

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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November — December 2009

Bob Warren, Editor (bmbobwarren@comcast.net)

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B&MRRHS MEETING CALENDAR

Meetings commence at 3:30 pm on the second Saturday at Rogers Hall unless otherwise indicated.

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

- November 14th Edward Dooks will present video of the Copper Canyon Railroad, the Mt. Washington Cog, Seashore Trolley and possible Abilene, KS, Santa Fe steam locomotive action.
- December 12th Members Night, bring a 20 to 30 minutes video off railroading or about 50 slides to share with members. We have the video player and slide projector.

Also at the Dec. meeting will feature our 1st society "white elephant table sale". We will have for sale miscellaneous old Bulletins, HO car kits, books, and clothing. Many one of kind items. Misc. old railroad items, who knows what might end up on the table!

See 2010 Meeting Calendar on pg. 12

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 Kosciolek
Treasurer	Paul Kosciolek
Secretary	Wayne Gagnon
Clerk	Ellis Walker

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MEMBERSHIP

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

Membership

c/o B&MRRHS, PO Box 469

Derry, N.H. 03038-0469

Buddy Winiarz, Membership Sec.

B&MRRHS Membership Dues

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

Please send membership requests to:

B&MRRHS - Membership

PO Box 469

Derry, NH 03038-0469

Basic	\$35
Basic & Spouse	\$38
Contributing	\$40
Canada & Overseas	\$55
Sustaining	\$50
Supporting	\$75
Benefactor	\$100
Corporate	\$500

Minutes of September 12, 2009
B&MRRHS Meeting
Rogers Hall, Lowell, Ma.

In Attendance:

Gagnon, Hyde, Nigzus, Kosciolek, Walker, Hampton, Winiarz, Hurst, Nowell, Basile, Wilson, Foley

Meeting Called to Order:

1:20PM

Approval of the Minutes:

Hampton, 2nd by Gagnon. Motion carried.

Approval of Agenda:

Gagnon, 2nd by Winiarz. Motion carried.

President's Report:

Nigzus read/showed a "Thank You" card and note received from Mrs. Pat Abegg and family expressing their gratitude for the Society's donation to Pat's son college fund after the untimely demise of Pat, former Society BOD and member.

Vice President Report:

No report from Kosciolek

Clerks Report:

Walker reported that all applicable documents were now on file as required.

Treasurer's Report:

Kosciolek reported that Society continues to be solvent. 2009 Savings (as of 8/26): \$70463.53 – Checking (as of 8/26): \$566.81 (both accounts unaudited \$) \$25,000 CD was renewed at end of Aug 2009 Society has received 2008 tax statements from John Michaud, CPA, and was reviewed by BOD Major expenses – rent payment for North Chelmsford, Ma. facilities storage site (2 units) and mailings for newsletter and Bulletin.

Hyde, 2nd by Gagnon, Motion carried.

Membership Secretary:

Winiarz reported that Society roster is maintaining around 1000 members with renewals coming in at good pace.

Bulletin Editor:

Wilson showed BOD the latest Bulletin, which features "H. Arnold Wilder Memorial" issue and reported it, should be mailed by end of week. He also said coming attractions in future Bulletins would have some photo essays of "then and now" fan trips, Swampscott Branch recollections from Russ Monroe, Manchester, NH station and yard facilities. Andy also reported that a new volunteer and contributor to his staff, Jim Meuse, will bring his "mapping" expertise to the Bulletin preparation. BOD says "welcome aboard" and thank you for your expected contributions

Archives Committee:

Nowell stated that the Archives group has had 9 meetings to date in 2009. Last meeting was 8/15, 6 members attended. Future meeting to be held on 9/26. He also reported that the group is working on cataloging 22 major donations and 10 minor donations- subject areas are drawings of towers, stations, bridges, RR books, photo negatives, car drawings, maps, small hardware items and a cash donation. Archives

has responded to 98 requests to date covering requests for valuation plans, ICC survey information, photos, timetables, loco/rolling stock, structure info, and genealogical info. Nowell gave a talk to Medford Historical Society on 5/20 with about 50 in attendance. Ron dePierre has made progress in re-organizing the flat files at Lowell. Also, Rick Hurst has spent considerable time in organizing B&M AFE records at Chelmsford along with grouping record boxes with similar matter. David Ashenden has continued work of transferring catalog card data to the online catalog, which now has 7511 entries. BOD and Nowell discussed the idea of updating B&M books of standard plans based on Springfield train show sales in recent years. Archives and BOD says, "welcome aboard" to new members Brad Blodgett and Jimi Smith.

Newsletter Committee:

Winiarz reported that latest newsletter will be mailed week of September 19, 2009.

Hardware Committee:

Nigzus reported that the Society had loaned the B&M Minuteman artwork to the Lakeport Station group so that they could continue the painting and stenciling of ex D&H boxcar at freight house in proper B&M configuration. Artwork has been returned to Society from group.

410 Committee:

Nigzus reported that the fall sessions will be scheduled. Cab work on 410 will be a focus.

Shows Committee:

Nigzus reported that the Lowell Folk Festival generated \$370 in sales, Silver Lake Railroad joint open house (Silver Lake, B&MRRHS and Cotton Valley Speeder group) and BBQ on 8/15 generated \$400 in sales; Concord, NH train show generated \$425 in sales (lower turnout due to summer vacation period) and upcoming Pepperell, Ma. train show on 10/4.

Program Committee:

Nigzus and Winiarz reported that schedule appears set for coming months but do welcome any and all ideas for future events.

Nominations Committee:

Kosciolek reported that Society ballots are ready to be mailed to members in good standing.

Models Committee:

No new models are currently in work.

Old Business:

"My Life's Experiences as a B&M Railfan" received from Robert L. MacDonald of Portland, Maine update had Wilson reporting that the project format review and clean-up effort is ongoing. Owing to prior commitments, Andy reported that this project will likely now move into 2010 timeframe as manuscripts and photos are being reviewed to ensure a quality release to members and public.

