

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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January — February 2009

Bob Warren, Editor (bmbobwarren@comcast.net)

Visit the B&MRRHS on the web at: <http://www.trainweb.org/bmrrhs/>

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B&MRRHS CALENDAR

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

- January 10, 2009** Gary Gurski returns to show us railroading on the south side of Boston on the CSX-Switcher.
- February 14** Nathaniel Hurst will be showing action on Guilford/PanAm and CSX on the B&A, around Springfield, Ma., Selkirk and on the Selkirk and Mohawk Secondary lines.
- March 14** Buddy Winiarz — New England Shortlines and more.
- April** Joint Meeting with MassBay RRE at there place. Entertainment and date TBA.
- May 9** Ira Labby will do a presentation on the Conn River Line.
- June** A trip to the Silver Lake Railroad in Madison, N.H.
- July 25 & 26** Lowell Folk festival---No Membership Meeting.
- August** No Membership Meeting.

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 Kosciolk
Treasurer	Paul Kosciolk
Secretary	Wayne Gagnon
Clerk	Ellis Walker

Board of Directors

Pat Abegg	Mike Basile	Jacob Foley
Wayne Gagnon	Andrian Gintovt	Dave Hampton
Paul Kosciolk	Russ Munroe	Richard Nichols

Alternate Directors

Carl Byron & Sandy Shepherd

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

Minutes of November 8, 2008**B&MRRHS Meeting****Rogers Hall, Lowell, Ma.**

In Attendance: Gagnon, Hyde, Nigzus, Winiarz (B),
Hampton, Monroe, Kosciolek, Walker,
Goodwin, Byron

Meeting Called to Order: 1:30PM

Approval of the Minutes:

October meeting notes amended as follows:
Society noted that Troy (N.H.) Depot Restoration group had forwarded a "thank you" note for cash donation and they had purchased a US flag for station site and for doing grounds work. Society also acknowledges a cash donation received from Dusty Walker.

Gagnon, 2nd by Byron, Motion carried.

Approval of Agenda:

Amended at November meeting: added review/discussion of Hoosac Tunnel and Wilmington RR pamphlet on upcoming book.

Gagnon, 2nd by Hampton. Motion carried.

President's Report:

Nigzus discussed letter received from Lakeport (N.H.) Community Association to Society thanking Society for \$200 donation to group, which is being used to repaint/refurbish interior of former D&H boxcar. Outside of car is expected to be B&M style paint. Peter Deerness's New England Southern moved car from his Concord (N.H.) (B&M) yard to Lakeport. Nigzus also reported that several dealers in region (Maine trains in Chelmsford, Ma, Hobo Railroad at Lincoln, NH, and "Winnie" in Meredith, NH) to name a few, have had good results in selling B&M Society merchandise over past years despite a flat economy. Society wishes to thank again all dealers, past and present, selling Society merchandise.

Vice President Report:

None

Clerks Report:

Walker reported all applicable documents have been filed.

Treasurer's Report:

Kosciolek reported that Society continues to be solvent. Kosciolek also noted that Eastern Bank has bought out Mass Bank and Society has transferred savings and checking accounts to Eastern.

October 2008 Savings (Mass Bank): \$51742.73 – Checking \$836.38 (Mass Bank) transferred to Eastern with new account figures- Savings (Eastern)-\$53906.11 and Checking (Eastern) \$1009.11 (both accounts unaudited \$)

Major expenses – mailings of newsletter, Bulletin, and catalog replenishment items.

Byron, 2nd by Hyde, Motion carried.

Membership Secretary:

Winiarz reported that currently Society is maintaining steady membership levels. Buddy also reported that some members had renewed at higher rate previous to January 2009 cut-in effectivity date. Again, effective 1/2009, rates are as follows:

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

Basic and 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)

Bulletin Editor:

No report from Wilson.

Archives Committee:

No report from Nowell.

Newsletter Committee:

Updated merchandise flyer will be inserted into next newsletter for holiday season.

Hardware Committee:

Nigzus reported that Society had signed a new lease at Chelmsford site for additional 660 sq. foot storage "cube" across from existing Society cube. Archives group will be using new cube already configured by previous medical lessee as combined office work area and storage to alleviate "cramping" at original cube. A future work session will be scheduled to "transfer" archive material(s) to this cube.

410 Committee:

Nigzus stated that 410-work activity is closed down for winter. Thanks to volunteers for 2008 efforts.

Shows Committee:

Society is in process of reserving table(s) for Springfield, Ma. "Big E" show on January 24 and 25, 2009. Volunteers are welcome to "crew" tables.

Program Committee:

Appears all months are currently occupied, where applicable.

Models Committee:

No new models are currently in works.

Nominations Committee:

Society received a total of 92 ballots for election of officer(s) and director/alternate director positions. Results as follows

President- Jim Nigzus
Vice President- Paul Kosciolek
Secretary- Wayne Gagnon
Treasurer- Paul Kosciolek
Clerk- Ellis Walker
Director-Dave Hampton
Director-Russ Monroe
Director-Adrian Gintovt
Alt. Director-Sandy Shepherd
Alt. Director-Carl Byron

Old Business**Central Mass Book:**

Society is awaiting an updated publish date and shipping information/pricing on when limited initial quantity hardcover CM book will be available to Society members and public. Board members present looked at donated 3-ring notebook and photos/caption sheets illustrating "My Life's Experiences as a B&M Railfan" received from Robert L. MacDonald of Portland, Maine. Board discussed the feasibility of having this donated material and negatives transformed into a soft-cover printed book for sale to members and public at future date. Board will be showing this material to printers for their com-

ments with goal to possibly receive quotes related to conversion. TBD at later date.

