

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

copyright 2009 B&MRRHS

March — April 2009

Bob Warren, Editor (bmbobwarren@comcast.net)

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

Opinions expressed in the signed columns or letters of this Newsletter are those of their respective authors and not necessarily represent the opinions of the Society, its officers or members with respect to any particular subject discussed in those columns. The inclusion of commercial products or services in this Newsletter is for the convenience of the membership only, and in no way constitutes an endorsement of said products or services by the Society or any of its officers or directors, nor will the Society be responsible for the performance of said commercial suppliers. We reserve the right to edit all material, either due to length or content, submitted for publication.

B&MRRHS CALENDAR

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

- March 14** Buddy Winiarz — New England Shortlines and more.
April 16 Joint Meeting with MassBay RRE at their Waban meeting place. Paul Hallet of the North Conway Scenic will present a talk of his experiences working for different railroads.*
May 9 Ira Labby will do a presentation on the Conn River Line.
June No Membership Meeting
July 25 & 26 Lowell Folk festival.
August 8 Silver Lake RR in Madison, NH a joint meeting with the Cotton valley Rail Trail Club.
Noon to 5 PM.**

*The joint meeting will be held at the Union Church in Waban, Mass. The Union Church is at the intersection of Beacon St. and Collins Rd., west of the MBTA Green Line Bridge. Use the Collins Rd. entrance off the back driveway (not the entrance from the 'loop' driveway in front); the meeting room we use is to the right.

If you drive, from Route 128 (1-95) take Exit 21 onto Route 16 east, then fork right onto Beacon St. at the first traffic light east of 128 and continue 0.9 mile into Waban. The Union Church is on the right just before you cross the T bridge.

To come by T, take a 'D Riverside' car to Waban, walk upstairs to Beacon St., turn left and cross the bridge to the church.

** Directions to the meet will be in the May/June and July/August Newsletters.

Directions To The Rogers Hall Society Meeting Location

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

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

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

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

NEXT ISSUE

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

The editor reserves the right to edit any submitted material.

MEMBER INFORMATION

Newsletter

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

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

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

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

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

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

Society Officers, Directors and Staff

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

Board of Directors

| | | |
|--------------|-----------------|-----------------|
| Pat Abegg | Mike Basile | Jacob Foley |
| Wayne Gagnon | Andrian Gintovt | Dave Hampton |
| Dan Hyde | Russ Munroe | Richard Nichols |

Alternate Directors

Carl Byron & Sandy Shepherd

Staff

| | |
|----------------------------|---------------------------|
| Archives Chairman | Frederick N. Nowell III |
| Hardware Archives Chair. | Vacant |
| Bulletin Editor | Andrew Wilson |
| Contributing Editors | George H. Drury |
| Distribution | Buddy Winiarz |
| Layout and Art Director | John Alan Roderick |
| Technical Asst. | David A. Fletcher |
| 410 Chairman | Jim Nigzus |
| Historian | Russell Munroe, Jr. |
| Membership Secretary | Buddy Winiarz |
| Modelers Notes | Bruce Bowden, Bob Warren |
| Model Projects Coordinator | Vacant |
| Newsletter Editor | Bob Warren |
| Contributing Editor | Buddy Winiarz |
| Program Chairman | Jim Nigzus, Buddy Winiarz |
| Show Coordinator | James Nigzus |
| Webmaster | Jonathan Miner |

MEMBERSHIP

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

DO NOT over tape the flap.

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

Membership

c/o B&MRRHS, PO Box 469

Derry, N.H. 03038-0469

Buddy Winiarz, Membership Sec.

B&MRRHS Membership Dues

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

Please send membership requests to:

B&MRRHS - Membership
PO Box 469
Derry, NH 03038-0469

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

Minutes of December 13, 2008**B&MRRHS Meeting****Rogers Hall, Lowell, MA. (a parlor meeting)****In Attendance:**

Gagnon, Hyde, Nigzus, Winiarz (B), Kosciolek, Walker,
Wilson, Basile

Meeting Called to Order: 1:30PM**Approval of the Minutes:**

Gagnon, 2nd by Basile, Motion carried.

Approval of Agenda:

Gagnon, 2nd by Winiarz. Motion carried.

President's Report:

Nigzus discussed the submission paperwork to Eastern Bank (Society's new bank) for a monetary grant for non-profits. Submission paperwork/package was prepared by Jim Nigzus's wife, Karen. Eastern Bank was impressed by the scope of B&MRRHS and its history of documenting past B&M heritage. Eastern Bank awarded the Society a \$500 grant. Society and BOD thank Karen for her effort. Acknowledgement of funding grant sent back to Eastern for both their and Society's records.

Vice President Report:

None

Clerks Report:

Walker deferred his report to January '09 meeting citing he mistakenly took wrong paperwork to December meeting.

Treasurer's Report:

Kosciolek reported that Society continues to be solvent.
November 2008 Savings (Eastern Bank): \$52222.43
– Checking \$1147.76 (Eastern Bank) (both accounts unaudited \$)
\$25,000 CD expires Aug 2009
Major expenses – mailings of newsletter, Bulletin, and catalog replenishment items.
Hyde, 2nd by Nigzus, Motion carried.