New Business:

Silver Lake Railroad held an open house on 8/15 and BBQ at Madison/Silver Lake, NH. station. Many of the Society attended along with their families. Cotton Valley track speeders and Silver Lake's train rides and BBQ were a huge success. Public driving by the station saw the open house and stopped and was invited by SLRR to enjoy the day's activities. The Society and BOD wishes to extend a sincere "Thank You" to Mr. and Mrs. Neil Underwood and Bruce Stuart and their families for their gracious use of station, tracks, equipment and facilities. Silver Lakes' enthusiasm and professional attitude was very evident as "safety for all" was the theme for the day. The Society and Cotton Valley was asked to check their calendar of events for 2010 by SLRR. One possible idea that was discussed was trips being run "inbound" towards Mountainview/Ossipee. Stay tuned. Special recognition is also offered by the BOD to Fred and Queson Brown; Buddy Winiarz and family; Jim, Karen Nigzus and family; Caren Bragg, Dave Hampton, Paul Kosciolk, Don Provencher and others from the Society who pitched in and handled tickets, food and condiments, grilling, logistics, Society merchandise sales. Gagnon helped in the tear down/clean-up/ and recycling of trash while the above were getting in the "last rides" of day. Also, a profound "Thank You" to the Cotton Valley speeder group and their families for volunteering their time, gas, and speeder cars for the day.

Additions:

Winiarz made comments to the BOD about exploring the use of a "Power Point" system to handle slide and CD presentations in the future. Current system in use is becoming antiquated in light of current technology. BOD will review in the future.

Next Meeting:

October 17, 2009 at 1:00PM at Roger's Hall, Lowell, Mass.

Motion for Adjournment: 3:13PM

Gagnon, 2nd by Foley. Motion carried.

Respectfully Submitted:

Wayne M. Gagnon, Recording Secretary

2010 Society Calendar

Hopefully by now everyone has received their 2010 calendar.

Usually I do a calendar with photos by various people, unfortunately due to budget crunches in the state of Mass., many state buildings were closed or given short hours.

This situation affected the Archives located in the Mogan Center, which is part of UMass-Lowell. Normal hours were reinstated in September and would not have given us enough time to put a calendar together.

Unfortunately I couldn't make the one-day hours that Archives were open. Having photo albums from the late Don Robinson at our storage center in North Chelmsford so I decided to use them.

Buddy Winiarz, Calendar editor

1st B&M In Pan Am Blue

#327 was released in August in full dark Blue paint with white lettering. Pan Am Railways spelled on the flank of the engine. Road number on the cab side with small B & M on the battery door under the cab side.

Ex-B&M GP40-2's On CP

Former B&M units #307 and #309 now operating in Pennsylvania as CP #'s 4653 and 4655 respectively.

These units were returned to Helm Leasing in 1993 and to the CP in August '98.

Still painted in Guilford Gray with Orange stripe. CP initials on cab side, road number underneath.

Expansion At Exeter Train Depot Sought

By Jennifer Feals

The town is applying for a grant through the New Hampshire Department of Transportation to support the creation of a transportation center at the Exeter Train Station.

Related Stories

The grant, through DOT's 2009-10 Transportation Enhancement Program, would support the purchase and renovation of the former baggage building on Lincoln Street and convert it into an interim transportation center. The building is located adjacent to the current station's platform on Lincoln Street and is for sale at a cost of \$250,000.

The total project cost is estimated at \$350,700 and the town is requesting 60 percent of the total be covered under the grant, with the town raising the remaining 40 percent, which is approximately \$70,000. The building would be owned by the town.

Chairman of the Exeter Station Committee Bob Hall said ridership on the Downeaster, which travels from Portland, Maine to Boston, has experienced significant growth in recent years and the Exeter station is faced with parking issues. Currently travelers have no indoor waiting area and no rest rooms.

If this project comes to fruition, the transportation center across the street would serve riders of the Amtrak Downeaster, Coast Bus, and C&J Trailways. Hall said this transportation center would be a wonderful asset for the town of Exeter.

The Exeter station sees 125 passengers a day, breaking down to 3,000 a month, Hall said. There are 12 students who travel to Phillips Exeter Academy from Durham and Dover, he said.

It is anticipated that the renovation will be conducted through a joint effort of the town's Department of Public Works and students from the Seacoast School of Technology, Hall said.

Hall envisions the transportation center being manned by volunteers during the operating hours, a similar setup that is used at Dover's train depot. The Exeter center would house an area for travelers to wait, rest rooms and ticket machines. It would not be open without a volunteer present, he said.

Having this wait station is an advantage to increase the amount of those types of travel.

Seacoastonline via Scott Currier

Mass Bay Railroad Enthusiasts Announce 1st City In The State Of Georgia

April 25 - May 2: "Springtime in Savannah" departing from Boston's South Station on Amtrak with convenient stops along the Northeast Corridor. Travel over 2,000 miles on Amtrak, to Georgia's Atlantic Coast. Making the historic seaport your base, cruise on the Savannah River, see historic Georgia mansions, tour the town and the Georgia Railroad Roundhouse and venture into the Okefenokee Swamp Park and more Total package is \$1,500 per person double occupancy and includes coach class on Amtrak with meals, lodging & touring-- For registration information and itinerary, please send SASE to: Mystic-Valley Railway Society, P.O. BOX 365486, Hyde Park, MA 02136, dial 617-361-4445 or WWW.MYSTICVALLEYS.ORG

Spring Excursion To Washington, D.C.

"Cherry Blossom Special" April 9-11, 2010 via Amtrak to Washington, D.C. leaving South Station at 9:35 am on Friday and returning Sunday evening. A complete package with lodging, meals and transportation to view Cherry Blossoms, historic sites, monuments and more Fares: \$500 pp. double occupancy coach class on Amtrak. Contact: Mystic Valley Railway Society at above address.