New Business:

Hoosac Tunnel and Wilmington RR pamphlet (a.k.a Hoot, Toot and Whistle) reviewed by Society board with discussion of purchasing a limited quantity of Volume 1 booklet when available for sale. TBD at later date.

Additions:

None

Next Meeting:

December 13, 2008 at Rogers Hall,
Lowell, Ma. @1:00PM

Motion for Adjournment: 2:55PM

Gagnon, 2nd by Byron. Motion carried.

Respectfully Submitted:

/s/ Wayne M. Gagnon, Recording Secretary

B&M North Of White River Jct. Then And Now

White River Junction, Vermont became a railroad town with the 1847 arrival of train service from Concord, New Hampshire at the meeting place of the White and Connecticut Rivers. Vermont Central came a year later. Eventually, this crossroads hosted five railroads- all spiked down between 1847 and 1863.

Connecticut and Passumpsic Rivers Railroad's 110 miles from the mouth of White River to the Canadian border was part of a larger scheme to connect Boston with Montreal. The initial 28 miles to Bradford was completed in October 1848, with the first spike driven at Norwich in July. The iron horse arrived in Wells River by snowfall and St. Johnsbury two years later in January 1851. The rest—Lyndonville to Richford and beyond to Farnham, Quebec progressed at a snail's pace over several decades.

The Boston & Maine dominated Northern New England transportation for close to a century, swallowing the Connecticut and Passumpsic Rivers Railroad whole in 1887. The rail giant flourished alongside swelling mill towns in the late 19th and early 20th centuries.

Echoing a national trend, freight business stumbled through a national depression, manufacturing decline, and highway competition. B&M limped through the 1970s, filing for bankruptcy at the decades start. Guilford Transportation Industries began its controversial reign of the crumbling empire in the 80s. The new railroad wasn't interested in the remaining crumbs north of White River Junction—and several successors tried their spin at the wheel—with Northern Vermont Railroad giving up the ghost in January 2003. Always up for a challenge, the resourceful Vermont Rail System has devoted considerable time and resources to these rails along the river. Its Washington County Railroad subsidiary faithfully serves a growing traffic base over state-owned tracks to Newport. Montreal, Maine & Atlantic's colorful Wisconsin Central-inspired maroon and yellow B39-8's forward the traffic to Farnham, Quebec.

Society member, filmmaker Jim Jones, has released a new DVD on the B&M and Canadian Pacific's tenacious river-hugging route. ***Rails Along The River: White River Junction to St. Johnsbury, VT*** features interview segments and material from Dwight Smith, Steve Mumley, author Robert C. Jones, and others. This special rail documentary includes local anecdotes and many unpublished

views in a "then and now" adventure to every village and flag stop. Modelers will enjoy unusual angles of surviving structures. Connecting railroads are also featured, with side-trips on the Claremont Concord, Woodstock, Montpelier & Wells River, Lamoille Valley, Maine Central, Conway Scenic, and obscure Fifteen Mile Falls Railroad. This two-hour, four-season DVD (complete with authoring and bonus features) includes video from Mass Bay and 470 Club excursions! For more on this and other New England rail documentaries, see www.railroadvideodvd.com or send a LSASE for brochure to: Jim Jones, Box 808, Colchester, VT 05446

Mechanicville

Now that the Norfolk Southern has released plans for the new intermodal/automotive center in Mechanicville on the property of the old B&M/D&H yard it appears that other organizations me looking at locating in the same area A commercial warehousing development company under the name "Logistics One" apparently is to be the first tenant in the yet-to-be developed light industrial park. The firm, previously known as "Saratoga Warehouse Associates" will invest \$3M on 11.3 acres of the 25-acre site as soon as Mechanicville cleans up contaminated oil on the property.

Railtimes via The 470 470 Railroad Club

Passenger Rail Around The Corner?

Recent legislation all but ensures return of passengertrains to Manchester, NH. As early as the 1840s until 1967, Manchester residents could hop on a train andhead to Concord or Boston. During an experiment that ran out of money from March 1980 to February1981, they could do it again for the short term. The return to passenger trains will come according to cityand regional planners.

With the state ready to spend nearly \$1 billion to expand 1-93 from the Massachusetts line throughManchester so the highway can handle more automobile traffic and congestion, the state should be willing tospend some amount of money on a complementary rail system to further ease congestion and provide analternative mechanism for moving freight and people throughout the region. The New Hampshire RailTransit Authority was established on Aug. 1, 2007, and has since been meeting monthly to determine howthe commuter rail system would operate.

Among the groups advocating for restoration of passenger rail service, one of the most active hasbeen the Greater Manchester Chamber of Commerce. The Chamber views passenger rail as a "no-brainer,"for reasons that include lessening the burden on highways, better safety, and fuel efficiency. But mostsignificantly, passenger rail service will allow the Manchester area to better compete for future economicdevelopment. The Chamber says the traditional arguments that have dismissed passenger rail as a costlyluxury that won't pay for itself are beginning to give way to the idea that it's a necessary governmentfunction - like building highways - that will lead to long-term economic prosperity.