Membership Secretary:

Winiarz reported that Society is maintaining steady membership levels despite the sluggish economy. Buddy also reported, again, that some members were renewing at higher rate previous to January 2009 cut-in effectivity date. Buddy also reported that lifetime member Louis R.W. Edmonds had sent a letter and check for the sum of \$100 to help defray operating costs. Society BOD wishes to thank Mr. Edmond's for his continued support.

Bulletin Editor:

Wilson reported that next issue of Bulletin should go to printer by end of 2008. Volume XXVI (26) will center around the year 1958 (a major change in B&M operations/staffing/ and freight and passenger environment). Wilson also stated that next Bulletin in draft form will deal with early fantrips with text and photos.

Archives Committee:

Kosciolek distributed a summary letter from Nowell on archive activities. In Nowell's letter, it was noted that University of Mass-Lowell is cutting back on staffing and hours due to State of Massachusetts projected shortfalls in

revenue. As a result, the Saturday availability to the archive for research/photos is being discontinued effective end of December 2008 until further notice. Martha Mayo, Society's contact, will keep Nowell informed as to changes as they occur. Nowell also noted that a very detailed Corporate History of Boston and Maine Railroad System, prepared in 1916, was going to Jon Miner for future posting on the web site. Also completed was an addendum that brings the history of the Boston and Maine Railroad, Boston and Maine Corporation, and affiliated and leased lines to the present day. Additionally, the electronic catalog now contains over 5000 items and work continues to convert data from file cards to Excel format. A work session was scheduled for December 20 to further catalog. Society BOD wishes to thank Nowell and his staff volunteers for their tireless efforts.

Newsletter Committee:

No report.

Hardware Committee:

Nigzus reported that Society had received a donation of B&M related materials from Peter and Eugene Victory of Salem, Mass and thank you note had been sent to them.

410 Committee:

Nigzus stated that 410 is decorated in its Xmas livery.

Shows Committee:

Society has reserved table(s) for Springfield, Ma. "Big E" show on January 24 and 25, 2009. Volunteers are welcome to "crew" tables. Sales of B&M merchandise have dropped from same time last year again owing to depressed economy.

Program Committee:

Appears all months are currently occupied, where applicable.

Models Committee:

No new models are currently in work

Old Business**Central Mass Book:**

Society has received a limited quantity from the publisher of hardcover Central Mass "revisited" book. It is available to Society members and general public but Society cannot directly sell from its inventory to any dealers owing to contract language. Leave message/contact the Society relative to pricing and availability. Other option, if possible, is to visit B&M booth members at Springfield for further details.

"My Life's Experiences as a B&M Railfan" received from Robert L. MacDonald of Portland, Maine update as a potential softcover book is expected in early 2009.

New Business:

None

Additions:

None

Next Meeting:

January 13, 2009 at Rogers Hall, Lowell, Ma. @1:00PM

Motion for Adjournment: 2:42PM

Hyde, 2nd by Gagnon. Motion carried.

Respectfully Submitted:

/s/ Wayne M. Gagnon, Recording Secretary

**Minutes of January 10, 2009-
B&MRRHS Meeting
Rogers Hall, Lowell, Ma.**

In Attendance:

Gagnon, Hyde, Nigzus, Winiarz (B), Kosciolek, Walker, Nowell, Goodwin, Hampton, Abegg

Meeting Called to Order:

1:15PM

Approval of the Minutes:

Gagnon, 2nd by Hampton, Motion carried.

Approval of Agenda:

Gagnon, 2nd by Hampton. Motion carried.

President's Report:

No report from Nigzus

Vice President Report:

Kosciolek reported to the Board that Justin Winiarz had informed Kosciolek, owing to Justin's ongoing conflicting work requirements, would relinquish his seat on the BOD. BOD discussed Justin's past service and contributions and possible candidate replacement. Jacob "Jake" Foley, who was attending the meeting, offered his service to fill out the remaining term (2009) of Justin. BOD was in agreement and motion was made to replace Justin Winiarz with "Jake" Foley. Nigzus, 2nd by Hampton. Motion carried. Welcome aboard, Jake, and thank you to Justin from the BOD.

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. December 2008 Savings (Eastern Bank): \$50986.28 – Checking \$957.72 (Eastern Bank) (both accounts unaudited \$) \$25,000 CD expires Aug 2009
Major expenses – mailings of newsletter, Bulletin, and catalog replenishment items. Gagnon, 2nd by Hampton, Motion carried.

Membership Secretary:

Winiarz reported that Society is maintaining steady membership level of 1032.

Bulletin Editor:

No report from Wilson.

Archives Committee:

Nowell reported on past 2008 work efforts. Work session was planned for 1/17/2009 from 12-3PM at North Chelmsford. Highlights of Nowell report were: 11 meetings held in 2008; 45 donations logged in 2008; considerable time spent reorganizing the flat files of right of way and track maps and structures and mechanical component drawings; responded to 197 requests for information in 2008 (up from 119/2007); and progress made in emerging "master plan" to make Archives more user friendly. Nowell thanked BOD and Nigzus for the efforts ongoing to the "new" 600 square foot space storage site at North Chelmsford.