Billerica Shops

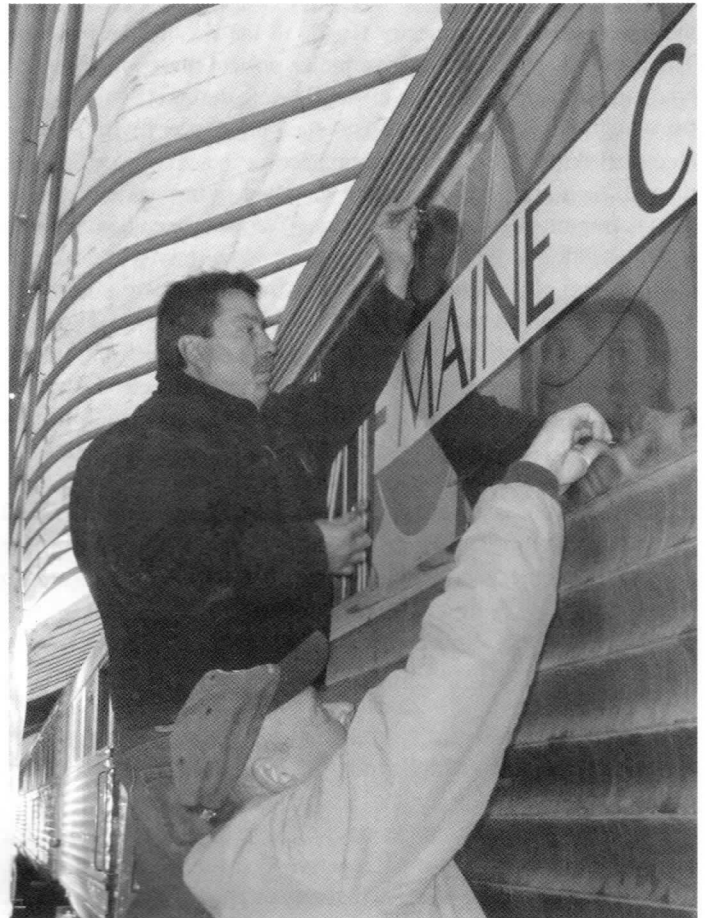
By John Alan Roderick

They were built ca. 1910 during the period that the B&M was under JP Morgan's ownership. At that time, New Haven was also in the fold and the two railroads were basically managed by the same person, Charles Sanger Mellen. The scheme at the time was to largely monopolize land transport in New England.

As told to us by Lloyd Kierstead, former master mechanic at Billerica, the shops were so located as it was a suitably centralized location to place a power generating station from which all Boston area lines would be powered with overhead catenary. Lloyd even mentioned that when he started at the shops as an electrician in the 1940s, there were still all 25hz motors powering the cranes, etc. (the power used to run overhead catenary for New Haven lines and Hoosac Tunnel's electrics ca. 1911 was 11Kv single phase AC at 25hz).

Concord shops is a different situation. There was an article in the B&M Bulletin a few years back about them. Whereas Billerica handled primarily heavy locomotive repairs, Concord was more a car shop, but also had a foundry, etc. Things like B&M potbelly stoves were cast at Concord. Even the wheelsets on the Mt. Washington Cog Rwy. bear the raised "B and M" letters.

I heard once, that in the 1950s under McGinnis there was discussion as to which shops to close. Supposedly, Billerica shops had an overhead crane with sufficient height to be able to lift one locomotive over another and Concord didn't (by a few inches) and thus Billerica was kept. I can't attest to the veracity of the story, but that's how it was told to me.



Phil Bell and John work on installing the newly painted signs

The Flying Yankee September Newsletter.

By Brian McCarthy, IOM, President

New back entrance in the works

One of the projects we worked on this summer was putting a new front entrance on the tent that houses and protects The Flying Yankee. During our most recent work day, several Board and Advisory Committee members turned out to help construct a new, clear, see-through entrance and door at the back of the tent. Visitors will soon be able to see both ends of this historic streamliner. Work will be finished this month as we hold yet another work day. We hope this will increase awareness of this important project while also showing off this incredible piece of railroad history..

Side sign panels completed and installed

Everyone connected with The Flying Yankee wishes to thank Don and Marc Pillsbury at Pillsbury Sign Company in Hopkinton, MA. Pillsbury sign recently completed the painting of the side panels back to their original glory with the "Boston and Maine - Maine Central" signage. Pillsbury sign donated their services, for which we are grateful. While we did find some correction work that needs to be done to complete the project, we have temporarily mounted the signs on the train and they are spectacular. The signs were mounted on The Flying Yankee during our September work day and will be available for all to see at our final Open House this Saturday.

Thanks to N.H. Electric Co-Op, power coming

During our work day in September, Bill Vecchio from the N.H.

Electric Cooperative, put in a full day as a trench was dug from the transformer on Connector Road, all the way to the inside of The Flying Yankee. This was a major project that took about ten hours to complete and all the materials were donated by the Co-op, for which we are grateful. Board member Steve Taylor lent his electrical skills and, once the linemen come to actually lay the line, we will have a new power panel installed right beside the train. This is important for several reasons. We have been dealing with a condensation issue and having power will allow us to deal with that problem. In addition, we will now have electric power at our fingertips for any and all work that we do in the future. The N.H. Electric Co-Operative is committed to the community and we are very thankful for their donation and, especially grateful for all the effort put in by Bill Vecchio and all the volunteers who put in a very long, full, but productive day.

It's Our Birthday! Flying Yankee to turn 75!

This next year is a very big year for The Flying Yankee. 2010 marks the 75th birthday for this American icon. We are looking for a graphic designer who is willing to volunteer his/her services to design a special Flying Yankee 75th Anniversary logo that we will use throughout the coming year. Did you know, The Flying Yankee was delivered on February 10, 1935 and was christened with a bottle of clean, cool water from Sebago Lake in Maine, on April 1, 1935? That means that this year's Fifth Annual Celebration will also be the celebration of the 75th Birthday of The Flying Yankee, making this a "must" event for any fan of The Flying Yankee

The 5th Annual Flying Yankee Celebration is scheduled for Friday night, April 16 at the Executive Court in Manchester, NH. Come help us celebrate the 75th birthday of The Flying Yankee. Our plan is to have a special collectible memento, exclusively for those attending this birthday "celebration". Those who attended at this new location last year were in agreement that it was the best event to date with the best food and biggest portions ever in a beautiful venue. We are also pleased to announce that The Mirage Band is returning by popular demand. The Mirage Band provides beautiful background music prior to dinner and you'll be able to dance to this wonderful band following the live auction, which we hope will be bigger and better than ever. This is an event you won't want to miss. It's a great night out for your and your significant other and a great way to help the Flying Yankee Restoration project. Tickets to the 2010 event are now available on by clicking here.

Investigation Of Pan Am Chief's Accusations Upholds Decision

: Thursday, August 20, 2009

Manchester, N.H. - New Hampshire Rep. Peter Leishman's Milford & Bennington Railroad will get to renew its lease with the state after an investigation found no wrongdoing, the Nashua (N.H.) Telegraph has reported. The investigation stemmed from accusations by Pan Am Railways President David Fink that the decision to renew the lease was politically motivated.