*Manchester Express via Mike Lennon
via The 470 The 470 Railroad Club*

Greenbrier VS Springfield Terminal Is Settled

Greenbrier and ST settled the car hire lawsuit without a receiver being appointed. Attorney Lisa Brodeur-McCao, who represents Greenbrier said, "seconds before we appeared before US Federal Judge Nathaniel Gorton, we resolved the issue of the motion for receivership, by defendant (ST) agreeing to judgment by us against them. The judgment included terms and a detailed settlement agreement under which ST will pay Greenbrier all sums due from the first judgment against ST to July 31, including interest and costs."

The writ issued September 25 gave Greenbrier an attachment of \$1,073,939.13 against real property of Springfield Terminal railway, Boston & Maine Corp., Pan Am Railways, Guilford Rail System, and Guilford Motor Express. Greenbrier had moved for the appointment of a receiver because ST had defaulted on earlier settlement agreements. The defendant (ST) clearly wanted to get this case settled. ST was paying on the debt weeks before this settlement. The judge was ready to hear the motion for a receiver, but congratulated both parties on the settlement.

Atlantic Northeast Rails And Ports via The 470 470 Railroad Club

Locomotives Sold To Georgia Museum

By Andrea Osmun Staff Writer

Two locomotives of the Claremont Concord Railroad that date to the 1940s, left on a truck from the rail yard at the Claremont Junction Monday morning, bound for the Coastal Heritage Society's Roundhouse Railroad Museum in Savannah, Ga.

Both of the freight locomotives have been at the Claremont Concord for the past 20 years, according to Dick Gasset, retired engineer and safety manager.

Locomotive No. 119 was built in 1947 for the Boston-Maine Railroad, Gasset said. It was dedicated to William P. Dow, the name inscribed on the side of the train. Gasset said the railroad lost three engines in a fire in 1987, and Dow rebuilt that train.

"It almost became scrap metal in 1988, but he rebuilt it," Gasset said.

The other locomotive, No. 30, was built in 1942 for the U.S. Army and then belonged to the U.S. Air Force, Gasset said. In 1978, the train became used for private service and came to Claremont from Pennsylvania in 1988.

"It served a number of short lines before it came here," Gasset said.

He added that when he began working for the Claremont Concord Railroad in 1989, those two locomotives were the only ones the train station had.

Each General Electric 44 ton locomotive and has 200 horsepower, he said. A large crane lifted them onto trucks Monday.

Gasset said the reason why the trains are being transported to Georgia by trucks is because of their speed. They both travel at 28 mph, much slower than trains that typically travel on the tracks, he said.

Both of the trains were sold to the museum, but Steve Fontaine, the railroad's business development general manager, did not wish to disclose their selling price.

"I'm glad they're going to be running and not cut up for scrap metal," he said, citing the original intention of having the locomotives crushed.

Locomotive No. 30 has been out of service for the past three or four years now, but No. 119 has been part of the Claremont Concord's regular service up to this year, Gasset said.

Terry Koller, manager of railroad operations at the Coastal Heritage Society, said the two trains will be used for onsite tours and as a shuttle at the museum.

"We're taking a part of Claremont's history away, but at the same time, we're preserving them," he said.

Koller added that the museum has almost 30 trains on display.

Gasset said the red engine, No. 106, has also been sold and will be leaving the Claremont Concord Railroad station in the near future.



Chris Bertelsen Photo Terry Koller, railroad operations manager at the Coastal Heritage Society's Savannah, Ga. Roundhouse Railroad Museum, left, and Miller Construction crane crew member Mick Stankevich guide Claremont Concord Railroad's General Electric 44 ton locomotive No. 119, suspended from a crane and minus its wheels, onto a flatbed truck at the railroad's shop facilities in Claremont Jct. Restored and freshly painted, the 119, as local train crews call it, and No. 30, an older version of the same locomotive, were sold to the museum after two decades of service in the Claremont Concord

Mass Bay RRE Releases DVD's Of Past Excursions

Relive the excitement of a Mass Bay RRE train excursion with one of our new trip videos.

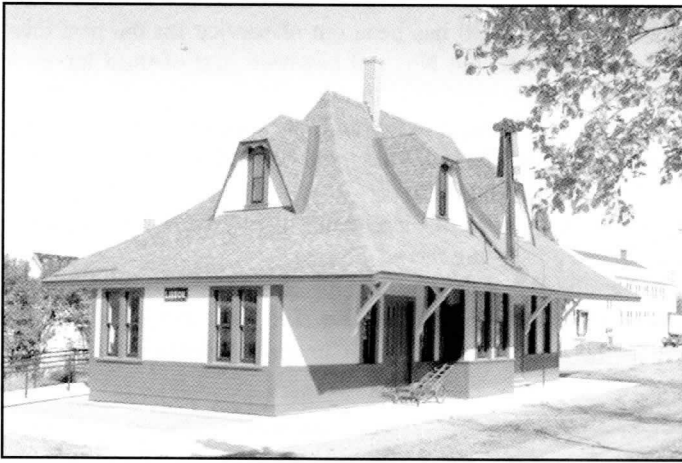
Produced by Black 5 Video of Springfield, VT, these DVDs allow you to see our special trains as you've never seen them before!

Two DVDs are available:

'STEAM IN THE SNOW': January 5, 2008 special on the Conway Scenic.