Newsletter Committee:

Kosciolek reported the newsletter was at printer.

Hardware Committee:

Nigzus reported that new Archive storage area walls had been painted and that floors will be painted. Also, padlocks to both sites have common key. In addition, to increase flexibility and maximize storage, Nigzus stated that core tubes were being utilized in conjunction with shelving to offer more organized and segmented storage.

410 Committee:

No report from Nigzus.

Shows Committee:

Society has reserved table(s) for Springfield, Ma. "Big E" show on January 24 and 25, 2009. Sales of B&M catalog merchandise were \$1645 according to Nigzus, down from last year owing to economy. Haverhill, Mass show planned in March 2009.

Program Committee:

Appears all months are currently occupied, where applicable. BOD will look into feasibility of having June 2009 BOD and monthly meeting at Hobo Railroad in Lincoln, NH to coincide with their "Railfan" weekend events as announced in "Railfan" magazine. More info TBA as appropriate.

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 has BOD Winiarz talking with printers about format, type of paper and processing to be used, and preliminary quotes being generated for presentation to BOD at later date. Winiarz past dealings with calendar is foundation for getting more detailed information in order to present this compilation to members and public similar to Bulletin publishing effort standards.

New Business:

None

Additions:

None

Next Meeting:

February 14, 2009 at Rogers Hall, Lowell, and Ma.
@1:00PM

Motion for Adjournment:

2:59PM Gagnon, 2nd by Hyde. Motion carried.

Respectfully Submitted:

/s/ Wayne M. Gagnon, Recording Secretary

**BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
REPORT OF ARCHIVES COMMITTEE
FOR THE YEAR ENDED DECEMBER 31, 2008**

The Archives Committee scheduled 11 meetings in 2008, one of which was cancelled because of snow. In 2007 we met 9 times and 10 times in 2006. The average attendance at our meetings, inclusive of guests, was 8, as compared to 6 in 2007 and 8 in 2006. Regular attendees at our meetings were David Ashenden, Len Batchelder, Al Campbell, Rick Conard, Ron dePierre, Rick Hurst, Dick Lynch, Gareth Thomas, and Ellis Walker. Most meetings also included one or more guests. Our friend and committee member Dick Lynch passed away during the year. Dick's specialties were researching genealogical requests and indexing. He spent countless hours indexing the *B&M Bulletin* and the *B&M Employees Magazine*, which are now two very important tools for researchers in the Archives.

The work at our Archives sessions consists of researching requests for information, organizing our collection, and processing and filing new acquisitions. Our electronic catalog now numbers some 5,200 entries. David Ashenden has undertaken the task of integrating our file-card catalog into the electronic catalog. In addition he has continued his work to organize our collection of architectural drawings and to complete a list of station drawings. Both the catalog and the station drawing list are available on the Society's website.

We logged in a total of 45 donations in 2008, as compared to 43 donations in 2007 and 60 in 2006, including material donated by Chris Ahrens, David D. Ashenden, Vincent H. Bernard, Carl Byron, Elaine and Robert Bukowiecki, Al Campbell, R. Richard Conard, Marjorie Wood Danforth, Mark Day in memory of Theodore Chipman and Grace P. Day, A. Drew, Alden H. Dreyer, Edward A. Felton, F.X. Giacoma, Roderick C. Hall, Jr., Nancy Hobitz, Richard K. Hurst, Emmons Lancaster, Schuyler G. Larrabee, II, Mike Lennon, John H. Loynes, George D. McCarthy, Carol McShane, Dusty Miller, William S. Moore, Dick Nichols, Mark A. Nickerson in memory of Eugene F. Matthews, Frederick N. Nowell, III, Stephen W. Quinn, Jimi Smith, David Thompson, Samuel Vaughan, Jr., Robert Warren, Tom Wentworth, Robert F. Wilner, Wiscasset, Waterville and Farmington Railway Museum, and Steve Wilcox.

We extend warmest thanks to all our donors for their generosity and their interest in our work of preserving the history of the Boston and Maine Railroad, its predecessors and successors. We encourage our members and friends to donate additional material to our growing collection. We will also appreciate receiving information about potential donors.

We devoted considerable time to reorganizing our flat files of right of way and track maps, and structure and mechanical component drawings as well as our periodical collection. Al Campbell, Ron dePierre, David Ashenden, and Gareth Thomas assisted with this work.

There was a significant increase in research requests this year. We responded to 197 requests for information in 2008, compared to 119 requests in 2007, 156 in 2006, 153 in 2005, 114 in 2004, and 140 in 2003. All this work could not be completed at our monthly sessions; many of our committee members have volun-

teered "off-hours" time to answer research questions, including Vin Bernard, Al Campbell, Rick Conard and Ellis Walker.

This year we made some progress in executing our emerging "master plan" to make the most popular materials in our collection available for use in the Archives in Lowell, and to expand the role of our storage location at North Chelmsford to house cataloged overflow materials, less likely to be called for by our patrons. In furtherance of our plan we have taken 600 feet of additional area in North Chelmsford. Jim Nigzus and members of the Hardware Committee have been most generous with their time in fitting this new space out for our use.

