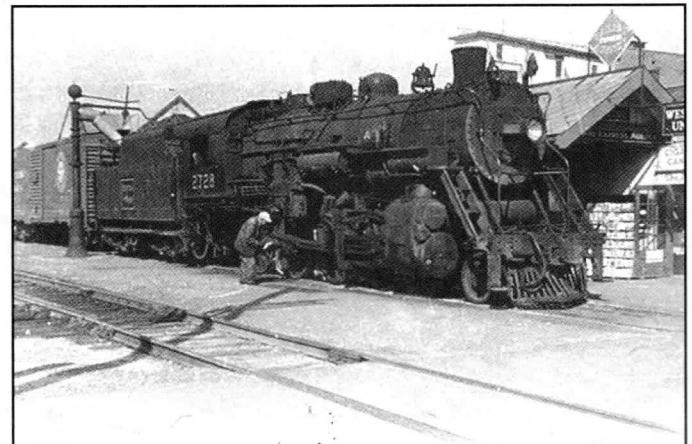
DX-lb 800 HP #1140, Rail Car, Passenger & Baggage.

Gasoline-Electric Railcars (This listing is of Jan 1, 1947) 1180, 1181, 1182 1185 1184

11S5 1186 1187 1190 1195 1196

*and following years; ** ex 1101; *** have steam boilers

Compiled by Bruce C. Bowden



The 44 ton switcher at the Keene roundhouse before starting the day. The engine faced east and the fireman's position was covered by 2 mirrors so the engineer could see the crew.

XW-2 with consolidation 2728 watering the engine at the water plug just off Main Street, Keene Station.

Both photos Vic Zolinsky Collection