'BERKSHIRE FLYER' May 15, 2008 excursion over the Housatonic Railroad between Pittsfield, MA, and Canaan, CT.

The DVD's are \$25 each, plus applicable sales tax and shipping charges. For a complete description and an order form go to: <http://www.massbayrre.org/RREVideosFlyer.pdf>



Three-quarter view of the restored Lisbon, NH station. A recent addition to the station was the donation of the original 100 year old station clock and their father's pocket watch by the Welch's. Their father was the station agent for many years.



BLW visitor to the B&M.
Departing Waltham, MA
7/20/45

B. Bowden collection

Greenbrier VS Springfield Terminal Is Settled

Greenbrier and ST settled the car hire lawsuit without a receiver being appointed. Attorney Lisa Brodeur-McCao, who represents Greenbrier said, "seconds before we appeared before US Federal Judge Nathaniel Gorton, we resolved the issue of the motion for receivership, by defendant (ST) agreeing to judgment by us against them. The judgment included terms and a detailed settlement agreement under which ST will pay Greenbrier all sums due from the first judgment against ST to July 31, including interest and costs."

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

The Coming of the Train

The Hoosac Tunnel & Wilmington and Deerfield River Railroads
and
The Industries They Served



Volume I ~ 1870 to 1910

Brian A. Donelson

The Coming of the Train

The Hoosac Tunnel & Wilmington and Deerfield River Railroads And The Industries They Served
Volume 1 — 1870 to 1910

Brian Donelson, author of this 384 page hardbound book, notes that the book is the fascinating story of the HT&W, the Deerfield River RR and the space they had on the towns of Southern Vermont and Northwestern Massachusetts.

This first of two volumes covers the construction of the Hoosac Tunnel and the entrepreneurial spirit of the Newton Brothers who brought the industrial revolution to the wilderness of the northern Berkshires and southern Green Mountains.

In addition to the construction of the aforementioned railroads also include subjects such as:

The mills of Sadawga, Jacksonville, Heartwellville, Searsburg and Somerset.

The lime kilns at Sherman

The industry of Wilmington

The logging camps and log drives on the Deerfield River

On the 384 pages one will find 349 photos, 35 sketches and 45 maps.

Copies may be ordered from the author at:

NJD Publishing

43 Potter Road

Rowe, MA 01367

For \$49.95 per copy plus \$5.00 S&H or your local book store.

Former CV roundhouse total loss

By Ryan Mercer

Firefighters battle a massive blaze that has fully engulfed a tire warehouse, Petes Tire Barn, in a structure known as the Roundhouse off Rt. 4 near the intersections of Routes 89 and 91 in White River Junction Sunday afternoon. Fire departments from around White River Junction, including departments as far away as Enfield and Plainfield, N.H., responded. Check for updates as we find out more.

Burlington Free Press



More On B&M's Interlocking Towers/Machines

By Charles A. Niles, Jr.,
Former B&M telegrapher
retired MeCRR train dispatcher.

I would like to correct the impression of the Interlocking machine at Dover, N.H. The tower machine at Dover was located in the tower across from the passenger station. The tower was built about 1928 and was equipped with a General Railway Signal Co. pistol-grip interlocking machine with 64 levers. This machine was similar to the interlocking machines located at Lowell Jct., and Waltham, Mass.

It was an electro-mechanical machine operated by Train Directors, which controlled from the double crossovers west of the Coheco River bridge, west of Dover passenger station to the double crossovers at the top of the hill between Dover and Rollinsford. The machine controlled all main-track switches within these limits, and also other switches and electric unlocks on other tracks. In addition there was also a small C.T.C. machine located behind the telegraph desk which controlled both ends of the "Arch siding" about a mile west of Dover and it also controlled the double crossovers and the Conway Branch switch at Rollinsford. In 1944 a C.T.C. machine was installed in the Dover Dispatchers Office to control the mainline from the west end of Rigby Yard to Rollinsford, when they closed A.R. Tower, west of Biddeford, Maine. At that time the control of the Rollinsford interlocking was transferred to the Dispatchers office. Dover Tower was closed in 1965 long after the Dispatchers office was moved to Boston. Control of the interlockings at Dover was transferred to the Boston dispatchers at that time.

As a teenager, I was thoroughly qualified to operate the tower machine, thanks to friends who were working the tower (H. K. Reybold, P.W. Barflet and J. H. Cook, Jr.), so when I qualified as a telegrapher, I was already qualified to operate the machine. I worked it many times thereafter.

A little something about the interlocking machine at Rockingham Jct.: In addition to the diamond with the Portsmouth Branch and the wye switches off the main tracks, there was a facing-point crossover east of the station (tower) and a trailing-point crossover west of wye switches. The Rockingham Jct., machine was an old-fashioned crank-lever machine, much like the interlocking machines at Claremont Jct., N.H. and East Northfield, Mass. Rockingham Jct., also had a small C.T.C. machine, which controlled the westbound passing track at Newfields. I worked the machine many times starting with the evening of "Hurricane Carol", August 31, 1964. I was never officially qualified on the machine, but they asked me to work because they knew I hung around there as a teenager, thanks to Operator Henry Reybold.