Toward the end of the year we were informed that budget cuts at the University of Lowell had caused the Center for Lowell History to attenuate its hours, and most importantly for us, to be closed on Saturdays. We are hopeful that this situation will not endure beyond June 2009. In the meantime we have made plans for the Committee to meet on Saturdays at North Chelmsford and at the Archives on Tuesday evenings.

As always we welcome new committee members. Get started by attending one of our monthly meetings. Contact us for details and times.

Your chairman is, as always impressed and inspired by how much can be done by volunteers.

Respectfully submitted,
/s/ Frederick N. Nowell, III
Chairman, Archives Committee
Boston & Maine Railroad Historical Society
fnowell3@yahoo.com

**New Book - Trackside Around New Hampshire
1950-1970**

By Ben English, Jr.

Ben English, Jr. has traveled, worked and lived in New Hampshire most of his life. His approach to the railroad has always been one of close observation: getting to know its history, its employees and operations. Beginning in 1961, Ben has documented what he has seen with color slides, backed up with extensive notes. This new book provides an in-depth look at many of the Granite State's rail lines, including many now abandoned.

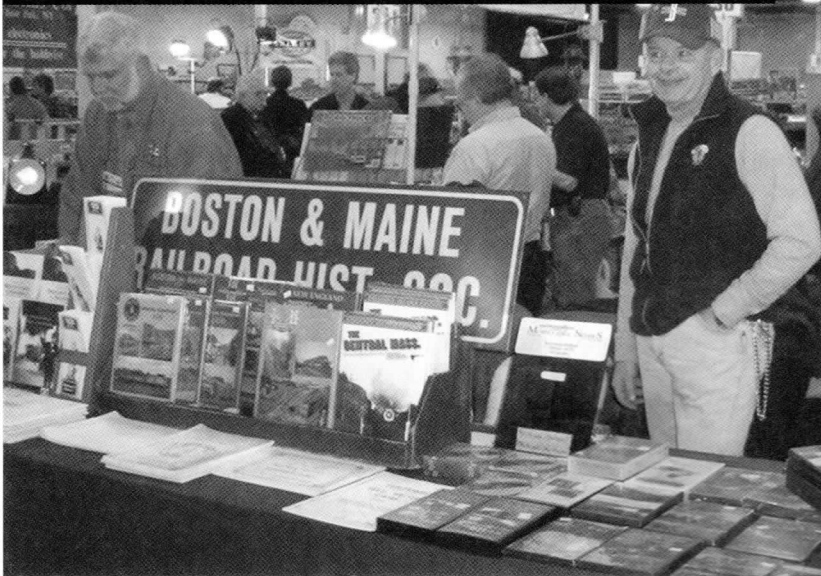
Complementing Ben's photo coverage are many other images provided by veteran rail photographer Neil Richardson and retired Boston & Maine Chief Train Dispatcher Preston Johnson. This has resulted in an extraordinary view of New Hampshire rail lines, from the cab of the helpers climbing Crawford Notch on the Maine Central, to the cab of a Boston & Maine Budd car on the Cheshire Branch, or the cabooses on the Ashuelot local.

Order from Melvin Photos, 392 Sturtevant Hill Road, Readfield, NE 04355. \$46.00 US each, Maine Sales Tax \$2.30, shipping to US address \$4.00 each.

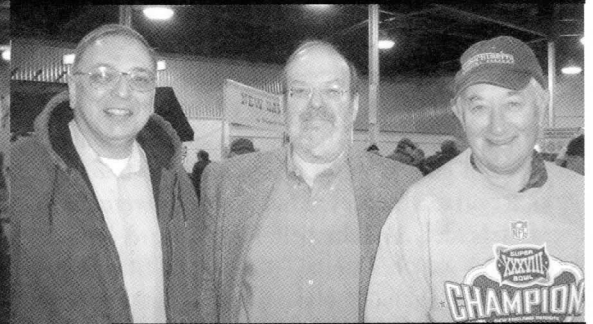
The 470 The 470 Railroad Club

Familiar and not so familiar faces at the Society's booth at the recent Springfield train show.

Wayne Gagnon and Fred Brown manning the society's table at the 2009 Springfield Train Show



Tom Thompson, John Horvath Dave Maynard



Paul Kosciolk & Wayne Gagnon



Train Shows

Nashua Valley Railroad Association's 44th Annual Model Railroad show and Open House

Shirley, MA on Sunday, March 29 from 10am to 4pm.