The lease involves the state-owned rail line between Nashua and Wilton, N.H., an ex-Boston & Maine route of 24 miles in length.

According to Fink, the state's transportation commissioner told Fink he didn't want to open up the lease because he feared Leishman, who sits on the house transportation committee, would

retaliate. However, the state Attorney General's office investigated the claim and said it didn't find evidence of wrongdoing. Fink has appealed that finding, calling it a "cover-up."

Following the AG's report, the state's executive council (the equivalent of the legislature in other states) approved Leishman's lease.

Fink has said he could double revenue on the branch if he were allowed to lease it.

New England Depot Newsletter

Edited by Jonelle DeFelice

Track work is progressing on the Fitchburg. They will be laying new welded rail, then adding ties. Word is this will be a 3 year project. Progress is also being made, though out of sight, on the new auto unloading facility at Willows MA. And most shocking, new crossing signals have been spotted in the Lancaster area on the Worcester line!

Amtrak's Vermonter may end up on Pan Am's Conn River Line in the future, instead of on New England Central. PanAm would have to make quite a lot of updates to the line to accommodate a fast passenger train. Obviously, NECR isn't happy. Time will tell as to who gets the business...

More and more "WiFi" cars are showing up on MBTA commuter trains. Markings on coaches range from the original "full side wrap", to "end wraps", to cheap little white signs. I'm sure passengers don't care how they look, just how well the connection is!

Finally, A Rail Plan For New England

By Michael S. Dukakis and Robert B. O'Brien I

ALL ABOARD! The New England Rail Train is at long last leaving the station.

Earlier...top transportation officials of the six New England states endorsed an ambitious regional rail plan that will give New England the opportunity to compete for federal stimulus funds as well as the \$8 billion the president and Congress already have committed to intercity high-speed rail.

The projects include:

New Inland Route high speed service from Boston to New York City via Worcester, Springfield, Hartford, and New Haven, which will link and revitalize some of the region's oldest cities and most affordable and promising economic enterprise zones - as will proposed new rail service to Fall River and New Bedford. The Inland Route will also provide connecting service along a new Knowledge Corridor from Springfield north to Montpelier, Burlington, and Montreal, connecting the five-college area in and around Amherst with universities such as Dartmouth and the University of Vermont. This would encourage the kind of academic and technological excellence that is the key to New England's future.

New Capital Corridor service between Concord and Boston - via Manchester, Nashua, and Lowell - which will strengthen another important group of residential and employment centers and ease the burden on a seriously overcrowded I-93 and highway system north of Boston.

Extension north along the Maine Coast to Freeport and Brunswick of the already successful Amtrak Downeaster service between

Boston and Portland, with connections to the Maine State Ferry Service. This will support the all-season tourism industry that has long been a major element of the regional economy and quality of life.

Completion of environmental review and preliminary engineering for the North Station/South Station Rail Link - for which federal funds have already been requested by Governor Patrick. This project would link North and South Stations by an underground rail tunnel, thereby extending the Amtrak Northeast Rail Corridor north of Boston and finally connecting all the pieces of the commuter rail system in a way that will make it possible for people to leave their cars at home and get to Logan Airport.

But now that there is a rail plan for New England, it is time to act. The Obama administration has already received over \$100 billion in state applications for the \$8 billion on the table. The New England governors working our congressional delegations need to push - and push hard - to join California and the Midwest at the front of the federal line. And Massachusetts has a special role to play in this effort: We are the biggest state in New England, and virtually every element of the new regional rail plan is connected to or through us.

Working together, we have a not-to-be-missed opportunity to set the stage for a vibrant and expanding New England economy of the future.

Boston Globe

Submitted by Alden H. Dreyer

NH Railroaded?

Playing political favorites

Dave Fink, head of New Hampshire's big commercial railroad, isn't a huge fan of the government's push for passenger rail service, at least not as it is currently envisioned. The price tag is as unfathomable as that for Obamacare; and the government bureaucracy would be unhealthy to private entrepreneurs like Fink's Pan Am Railways.

So it probably wouldn't have taken much to cause Fink to put the brakes on talks with the state over passenger rail use of Pan Am tracks... But that shouldn't make anyone doubt the seriousness of Fink's charge that state legislators and the Department of Transportation worked to railroad a no-bid sweetheart of a contract for an influential legislator.

The new 10-year contract for use of a state-owned stretch of track was about to be awarded to Rep. Peter Leishman's Milford-Bennington Railroad. After Fink's allegations surfaced last week, the contract was put on hold in favor of a six-month extension while the Attorney General's Office investigates.

Fink alleges that Rep. Leishman's contract was out of compliance; that Pan Am had indicated it would bid on the line; and that State Transportation Commissioner George Campbell knew a Pan Am bid would have given the state more revenue.

Fink says Campbell told him that House Finance Committee Chairman Malone Smith instructed Campbell to go forth with the Leishman deal. Leishman just happens to be a fellow Democrat who sits with Smith on the House Finance Committee. Which just happens to decide on Campbell's DOT budget.

Smith, denies the charge, criticizes Pan Am's record of service,

and finds Fink's decision to cease passengers talks "quite amusing."

Fink isn't amused. He says he was told by Campbell that "Rep. Leishman's membership on the House Finance Committee could adversely affect that budget if the commissioner were to cause any disturbances."

The facts need to be sorted out here. Campbell needs to explain why he would go ahead with a no-bid contract renewal when Pan Am appeared ready to make a potentially higher bid. His rationale that Leishman and a rail line customer have a nicer relations hip ignores the state's need to maximize revenue.

New Hampshire Union Leader submitted by Michael Lennon

Remembering The Railroad Depot On Pond Street As I See It

By Joe Callahan

Recently, a lady, who like myself grew up in the Back Bay section of Newburyport, pointed out to me that many people today cannot believe that there once was a railroad depot on Pond Street where the CVS/pharmacy is now located. Well, there certainly was, and a busy place it was. I lived next door to it and remember it well.

The facility was opened about 1850 by the Newburyport Railroad Company. It was the terminus of the Western Division line that ran out through Byfield and Georgetown and eventually to Boston. It crossed the already existing Eastern Division line at about where today's passenger depot is. The track ran between State Street and Cherry Street and crossed Greenleaf Street adjacent to Fulton Street.