Additional information about Exchange Street tower east of Worcester Union Station: The tower was originally located at Garden Street Yard, but when the Lincoln Square crossing elimination project took place, the operator was relocated to Exchange Street crossing, just east of the new tunnel under Lincoln Square. In addition to the switches and signals mentioned in the article the machine controlled a facing-point crossover just at the end of the Worcester Union Station platform. The towerman was also the crossing tender (automatic flashers, gates and bell) on the second and third tricks. Because of the interlocking at Barber, the junction of the Peterboro Branch, the Exchange Street operator worked with the Gardner Train Dispatcher using the Morse telegraph wire. I do not remember what the tower controlled at Garden Street Yard; it was too many years ago when I worked there (1958).

Just a little story about when I was working at Exchange Street in the mid-summer of 1958. Train No. 81 (the State of Maine Express) usually picked up empty milk tank cars using the crossover at Union Station. On one real hot summer night No. 81's crew did not leave quite enough space when cutting off their power. After coming back through the crossover after picking up, as soon as their power cleared the crossover switch, I snapped the power switch back to normal position. When their power pulled ahead to make sure they had made the coupling, they put their front truck back into the interlocking (switch) circuit stopping the power switch in mid-movement, and then every thing came to stand still. We had no radios at Worcester at that time, and nobody answered the telephone at Union Station. With permission from the Portland Division Dispatcher after explaining the situation, I had to walk through the tunnel about one-half mile, get the engineer to back up a few feet, so I could work the switch. Then I had to walk back through the tunnel back to the tower, work the crossover switches again and give them the signal to go. No. 81 got about a one-hour delay. I never heard from any supervisor about it. Apparently the dispatchers record satisfied everybody concerned.

From The Archives

We recently received a small collection of internal and external correspondence relating to the carriage of mail on the Boston and Maine a hundred years ago. The content of this material can be summarized as follows:

- Correspondence regarding fines incurred for operating rail post office cars of insufficient length and the dimensions of cars required on the system's RPO routes.
- Statement of apartment mail cars operated in November 1907 showing route number, B&M car no., floor space allotted to mail, termini, number of trips during week of Nov. 18-24, 1907, and mileage of car during that week.
- Statement of mail receipts of Steamer *Mt. Washington* 1885-1891 and correspondence concerning the contract with the Post Office Department for that service.
- Amounts paid to individuals for carrying United States Mails between stations and post offices.
- Several statements of mail receipts used to illustrate the B&M's compensation for carrying the mails. From one of them we have extracted the following data which may be of interest to our readers.

BOSTON AND MAINE RAILROAD MAIL ROUTES 1909

Includes Vermont Valley, Sullivan County, St. Johnsbury & Lake Champlain
and Mt. Washington Railroads

Route No.	Between	And	Average amount per annum 1905-1909 (\$)
101008	Portland	Rochester	9,659.10
101027	Kennebunkport	Kennebunk	255.88
102002	Manchester	Portsmouth	3,970.56
102003	Manchester	Henniker	1,599.10
102004	Hooksett	Ctre. Barnstead	1,783.56
102006	Groveton	Boston	55,877.29
102006	Groveton	Boston RPO Car	9,620.95
102007	Fabyan House	Wing Road (n.o.)	1,223.50
102008	Concord	White River Jct.	19,009.97
102008	Concord	White River Jct. RPO Car	4,524.00
102009	Concord	Claremont Jct.	6,014.51
102010	Contoocook	Worcester	9,479.40
102011	Nashua	Keene	6,409.31
102012	Rochester	Worcester	18,915.17
102014	Conway Jct. (n.o.)	Intervale Jct. (n.o.)	9,803.54
102015	Sanbornville	Wolfeboro	641.95
102016	Portsmouth	Lakeport	3,842.71
102018	Whitefield Jct. (n.o.)	Jefferson	735.19
102019	Belmont	Tilton	182.97
102020	Franklin	Bristol (n.o.)	845.28
102021	Rollinsford (n.o.)	Somersworth	186.49
102022	Plymouth	Lincoln	1,423.71
102023	Meadows	Berlin	1,310.12
102026	Franklin Jct. (n.o.)	Tilton	530.44
102027	New Boston	Parker's Station (n.o.)	232.56
103004	Brattleboro	Windsor	14,674.67
103004	Brattleboro	Windsor RPO Car	3,664.50
103010	White River Jct.	Derby Line	23,080.50
103010	White River Jct.	Derby Line RPO Car	5,210.00
103011	South Lunenburg	Swanton	13,083.78
103022	State Line (n.o.)	Hoosick Jct.	1,280.86
104001	Boston	Portland (Eastern Route)	119,914.66
104001	Boston	Portland RPO Car	16,270.50
104002	Boston	West Lynn (n.o.)	632.13
104003	Beverly	Rockport	2,525.33
104004	Salem	Marblehead	207.80
104005	Salem	Lawrence (n.o.)	929.32
104007	Salisbury	Amesbury	474.50
140008	Wenham Depot	Essex	258.21
104009	Swampscott Jct. (n.o.)	Marblehead	212.09
104010	Wakefield	Peabody	332.59
104011	Boston	Portland (Western Route)	41,610.04
104011	Boston	Portland RPO Car	8,928.87
104012	Wellington	Medford	144.42
104013	Georgetown	Haverhill	330.45
104014	Wakefield Jct. (n.o.)	Newburyport	3,313.77
104015	Newton jct.	Merrimac	206.05
104017	Lowell	Lawrence	568.14
104018	Winchester	Woburn	146.85
104019	Somerville Sta. (n.o.)	No. Billerica	1,618.65
104020	Ayer	No. Chelmsford	1,129.42
104021	Boston	Troy	54,006.33