Two locations

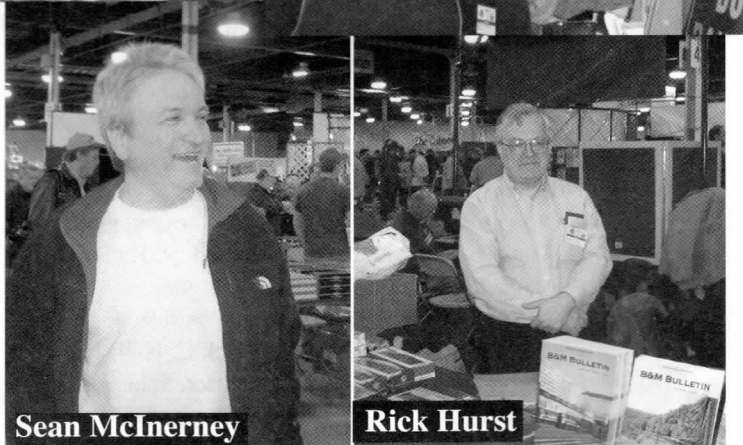
Location ONE: Shirley Middle School, 1 Hospital Rd, Shirley

Location TWO: Club headquarters, Phoenix Park,
2 Shaker Road, Unit# E-205, Shirley

Adults: \$5; Seniors & teens: \$3; under 12 -free.

Both locations only a short walk from the Shirley
Commuter Rail station.

For directions to this event, see show flyer on our website
located at nvrra.com



Sean McInerney

Rick Hurst

Member Correspondence

Member Brad Blodget is seeking original or good quality duplicates of photographs taken by one-time B&M employee and Fitchburg Division correspondent Maritim E. Foster (1917-1983). These photos sometimes bear "Return to M.E. Foster" in her handwriting OR a stamped "M.E. Foster Travel Agency, Keene, NH" on the back. Marium's photography was limited to the Fitchburg Division and focused on the Boston-Bellows Falls line, particularly the Cheshire Branch.

I am cataloging the Foster collection at the Historical Society of Cheshire County and looking for additional Foster photos to expand their collection.

Any help or leads would be most appreciated. Brad may be contacted at 1246 Main Street, Holden, MA 01520 or bgblodget@hotmail.com.

Granite City Extra

Mass Bay Railroad Enthusiasts announce the special train excursions on the Washington County Railroad from Montpelier Junction, VT to downtown Barre & return on Saturday, April 4, 2009. There will be two departures - at 11:00 AM and 2:30 PM.

We are also offering a Special Deluxe Motor Coach Tour Package from the Boston area including the train trip (11:00 AM departure), a tour of Rock of Ages Quarry & Museum, and a box lunch.

Tickets are now on sale for these special excursions, our first over this line since 1972!

For complete trip information and an order form go to:

<http://www.massbayre.org/GraniteCityExtra.html>

North Station Operations During 1952 – 1957

Colonel (Retired) Tom E. Thompson asked questions of Bob Warren concerning B&M's operations at North Station during the 1950's. Bob worked train movements in and out of the North Station and passenger yards from 1952 until around 1957 when the influx of Budd RDC's eliminated most of the passenger car yard movements.



Aerial view of 1928 North Station looking south, 1957.
Credit: B&MRRHS Archives.

Col. Tom: I am familiar with the Railway Express Agency (REX) Building, which was at the drawbridge end of Track 1. As I recall, the REX facility had some covered platforms with tracks on each side. There are many published photos of express and mail cars spotted there, but more often than not the tracks appeared empty. What was this covered platform section used for?

Bob: The covered platform area you are thinking of with tracks on both sides was called the "Milk Shed." I often found a car there unloading milk in 40 qt cans for some local dairy processor; never did find out what company, as one didn't find cars there that often. But, that isn't to say the "Milk Shed" wasn't used to load express or mail when business was heavy. When things were real busy like during the holiday season, such as during the Christmas postal rush, you even found cars located over on Track 24 with 'each' car designated for a specific city destination.

Col Tom: The REX Building and the B&M Mail and Baggage Building were both located on Track 1. What kind of work was done there?

Bob: The REX building worked express and also housed some US mail. Both RPO's and baggage cars were located there while they were filled prior to being moved to the train they were part of. On Saturday night, the New Hampshire paper train was loaded with the Sunday paper at North Station, normally Track 14, while the Portland Division paper train head end cars were loaded at "A House," moved forward to a location across from Tower H, and then backed into North Station - a cold ride I tell you as I did it several times working as 'backup man' at North Station.

The Portland Division train also had mail and express cars that were loaded at Track 1. The road engine moved these cars with a backup man making the back up move to the rest of the train,

which was usually located on Track 13. You would find official-dom standing around 'hurrying' up the road engine and cars from Track 1 so the train could get out on time. Typically the RPO's were against the bunter, which meant I had to go thru the RPO to get to the 'end' door to make the back up move. On several occasions I had to crawl through the small door at the floor to get from the 'sorting area' of the RPO to the storage mail area of the car, all part of the effort to get to the outside end door to control the backup move. Cars weren't turned to accommodate the backup man and the ride could get chilly depending on the outside temperature when moving in reverse.

In bad weather I've seen the cars held pending 'air mail' coming from Logan so they could continue by train - can't you see the airlines today holding up a flight waiting for some mail (dream on).

So, there was a lot of action on Track 1 over the course of 24 hours. I primarily was involved with movements out of that track during middle trick (3PM -11PM). The cars were set with a passenger yard switcher during the late afternoon, the number of each depending on the train they were being loaded for.