The Boston and Maine Railroad took over operation of the line in 1853. Both passenger and freight service were conducted. Around 1884, the B&M and the Eastern consolidated and in October 1885, all passenger service went out of the depot on Washington Street, and Pond Street was for freight only.

There was an old wooden roundhouse at the Pond Street yard, and upon the elimination of the passenger service, it was moved to face Greenleaf Street. In March 1908, Glen Mills Cereal Company of Rowley leased the structure and operated for many years making flour. The mill, under different owners, ceased operations in the early 1940s. Both Hytron and C. Leary Bottling Company leased the building for storage for many years following the mill operations.

On June 25, 1914, Steamer 2 of the Newburyport Fire Department was loaded onto a flatcar on Pond Street and sent to Salem with a crew to help fight the great fire, which destroyed a large section of that city. The locals were credited with saving many homes in the Cabot Street area.

The original passenger depot building that faced on Pond Street was purchased in 1928 by "Bossy" Gillis and moved to Dalton Street. It was demolished several years later.

On February 21, 1935, the new B&M "Flying Yankee" streamliner arrived at the Pond Street yard and opened for public inspection. The Daily News reported 6,000 people boarded and viewed its lavish interior.

There were five sets of tracks that crossed Greenleaf Street; one went to the mill and the other four to the freight area. There was a large freight house for storage and office purposes. Farther down

the track toward Route 1 and the traffic circle, there was a side track that went to the H. A. Johnson Oven Factory, which was on State Street where Port Sheet Metal Company is located today.

Back in the 1940s, there were always 10 or 12 freight cars at the depot. New cars arrived almost daily and were immediately unloaded.

Some of the many things I can remember arriving were heifers and young horses for various area farms and pigs for the Sweeney Farm on Hale Street. New automobiles and trucks for local dealers after World War II. Coal, lumber and large pieces of machinery arrived regularly, as did raw materials for the many local industries, including hides for the tannery on Federal Street, which left an aroma detectable for a considerable distance. Huge rolls of paper, weighing several hundred pounds, were transported from the depot to The Daily News on Inn Street by Cashman Brothers.

Various items of smaller freight for merchants and industries would be unloaded into the freight house and delivered by local expressmen. I remember Waltons Express being there just about every day picking up and dropping off boxes of goods. At this time, there was a man by the name of MacDonald who was the freight agent at the depot.

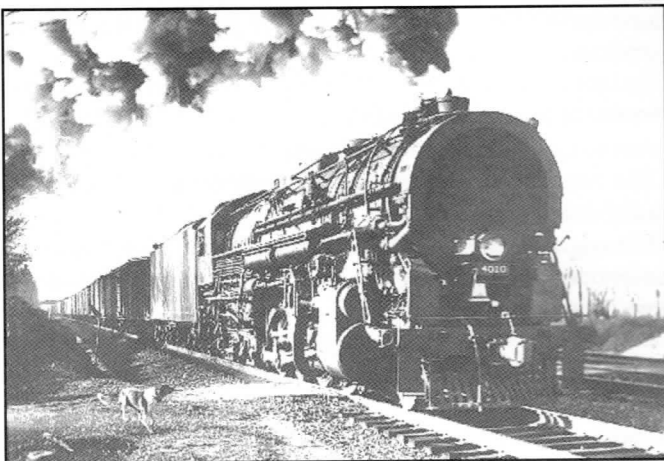
With the decline of the railroads in the 1950s, the Pond Street site was closed and sold to the First National Supermarket chain. The last freight train out of Pond Street was in late 1954.

The freight house and the mill were demolished in the summer of 1955 and the tracks removed then as well. The First National opened in October 1956, expanded with an addition in April 1968 and closed in July 1980. A couple other food stores operated for short periods of time, but were unsuccessful before giving way to the busy CVS.

Today, there is not any visible evidence of any railroad operations in the area. Homes were constructed off Cherry Street along the track route and also on Boylston Street. The west parking lot at the district court covers where the track ran, as does the parking lot of the fire station.

Joe Callahan is a former fire chief of Salisbury who is interested in historical accounts of the area.

Newburyport News, submitted by Scott Currier.



Feedwater Heaters

By Wes Barris.

In a steam locomotive, water from the tender is used to keep the water level in the boiler constant. Both the engineer and firemen can control the insertion of water from the tender into the boiler. The temperature of the water in the tender is the ambient temperature. The water in the boiler is at the boiling point. Adding relatively cold water to an operating boiler takes some of the energy out of the boiler. To improve the thermodynamic efficiency of the locomotive, it would be beneficial to preheat the water before it is fed into the boiler.

The steam exhausted from the cylinders of a steam locomotive is still quite hot. Instead of releasing this steam to the atmosphere and wasting the heat energy contained within it, feedwater heaters use this exhausted steam to preheat the water from the tender before it is fed into the boiler. The feedwater heater usually replaced the injector on the fireman's side of the locomotive.

Given the benefits of a feedwater heater the obvious question is: "Why didn't all steam locomotive have them?" The answer is: Because railroads had to weigh the cost of higher maintenance against the price of fuel. Sometimes, the cost of fuel was simply cheaper than the cost to maintain them.

There are two main types of feedwater heaters: open and closed.

Open Feedwater Heaters

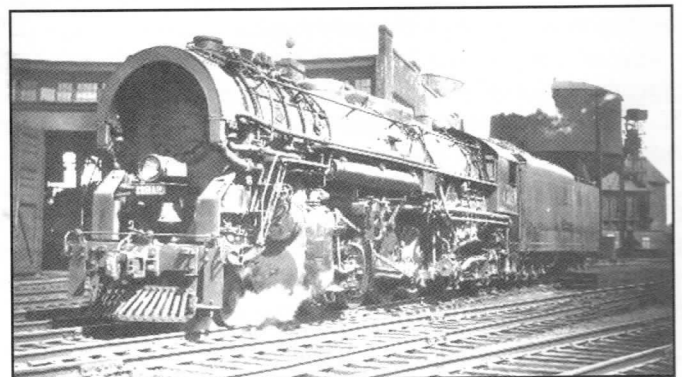
In an open feedwater heater both the feedwater and steam are allowed to mix. This required two pumps. One disadvantage of open feedwater heaters was that the valve lubrication oil present in the exhausted steam was mixed with the feedwater going into the boiler. A Worthington feedwater heaters is an example of an open feedwater heater.