Route No.	Between	And	Average amount per annum 1905-1909 (\$)
104021	Boston	Troy RPO Car	15,843.90
104023	South Acton	Marlboro	598.22
104024	Ayer	Greenville	1,878.40
104055	So. Ashburnham	Bellows Falls	12,373.56
104055	So. Ashburnham	Bellows Falls RPO Car	2,681.00
104063	So. Lawrence Sta. (n.o.)	Manchester	3,065.27
104063	So. Lawrence Sta. (n.o.)	Manchester RPO Car	339.50
104067	Springfield	So. Vernon Jct. (n.o.)	17,547.42
104067	Springfield	So. Vernon Jct. (n.o.)	3,791.25
104070	Ashburnham Jct. (n.o.)	Ashburnham	116.28
104077	Mt. Tom	Easthampton Sta. (n.o.)	141.07
104080	Boston	Northampton	9,604.62
104082	Lowell Jct.	Lowell Sta. (n.o.)	582.08
104085	Montvale Jct. (n.o.)	Stoneham	143.89
104086	Chicopee Jct. (n.o.)	Chicopee Falls	175.73
104087	Squannacook Jct. (n.o.)	Brookline	577.55
104089	Peabody	No. Reading	414.24
104056	South Vernon Jct. (n.o.)	Keene	1,972.38
104090	No. Cambridge Jct. (n.o.)	Waltham	528.18
107107	Mechanicville	Reynolds	Discontinued Dec. 31, 1905
104035	Somerville	No. Union Station	623.84
104077	Saratoga Springs	Schuylerville	590.97
107121	Mechanicville	Schuylerville Jct.	627.99
201126	Old Orchard Beach		25.00
202104	Profile and Franconia Notch		250.00
202117	Fabyan and Base Mt. Washington		100.00
	Mt. Washington Ry.		150.00
302006	Portsmouth Electric Branch		504.84
	TOTAL		558,078.87

* * *

IN MEMORIAM

RICHARD M. LYNCH, SR. 1936-2008

We are saddened to report that Dick Lynch, one of our dedicated Archives committeemen, died at age 71 of cancer on June 12, 2008. Dick was a graduate of Lowell High School with the class of 1954. He attended the Lowell Technical Institute, and obtained his MBA from Southern New Hampshire College. He was employed with Raytheon, as a professional engineer, in W. Andover, Bedford, and Tewksbury, and retired after 35 years in 1993.

Dick was a life member of the B&MRRHS and became active with the Archives Committee about 7 years ago. During this time, he completed our extremely valuable indexes of *the B&M Bulletin* and the *Boston and Maine Railroad Employees Magazine*. The Bulletin index was distributed every member of the Society in CD format. Dick was persistent in the answering of genealogical questions about former B&M employees and his familiarity with census data and other sources enabled us to help many researchers that we would have otherwise have disappointed. Dick's anecdotes of American historical figures and of his boyhood in Lowell added a note of humor and camaraderie to our meetings that we already miss.

In addition to his interest in the B&M, Dick was a member of the New England Historical Genealogical Society of Boston MA, the Greater Lowell Genealogical Club, and the American Contract Bridge League.

In addition to his wife, Marlene (Langlois) Lynch, Dick leaves a son, Richard M. Lynch, Jr. and his wife Randi Lynch Jr. of Southbury, CT; and two grandchildren, Alyssa and Sean Lynch; one sister, Laurel Corr of Dracut, MA; and five nieces, one nephew; and many cousins.

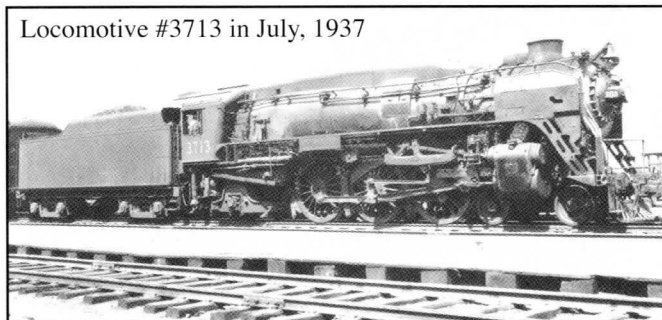
Rick Nowell, Archives Chairman

Train Shows

Mystic Valley Railway Society's "RAIL,-A-RAMA" Sunday March 1, 10 a.m. to 4 p.m. at Holiday Inn-Mansfield on 31 Hampshire Street, near the intersection of 95 & 495. Handicapped accessible Train Show featuring many operating displays with children's U-RLN toy trains, dealers, multi-tier video theatre, complete snack bar or Sunday Brunch and FREE PARKING.