FYI- Tracks 13 and 14 were the longest tracks at North Station capable of holding an entire train 'behind' the 'jack' or first signal for an outward move. Both the New Hampshire Division and Portland Division paper trains were the longest of any of the long distance trains. The Fitchburg Division trains were usually shorter; I guess due to the competition from the NYC more or less covering the same area, at least as far as mail and express were concerned.

Not all express shipments were carried in REX cars. Often such shipments were carried in baggage cars, some with a messenger inside, some without. On inbound trains passenger checked baggage would be transported from the baggage car up the 'ramp' over the end of the platforms to the baggage claim area at North Station where passengers could pick up their checked baggage.

I recall one unusual incident when working the middle trick as backup man at North Station. My job was to move emptied passenger trains to their respective yard - generally Yard 3 or 4. We were waiting for the baggage car from Rutland to be opened when several men with guns showed up - seems the car, locked from the inside, was carrying MONEY for the Federal Reserve in Boston. There was a messenger inside the car, and when the door was opened, there he stood with a shotgun in his hands - no one was gonna get any of that money.

Col. Tom: You mentioned cold winters a little earlier. Did you have to work with the passenger car steam connections? Were trains awaiting a road engine hooked to a steam line provided at North Station? Working with such devices sounds a bit tricky.

Bob: There was steam available at the bunter end of the track. Hooking/disconnecting the steam lines was the responsibility of the car knockers - we train crew had nothing to do with such work. On occasion we'd have to couple up an air hose for which we were paid the enormous sum of 95 cents. And once you hooked up one set of hoses for that sum they could have you hook up a lot of hoses for no additional money. Again, hooking up air/signal hoses between cars was the responsibility of the car knockers. We were responsible for only hooking up the hoses between

the cars and the engine. Station tracks also had air available so that trains such as the overnight Portland Division train we've been talking about would be fully charged so there was no lost time when the engine/cars were brought over from the Track 1. Likewise, they didn't like us to dump the air on that move since it would delay coupling up the two halves of the train - as usual, a no-no but if we did, there wasn't much that could be done - life's like that.

As I recall, the steam hoses had some sort of lip so that the end each could rest on the lip of the adjoining car, then the car knocker would hammer the locking pin to keep the hoses together. Pity the poor crew that separated cars before the steam hoses were disconnected since such action would cause one of the steam hoses to break away from the car. So we were darn careful uncoupling cars to make sure the steam hoses were disconnected. Of course in the summertime it wasn't a problem since the steam wasn't used to heat the cars - AC time by then.

Col. Tom: You mentioned earlier that the Portland Division paper train used the road engine to move cars from Track 1 to Track 13 to make up the train. Do you recall the types of locomotives that routinely pulled these trains? Maybe an E7 or GP7?

Bob: E7's and the lone E8 were assigned to the long distance trains operating on all divisions, including the paper trains. When steam expired the Geeps took over the commuter trains. Not sure if the GP9's were equipped for passenger service, but the RS's and GP7's were and they were the ones you found on the commuter trains. I don't ever recall seeing one of the E units on a commuter train but anything is possible.

No E units were involved with any switching moves other than the aforementioned moves within the station and from A House. Yard switchers accomplished the other moves. Not a lot of horse power was required to move passenger equipment compared to freight where the Alco's seem to reign supreme due to their hauling power without stalling - but that's another story.

As for the movement from Track 1, it was the road engine that did the work. It made the move from Boston Engine Terminal to Track 1 where a car knocker made the coupling as well as connected the air and signal lines. The road engine with cars was scheduled to leave Track 1 at a specific time, and Tower A would have the route lined up for that time for the outward movement. Once the train was on the other side of the draws, Tower A would then line up the inward movement while allowing for other inbound and outbound movements as well.

Station rules required all inbound movements to stop one car length from standing equipment; that I would do, and then the trainmaster and all his minions would hover around while I gave the engineer the 'backup' hand signal (with lantern in hand), no radios in those days. Rush, rush, rush, fortunately no one was ever hurt as they were loading passengers at the same time. I controlled all backward moves with what we called a 'riding hose' which was nothing more than a length of steel pipe with an air hose coupling on one end and a brake valve on the other. Supposedly the engineer was to keep the train brake valve in lap position so I could control the brake movement, i.e., slowly draw down the air to set the brakes or dump the air if necessary. In those days the conductor's signal valve was used to signal the engineer. The appropriate number of pulls on the valve resulted

in individual sounds in the engine. Of course the engineer was ready for the backup move once we stopped, so when the signals sounded in the cab, back we would move.

Col. Tom: While you worked North Station, the B&M staged two wooden refrigerator cars filled with ice for passenger car air conditioning on Track 23. Recent published photos of these cars show that they had a stencil that directed that the cars be returned to Bemis when empty. Did these cars get pulled out and replaced on a regular basis?

Bob: Regarding the ice storage cars. I would 'suspect' that they were removed when empty and forwarded to where ever - as for Bemis, I know nothing about the location. It certainly wouldn't pay to transload ice from one train car to the ice cars - the reason I say truck transload is that there isn't another track that would parallel the ice car track so that train car to train car transload could be accomplished.

Col. Tom: What track was used to stage Pullman sleeping cars for early or late occupancy?