Closed Feedwater Heaters

In a closed feedwater heater the feedwater is run through a small pipe which is contained in a chamber of steam. Condensed steam is collected and piped back into the tender. One disadvantage of closed feedwater heaters was that the additional small copper piping was prone to leaks. The Elesco and Coffin feedwater heaters are examples of this type. The company name "Elesco" was taken from "Locomotive Superheater Company". "LSCo" is pronounced "El" "Es" "Co" or "Elesco".

Feedwater Heater Identification

Feedwater heaters on steam locomotives are easily identified by their location and shape. Elesco bundle type feedwater heaters were often contained within a cylinder mounted horizontally above the smokebox. They can also be partially inset within the top of a smokebox. Coffin feedwater heaters were designed to be contained within the top of a smokebox. However, when retrofitted, they were



mounted in front of the smokebox. Worthington BL type feedwater heaters were often mounted on the side of a locomotive and may look like an air pump to the untrained eye. Worthington SA type feedwater heaters were inset into the top of the smokebox. By 1930 most steam locomotives were built with feedwater heaters and the Worthington SA type was the most popular.

Freight Traffic Between The NYC And The B&M At Troy And Phantom Locomotives

Dwight Smith: In the 1950s one of the major sources of traffic moving from the New York Central to the B&M at the Troy, NY gateway was carloads of Chevrolet autos from the assembly plant in Tarrytown, NY to Chevy dealers in Maine, NH and VT. Most of the auto shipments moved in the Troy to East Deerfield train TE-2. The autos moved four to a double door box car. The boxcars had "Evans" auto racks, which enabled two cars to be tipped up at an angle, allowing two more cars to be flat on the floor. The Evans equipped box cars could be identified by a white stripe painted on the doors. B&M Stations that received new autos in box cars usually had a wooden platform and ramp as part of the freight house facility. The auto platform and ramp still exist at the former B&M freight house in North Conway, NH.

The last time I rode Amtrak through Tarrytown I noticed that the Chevy plant had been reduced to a pile of rubble. Perhaps one of the reasons that movements in box cars lasted so long from Tarrytown was that the plant was on the river side of the multi-track NYC mainline, and the highway was on the east side of the mainline.....making it perilous at best to have tractor trailer loads of new autos crossing the tracks at grade. Additional traffic through the Troy gateway included cement in box cars and covered hopper cars from cement producers located east of the Hudson River and south of Troy. This is another memory refresher from my days working for the B&M Freight Traffic Department 1947-1972.

John Horvath: A bit of an interesting story here. Apparently bridge-and-tunnel clearances on the former NYC Hudson Division north of Tarrytown to Selkirk were long a factor on the height of auto racks that could handle shipments out of GM's Tarrytown plant. As a Westchester County resident for 32 years now I recall that GM used this issue as part of periodic threats to close the plant with the concomitant loss of jobs. As part of a deal in the late 1980s to keep the plant open by moving minivan production there, the New York State DOT financed some major work to improve clearances at dozens of locations along the rail line, including some significant rock blasting involving several tunnels in the Bear Mountain area that impacted both Amtrak and Metro-North passenger operations through the area. As I recall the State paid for a whole new loading area for railcars at the Tarrytown plant as well (I had a very small consulting-engineering assignment associated with this). The irony of it all was that the work had not been completed too many years before GM went and shuttered the plant anyway in the mid-1990s.

John: It would appear that in the ca. 1950 time frame at least the B&M's ET-1 was timed to make good connections with the NYC's HN-2 in the Central's Troy freight yard for destinations

along the east side of the Hudson River all the way to New York City. Anything moving in the reverse direction would have been via the NYC's NH-3 connecting with the B&M's TE-2:

Dwight: In the 1950s auto racks were not an issue in the movement of Chevrolet autos from Tarrytown in boxcars. Back then new autos moved either in box cars or on over the road highway trailers, which also carried four cars at a time.

Another memory refresher about Troy, this from hearsay: Towards the end of service on the Troy branch the B&M had a switcher crew based in Troy, but they had no locomotive. The Mechanicville to Troy local, upon arrival at Troy, would turn its locomotive over to the switcher crew to perform their duties, then the McVile crew would reclaim their locomotive and head back to McVile. Is it possible that the locomotive served three different crews?..... Alden mentions that the Troy local used the McVile paper mill switcher when it was otherwise idle. Interesting, if true!

Alden Dreyer: For a half century and possibly a bit more, the B&M had a healthy interchange business in Troy and TE-2 and BT-1 would run daily, or nearly so, to handle that traffic and did local work as required. MT-2 and TM-1 was the local designation and ran 6 days a week with working limits to Eagle Bridge. Sometime around 1950, the Troy interchange was moved to Mechanicville and TE-2 and BT-1 were abolished. There was a steady meat customer in Troy served by the B&M and other traffic eventually dried up and MT-2 and TM-1 were abolished and just run as extras. When a car of Troy meat arrived in Mechanicville, Greenfield would set up a Troy extra. Usually at 1159 PM or 1201 AM after conferring with the crew dispatcher to see what would be most beneficial to the railroad labor wise. And by running at night, you could use the paper mill switch Eng. I rode the job one frigid winter in 1965 to qualify as a DS. Probably after working 2nd trick at MC. I remember having a very hard time staying awake and we derailed the caboose on a crossing in Troy that took all of 3 minutes to be rerailed. The branch did not last long after that. There was no wye at Johnsonville. But there was a doubled ended siding so the local could reverse. In steam days, the Eng was turned on the table. Related to all this, I noted last week on an inspection trip that the huge mill at West Valley Falls has burned.

Alden: Phantom switchers did indeed exist in many locations. That is crews without locomotives. Labor agreements required yard crews at numerous locations and if you had a road crew do work within yard limits, then a yard crew member who was not called out that day would receive a day's pay for staying home. Nothing required yard crews to have locomotives or to do anything other than show up for work at the start of their tour of duty. With permission, they could immediately leave and still collect a day's pay. That was 1950's. In the late 1960's, the union won an arbitration case that said yard crews had been abolished improperly. And hence were restored. Even in yards where there was no longer any need for services. Or very little. Crews would show up at North Adams and Keene and Bellows Falls with no locomotive and no switching needed. But the railroad could fight back. The B&M required the men to remain on duty for 8 hours for their 8 hours pay. Of course, they went nuts and the jobs went no bid and fairly soon relative labor peace was restored. A phantom switcher still exists in a way at North Adams where a westbound will drop off

a locomotive and a crew will be taxied up from East Deerfield to play on the Adams Branch. Then if they have enuf time, they will run back to Deerfield. Otherwise they come back in a taxi and a road job will pick up the cars and the locomotive. You see, at 10 MPH, it takes 4 hours to go from North Adams to East Deerfield.