Adults \$5, Children 5- 1'-) \$ 1, under 5 FREE. Contact: Russ Rylko at P.O. Box 365486, Hyde Park, MA 02136; 617-361- 4445 or on the web at MYSTICVALLEYRS.ORG

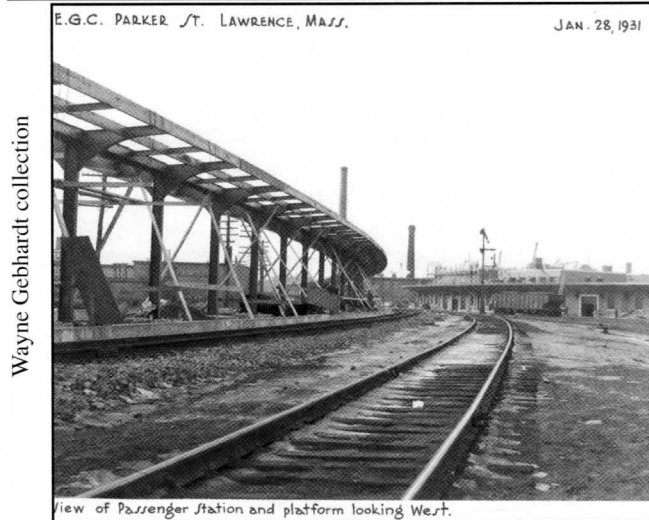
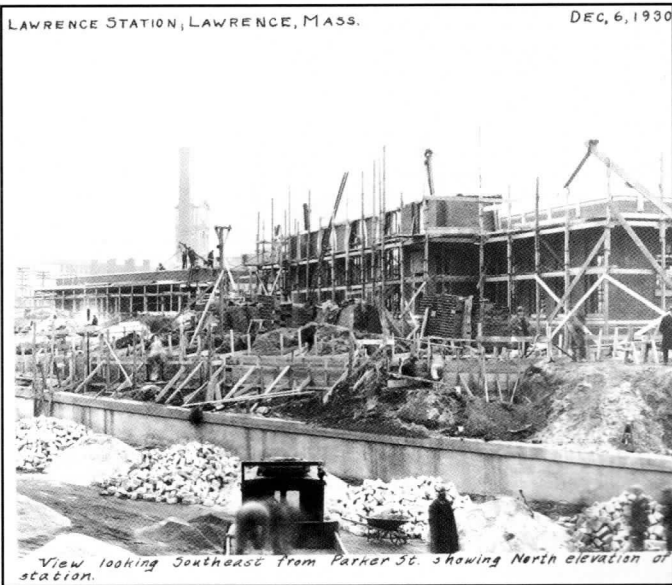
Locomotive #3713 in July, 1937



Smith-Bradford Collection

In Modelers Notes #116, Dave Maynard described how he built an HO scale model of the station.

Here are some photos of the station under construction which inspired Dave.



Wayne Gebhardt collection

Norfolk Southern Springfield Terminal Deal

This deal ("Patriot Corridor"), the line between Mechanicville and Ayer, waits for the environmental assessment decision. The New York State DOT recommended an environmental assessment, especially on the proposed Mechanicville auto and intermodal facility.

The Massachusetts Office of Transportation also asked for evaluation of environmental concerns for the City of Springfield and the Town of Ayer.

Environmental assessments can take months but the parties can expedite the process by providing the Surface Transportation Board with good information and draft. The following steps will ensue, apparently:

NS-ST will file the Preliminary Draft Environmental Assessment, prepared by their consultants.

Massachusetts OT and NS-ST to file a report on negotiations by October 20.

Section Environmental Analysis of the STB will review the draft.

Parties will have 30 days to respond.

STB will issue a final decision.

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

Modelers Notes Vol. #4 CD

Modelers Notes Vol. #4 CD which contains MN's 76 >100 will be released at the Springfield Show Jan 23rd. Price is \$20 (\$25 for non-members). Previous volumes are available in limited very numbers (\$15/\$20). For those who can't make the show order from B&MRRHS Catalog, PO Box 9116, Lowell, MA 01853 and include \$4 shipping.



Salisbury Beach

By Tom Pearson



San Pedro, CA on 9/21/08 for the American Assoc. of Private Rail Car Owners convention, and the second is climbing a ramp at the Amtrak coach yard in Los Angeles behind STEAM (Santa Fe 3751 on our way to San Diego).



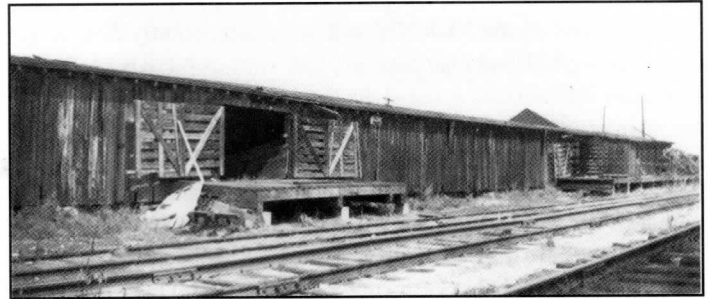
South Station on our previous visit to the Hub City.



The date of just the car by itself with the Palm trees above it was on 9/22 and it was taken in San Pedro near the Port of Los Angeles.

We will be in Boston again next year the weekend of the 11 and 12th of July. We will be traveling from LA to New Orleans to Washington, D.C. then to Boston, Chicago and back to Los Angeles.

Correction: the July-August *Newsletter*, on page 5, noted the article "Interested in Railfanning the West End?" was in the June issue of *Railpace*. Several have pointed out that it was actually in the May 2008 issue of that publication.



Mystery Photo identified

The location of the mystery photo in the Sept – Oct Newsletter was Mechanicville, NY.