Bob: Staging of the Pullman cars. They weren't staged per se. They and accompanying coach and head end equipment would be placed on the scheduled departure track. Pullman passengers were allowed to board their respective car before coach passengers would be allowed on the platform. Pullman employed its own conductors who would confirm the Pullman passage and allow the passenger to board the car. Generally speaking the 'train' was spotted on its departure track several hours before departure. I'd have to hunt up my Track and Yard Book to determine when the train was to be spotted. The Pullman cars were not staged on any track other than the train's departure track. The only exception that I can think of was the Gull that arrived in Boston in the 6AM time frame. Once the coach passengers had detrained and all baggage, etc. was removed from the head end cars, a switcher would pull the entire train, sans road engines across the draws to allow the road engines to move to BET. Then the cars were placed back on the same track they previously occupied since Pullman passengers could remain in their respective car till 8AM. After which the cars were removed to one of the passenger storage yards, typically Yard 4 for servicing.

Col. Tom: You referred to a Track and Yard Book. I have never seen one. What kind of information does it contain?

Bob: The B&M North Station Track and Yard Book was issued at the same time a new Employee Time Table was issued. It listed all passenger trains coming into and out of North Station; the track the train would depart from, and time the train was to be at the platform. For inbound trains, it listed the 'yard' that the train was to be yarded at once unloaded. It covered 7 days of activity regarding the coming and goings of trains at North Station.

Col. Tom: It seems from videos now available that some trains with road engine simply backed into North Station and others were not. What was the rationale for moving a train into the station vice building a train and then adding the road engine at the station? On inbound trains, was the road engine always uncoupled and the cars removed by a switcher or were there occasions that called for the entire train to be backed out by the road engine?

Bob: Typically on commuter trains, the train was backed in from the storage yard to the proper track in the station using the road

engine. When a commuter train came in from its run, it would then back out to the storage yard with the road engine providing the motive power.

I have no idea what the rationale was for having or not having a road engine move the train to/from the storage yard. That was the task of the trainmaster and his minions.

On occasion some of the semi-long distance trains like those going to Portsmouth would have the train brought to station by a yard engine with the road engine coming directly from BET. However, when such a train came into North Station from its run, it would generally be backed to the storage yard by the road engine and using a yard man, which we called the backup man to take the train out to the storage yard. The train crew didn't handle the train to the yard.

A yard crew as you call it did any 'train' building in the storage yard even if the road engine backed the train from the yard to the station.

In particular we didn't pay much attention to where the train was going/coming from. The attention was paid to switching the train for future requirements. On occasion a car or cars would be added or removed from a cut of cars that had been a train. This information was determined by the trainmaster responsible for train makeup where incoming train was to be yarded/trains moved to station by yard crew sans road engine.

I can recall one 3rd trick that I worked on; we would make up three trains in the storage yard and then notify Tower A what tracks we wanted to put the cars on. They in turn would align the switches and signals as we moved from track to track. Since we operated with 3 man ground crews in those days (head end man, tail end man and conductor) the latter two would be at the end of the train (facing North Station) as the 'cut of cars' moved to the station. Since rules required we stop a car length from the bunter, when that stop was made, the tail end man would close the air and signal line angle cocks, then the conductor would have the engineer continue moving the train toward the bunter - when the train was about 5 ft from the bunter, the conductor would dump the air, the tail end man would pull the pin and signal the head end to head out toward Tower A. Once the 'remainder' of the train was in proper position, Tower A would align turnouts and signals and then the cut would be moved into the station, where the conductor was positioned to close the angle cocks and pull the pin when the air was dumped. And the last remaining cars would be pulled toward Tower A and a repeat performance was done with those remaining cars. When the air was dumped for the 3rd time, the head end man would pull the pin freeing the engine for the next task. Generally the conductor and tail end man would be where the engine would stop when the air was dumped for the 3rd time so the full crew was ready for the next task as well as the engine and engine crew.

Col. Tom: Please address how diners, buffets, and other food service cars or trains were serviced at the Yard 3 commissary. Where these cars moved separately and added to their train in the yard or was the train built at North Station and the diner added there?

Bob: The commissary was located in Yard 4. The diners and buffet parlors were all provisioned before the car was put in its place on the train in the yard. Then a yard crew moved the entire train

to the station track where the train was left pending the arrival of the road engine from BET.

I was never around when the diners, etc. were provisioned since that was done probably on first trick and it was rare that I ever worked North Station first trick - didn't have enough seniority. However, I suspect that the car was placed so there was minimal interference between the car and provisioning facility.

Yard 3 had a facility for taking care of the Flying Yankee when it came in from its run. Also, there was a shop building for doing running repairs on the passenger cars. That facility was located near the Miller River.

Col. Tom: The latest issue of the B&MRRHS Bulletin, Vol. XXVI, Number 3, has "A North Station Photo Essay," by Rick Hurst. There are some great photos in this that go very well with our Questions and Answers. One photo on page 21 shows a large single platform covering over multiple tracks called the "permanent mail awning." This wide canopy runs between the expressway overpass and the track bunters, stretching over Tracks 21-23. This platform modification may have been built while you were working North Station. Do you have any info on this special structure or the area referenced in the article as "The Dump?"