A Bikeway Is Born: Peabody's Rail Trail Opens Acres Of Woodland To Public

By Matthew K. Roy, Staff writer

The abandoned stretch of rail bed was helpless against the vegetation that, year after year, was gradually overtaking it.

"It was just a forgotten part of Peabody that was left back in the depths of the woods," said Blair Haney, Peabody's acting director of community development.

Its future was first imagined in the city's 1990 Master Plan. The idea – transforming the railroad into a bike path – inched slowly over the various hurdles in front of it. Neighbors had to buy in, a design needed to be drawn up and a funding source found.

Construction began in the winter of 2008. The railroad was ripped up and the overgrown brush and trees were cut back to make room for a smooth asphalt path. The Peabody bikeway, officially dubbed the Independence Greenway, is now nearly complete.

The 4.6-mile path begins at the Middleton line and, after being interrupted by Route 1 and Interstate 95, continues to Lahey Clinic next to the Northshore Mall. It is 10 feet wide with a 2-foot shoulder of crushed stone on either side.

The bikeway was immediately popular. The tracks were barely out of the ground and people were on it.

The city paid \$162,000 in Community Preservation Act funds to design the bikeway. The rest of the more than \$3 million cost was shouldered by the state and federal government. Mass Highway has overseen construction, and the state will convey the path to the city when its work is done.

Acquiring the railroad line was a crucial first step. When the railroad was decommissioned in the 1960s, Peabody gained control of the right-of-way on a portion of the line to make improvements to its water and sewer infrastructure. The city received the remaining land it needed, everything west of Route 1, for the nominal fee of \$1 from the MBTA, he said. It then benefited from easements granted by Hannaford Plaza and Simon Malls.

The city has so far responded to suggestions from bikeway users. Crosswalks at street crossings on Lowell and Russell Street have been repainted and signs alerting motorists have been installed. Markers will be put every one-tenth of a mile on the path to orient public safety personnel responding to a call.

"It slows the pace of life down," Danvers Planning Director Karen Nelson said, highlighting the virtues of a path...members of the Rail Trail Advisory Committee, recently visited Peabody for ideas that could inform the trail being planned in Danvers.

Peabody's goal is to eventually extend the path downtown along the North River and connect it to a path in Salem. Toward that end, the city is purchasing 0.6 miles of the railroad that would bring the bikeway from Route 128 to Endicott Street.

The focus now, however, is on enjoying the work that is already done. For Peabody, it was well worth the wait.

Salem, Ma. Evening News submitted by Buddy Winiarz

78th Anniversary Of Tower A

Steve Labonte: In the Employee TT's I had read that Towers had a whistle. This was for audible signals to the engine crews/Trains. When the whistle is blown all trains must stop. I read that Draw 1 had a whistle that would be sounded prior to opening the bridge.

Bob Warren: There is (or was) a signal at each end of the draws allowing train movement up to those signals. Any boat that wanted to pass under the draws had to signal the tower with the appropriate toot on the boat's horn and then wait for the draws to open.

I can well remember my grandfather tooting the horn to open the draws when all he had to do was remove the flag and we'd clear the draws (high tide). On low tide we'd sail under them with no problem.

Also the tower would blow a whistle prior to opening the draws, this was more for the benefit of the train crews than any boat waiting to pass under them.

David Lamson: The draws at Tower A had permission from the USCG to keep the draws closed during the rush hours morning and evening otherwise the draws could be opened any time except within 5 minutes of train time, not including draughts which had no rights. during commercial shipping, this was not a real problem, but in later years with the huge increase of pleasure-boating we used to have a bit of a problem with the "commodores" who had no idea of USCG regulations, "open the bridge immediately because I need to get where I'm going".

A drawtender on Draw 7 got beaten by an irate boater because of the 5 minute rule when the train was late. The tender sued, but the railroad gallantly refused to testify for him "loyalty goes only in one direction when it concerns working people vs. corporations"

John Alan Roderick: Similar, inasmuch as it is an interlocking tower and is made of brick, but that's where the similarity ends. Tower "A" had a single long board with a smaller "back yard" board for the carwash. During its heyday, there was one train director who oversaw two levermen. There was also a draw-tender.

I remember a little poem scrawled on a piece of paper there that went something like: "We the men of Tower A, who send the trains on their way; if something isn't working here, it's cause old McGirty's not in the clear." I don't know exactly who "McGirty" is, or was. Perhaps someone here can enlighten us?

Bob Warren: 1st trick at Tower A had two train directors (which told the levermen, what levers to move to align the required route(s). Third trick had one train director and one leverman

Springfield Terminal

ST has filed with the STB its intent to take over the handling of freight on the line from Manchester, NH, to Concord, NH. This line is now operated by New England Southern RR. NEGS stated, "NES has a long-standing record of providing superior service to shippers on the line, and has forged strong and constructive ties to these shippers over a period of over 24 years. It is with regret that it appears that the day will soon arrive when ST will replace NES as the line's operator, a turn of events that NES understands the shippers on the line would prefer not to occur. Despite its deep disappointment, PMS recognizes that it is not constructive to be an obstacle to the legal exercise of Pan Am's right to terminate its contractual relationship with NES and to take the subject action before the Board."

NEGS also states, "For these reason, NES does not oppose the proposed termination of NEGS's common carrier status on the line, but, as discussed below, NES: (1) strenuously objects to Pan Am's self-serving, inaccurate, and misleading depiction of the circumstances surrounding this adverse discontinuance proceeding; (2) questions whether ST will meet the needs of shippers on the line following NEGS's departure; and (3) is concerned about whether ST will arrange for the timely and efficient interchange of traffic with NES at a point near to where the line and NEGS's non-Pan Am-owned lines intersect at Concord."