Four readers responded with their 'guess' as to the location, two were correctly identified the location. Don Valentine was second who correctly identified the location; unfortunately a computer breakdown caused me to lose the name of the first person for which I apologize.

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

The following editorial from the *New Haven Group's* publication, *The Shoreliner* is presented as for 'food for thought'. REW

The Draft Gear: Editorial The Future of RR Historical Groups

By Chris Pey

Participants on the NHRHTA online forum recently discussed issues facing railroad historical groups, such as NHRHTA. Your editor has summarized some of the thoughts presented there, without attribution; so all barbs should be directed to yours truly.

We members of NHRHTA are united by the desire to perpetuate history relating to our beloved New Haven Railroad. But we come to that desire from a wide variety of backgrounds and interests.

Some of us are the "dinosaurs" who either saw it or researched it when it existed. Others are young members who may not have even been born before the New Haven passed into history in 1969. These members are interested in the New Haven because of their modeling interests, their general RR interests, or simply because they ride on Metro-North trains that have been painted with a red-orange stripe!

Today we are at a crossroads. The inexorable march of time moves those members with actual working knowledge of the New Haven (already in their sunset years), into the great beyond. Not only is their experience irreplaceable — they are not being replaced on a 1-to-1 basis by new members.

To assure this group's long-term future, we have to inspire new people who have no personal acquaintance with the New Haven's grand past.

Unfortunately, younger people are not really interested in American history in general, much less transportation history in particular.

Neither the educational system nor parents place any importance on this. How do we get them interested, then? Publications are one method. We on the publications staff have struggled with maintaining a publications schedule. While we have seen some improvements, there always seem to be unexpected delays. (Members can do their part by submitting articles or photos they are interested in having published to the *Bulletin* or *Shoreliner* editors, listed on the last page of this *Bulletin*!) Hopefully members have appreciated the more frequent issuance of *Shoreliner*.

Creating and updating our website is another. We can thank Marc Frattasio for his unparalleled dedication in this regard. He probably would appreciate any help that can be offered in this regard.

Successful organizations exude stability and dependability. If our publication schedule is erratic, if checks aren't cashed promptly, if orders aren't handled expeditiously (including prompt notification if there will be a delay), our reputation suffers. We need to do better in this regard.

Another method may be to reforge and deepen links between NHRHTA and the various historical and tourist railroads operating within former NHRHTA territory. We need to do more to bring NHRHTA's name and expertise together with groups like the Railroad Museum of New England, the Danbury RR Museum, or even Metro-North! We have too much in common to let politics get in the way.

Some are trying to get everything into print that they possibly can, while they can. In large part we must rely on those who have lived it to preserve their experiences. But simply putting this on paper will not attract youth or anyone outside of our experience. So, the trick is to get the new blood to join our experience and lifestyle. In today's world this is indeed a tough nut to crack.

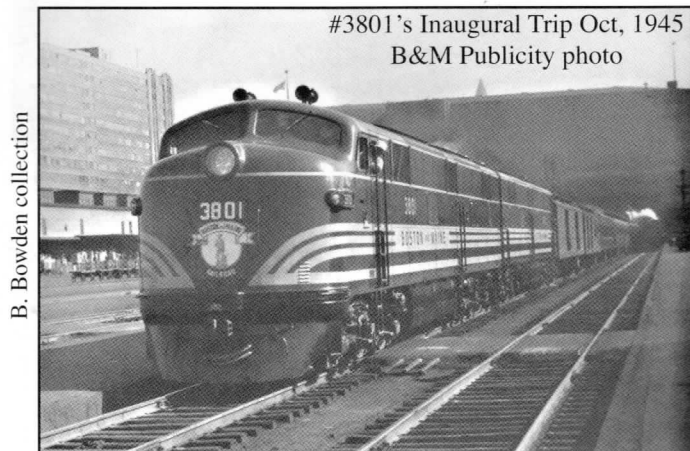
There are signs this could happen. The ever-expanding size of the Amherst Show in Springfield every winter shows model railroading and railroad historical groups are far from dead. It seems when men hit age 40, interest in railroad history and model railroading begins or intensifies.

Why? Maybe a need to go back to a happier time when we were younger and trains fascinated us. For some reason, model railroading and railroad history is simply very calming, compared to the realities of day-to-day life.

But railfans have a tough row to hoe these days, compared to when the New Haven still ruled the rails. When the New Haven ruled the rails, fans were generally welcomed provided they acted reasonably and did not make a nuisance of themselves. Fantrips were also quite common and this was another good way to get young people interested in the railroad and keep older people interested as well. Everywhere you went there was generally an open station with an agent, operator or other employee who would usually take time to talk to you and tell you of impending train movements.

Fast forward to today, there are very few open stations, the yards and engine house facilities that are still in use are strictly off limits to all except under very rare circumstances such as the regular Metro-North open house at Harmon. If you are observed on railroad property other than a station platform you could soon expect an unpleasant visit from someone in authority and be told in no uncertain terms to leave the property and not to return. Often even the innocent act of just simply standing on a platform on a passenger station may be cause for suspicion among police or others and will bring on an unpleasant reception.

Today most of the railroads simply do not want to be bothered with people who are interested in their operation, just go away and stay away, thank you. Fortunately there is a lot of overlap between modeling and railroad history, and that should provide a need for NHRHTA for a long time into the future, provided there are enough enthusiastic members with material they are willing to share.



B. Bowden collection