For some time, ST has failed to pay NEGS the amounts due for NEGS's handling of cars interchanged with ST. Ultimately, on April 5, 2007, after the accumulation of a substantial amount of such allowances, NEGS sent Pan Am a demand letter requesting prompt payment of amounts owed to NEGS. In response, Pan Am paid NESG only a small portion of what Pan Am's own monthly statements reflected was due to NEGS. On April 27 2007, roughly three weeks after NESG's demand letter, Pan Am notified NEGS that it had elected to terminate the Agreement effective August 1, 2007. Although Pan Am made two additional payments towards the balance it owed NEGS, the second of those payments, in June 2007, which fell far short of satisfying Pan Am's debt to NEGS, was the last such payment that NEGS received. NEGS stated in November 2008 that ST owned more than \$550,000. The case is set for trial in February 2010.

NEGS states, "Over the years NES and its shippers have witnessed a distressing decline in the frequency and reliability of ST's service to and from the current NES-ST interchange at Manchester. Recently, ST's service to/from the Manchester interchange - which was five times a week - has dwindled to twice weekly or less." NEGS will continue to serve shippers on an ~OT owned segment north of Concord. "In that regard, NEGS believes that adequate facilities exist in Concord Yard that are suitable for future NEGS-ST interchange, but to this point, ST and NEGS have not discussed much less reached an accord on this critical service issue."

NHDOT asked the Board to require ST to maintain regular service to Concord. "Regular, dependable freight service to Concord is of great importance to the future viability of the state-owned railroad line and the businesses that rely on it - as well as to the shippers now served by NEGS."

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

NS Gets Bids On New Mechanicsville, N.Y. Yard

Work has yet to begin on the \$40-million intermodal rail yard announced with great fanfare last July by then-state Senate Majority Leader Joseph L. Bruno, the Albany Times Union reports. But that could change shortly.

Norfolk Southern has been receiving contractors' bids for the project, and an internal Norfolk Southern publication, BizNS, predicts the yard will be open sometime next year.

Construction could begin by mid-August, Norfolk Southern spokesman Rudy Husband said Wednesday.

The railroad teamed with Pan Am Railways, formerly Guilford Transportation Co., and the two this spring began jointly operating a new entity, Pan Am Southern, which will own the corridor between the Capital Region and Ayer, Mass., outside Boston, as well as the Mechanicville yard.

Norfolk Southern has committed \$140 million to the project, while Guilford supplied the tracks. Norfolk Southern plans to move container trains between Chicago and Boston by way of the Capital Region, according to the article.

Because the double-stacked container trains are too tall to fit through the Hoosac Tunnel in western Massachusetts, Albany-bound containers will be stacked on top, with Boston-bound shipments on the lower level.

Husband said there are no current plans to increase the clearance in the 1875 tunnel. With Albany containers removed at Mechanicville, the trains will be able to fit through the five-mile tunnel. Westbound trains will have shipments from Albany added at Mechanicville.

Norfolk Southern also plans an automobile distribution yard, and it has a commitment from Ford Motor Co. to use the new yard, according to BizNS.

The yard is expected to employ 35 to 40 people when it opens, with that number rising to 85 by 2015.

Railway Age

Submitted by Alden H. Dreyer

Think Of Pancakes.... Short Stacks Or Full Stacks.

The Tunnel is cleared for 19.5 feet. Full stacks require 21 feet.

So deep-well flats, or a short container on top of a standard box, can double stack thru the Hoosac.

What you do not want to have to do is switch out too-tall cars at Hoosick Jct. with a train 9000 feet long, at 0200, in a blizzard...

I forget the exact heights and dates, but it seems McGinnis single tracked to get 17 feet for piggybacks. Then it was back again to dig down for 18 feet for early autoracks.

But then came enclosed auto racks and 19 feet was needed. So back again.

And then the current 19.5 feet for select double stacks with a big chipping job off the roof.

Going to a full 21 feet would cost many millions of dollars.

Perhaps as much as \$50M so I doubt that we see that anytime soon..

Submitted by Alden Dreyer

Freight Train names**1920 FTSB**

The PAN HANDLE	Switcher	Charlsetown, Union Market & Watertown Branch
HILL SWITCHER	Switcher	E. Fitchburg to Wachusett

1932 FTSB

The WESTENER+	WM-1	Worcester to Mechanicville
The BIG CHIEF+	BM-3	Boston to Mechanicville
The HOOSAC FLYER	BR-1	Boston to Rotterdam
The FRONTIER	BX-1	Boston to Bellows Falls
The COASTER+	UB-2	Wells River to Boston
The MAINE BULLET+	M-7	Rigby to Harlem River via Worcester
The SCOUT -	JB 490	White River Jct to Boston
The NEWSBOY+	N-1	Rigby to Worcester
The DIRIGO+	P-2	Worcester to Rigby
The FOREST CITY+	MB-2	Mechanicville to Boston
The PATHFINDER+	RB-2	Rotterdam to Boston
The NIGHT HAWK+	MW-2	Mechanicville to Worcester
The GREYHOUND	RB-4	Rotterdam to Boston
The CHAMPLAIN	XB-2	Bellows Falls to Boston
The MAINE BULLET+	M-6	Worcester to Rigby
The HUBBER	MB-6	Mechanicville to Boston

1936 FTSB

All the above trains marked with+

The CLIPPER+	PM-1	Rigby to Mechanicville
The NORTH STAR+	BU-1	Boston to Wells River

1950 FTSB

All the above trains marked with +

The NEW ENGLANDER	RB-2	Rotterdam to Boston (name change)
The CHAMPION	RB-4	Rotterdam to Boston (name change)

1965 FTSB

The MAINE BULLET	RW-1	Rigby to Worcester
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1966 FTSB

for these years this was the only named freight train

1967 FTSB

From the B&M Yahoo List

HIGH CAR Job
CAMEL
CHELSEA GOAT

Submitted by Dave Decker and others

2010 Meeting Calendar

- January. 9th, Gary Gursky, our retired CSX friend, will be back to share his interesting stories along with some B&M video on the Conn. River line in the 1950's along with some of John Clemens tape of the Haverhill area in the 1950's as well.
- February 13th, Jim Shea, President of the "Friends of Bedford Depot Park" will present a Power Point presentation on the restoration of the Budd Car #6211 along with the Freight house in Bedford, MA
- March 13th Model Night is back...we will be meeting with the Pepperell Siding Club at their club in Pepperell, Ma. Bring your HO scale trains and have fun. More information in next Newsletter.