Bob: I have no idea what that structure is on page 21; however, I'll make a guess. Pat McGinnis shortened the tracks as readily visible in the photo to discourage commuter trains, figuring if the passengers had to walk out to their trains in rain, snow and what ever Ma Nature threw at Boston. They, the commuters, would no longer ride the trains, and he could get rid of them, which he did eventually, selling the trains and tracks to the state.

My guess is when he shortened the tracks, he also demolished the REX and baggage building that was next to track one which explains the REX and what appears to be a baggage car in the area known as 'The Dump'. Meaning REX and baggage was handled there, course I doubt if much baggage was handled. After looking at the photo and reading the text that accompanied it, the use of the words 'The Dump' came about after I left the RR. This dismantling of the tracks, etc. all took place in the 60's, long after I had moved to Florida and lost any and all contact with the RR.

Col. Tom: Were yard engines assigned separately to both North Station and the Passenger Yards?

Bob: There were switchers assigned to both North Station and the Yards. Those assigned to the yards worked in the yards and rarely ventured into the station. Work done in the yards was breaking up/making up trains, etc., work that you would typically expect in a yard. Station switchers handled what ever work the North Station yardmaster wanted done such a moving a cut of cars from one track to another, adding or removing cars from standing trains.

Col. Tom: How many yard switchers worked North Station at once?

Bob: My recollection is that there were only two North Station switchers on first and second trick, with only one on third trick.

Col. Tom: I normally think of a crew as a conductor, brakemen, engineer and fireman. Did your crew simply adopt an engine, be it yard or road, for the moves you made?

Bob: We fielded five man crews - engineer, fireman, conductor,

head end man and flagman, although the flagman primarily worked as the rear end man. We never used a road engine to make any moves. What switcher we used was one that the previous yard engine crew used.

During my time, all crews were five man crews as noted above. The only time there was less than five was the 'backup man' that was a one-man crew. I believe I've described that job earlier.

Col. Tom: What was your official title when working as part of the five-man crew you mentioned?

Bob: Official title -Conductor or brakeman depending position held..

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 Cocheco 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 pass-

ing 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.

Membership Meetings

The January meeting had Gary Gurski back for action in and around Boston. This time we were treated to a "rare mileage" trip aboard the New England Produce switcher from Chelsea to Beacon Park and back.

February had us on a train watchers "excursion" by Nathaniel Hurst along PanAM (nee Guilford) lines in Lowell, Ayer, the Conn River, Chelmsford to Bow the Worcester Main and out to Rotterdam Jct., CSX in Albany and Selkirk areas, massBay action on the Fitchburg Division, Mohawk and Kenwood Yards and the port of Albany.

MBTA Expands Free Wi-Fi To All Commuter Rail Lines

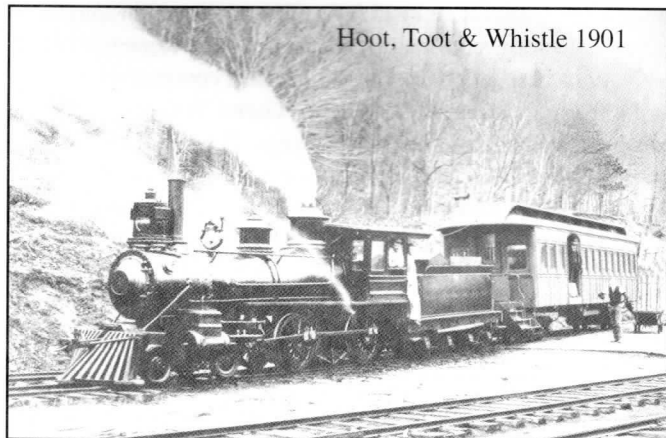
With the success of the Wi-Fi Commuter Rail Connect Pilot Project launched on the Framingham/Worcester line, Lt. Governor Timothy P. Murray officially announced a plan to expand free Wi-Fi to all commuter rail lines. Flanked by Transportation officials at North Station's commuter rail, Lt. Governor Murray introduced Wi-Fi service to north side commuter rail customers. "It became clear early on in the pilot that this service should be expanded to all commuter rail trains." The Lieutenant Governor began working with the MBTA on this initiative when he was still the Mayor of Worcester, advocating that Wi-Fi service would help improve the connectivity and productivity of the workforce throughout Massachusetts.

Presently thousands of Worcester line customers have access to the internet using laptop computers, cellular phones, and personal digital devices. The MBTA is prepared to duplicate this service throughout the commuter rail network.

Under the expansion project, of the T's 410 coaches, 258 will eventually be equipped with wireless internet. By spring 2009, at least two coaches per train set on all 13 lines will be Wi-Fi ready.

"Providing customers with access to the internet connects them to their needs. Whether it's work, school, home, or surfing the web, access to the internet can help improve the quality of life for our customers, while at the same time help maintain our customer base." Wi-Fi installation began December 1 on a schedule to retrofit 30 coaches each month until all 258 coaches are Wi-Fi enabled. As coaches become Wi-Fi enabled they will be put into service throughout the commuter rail system. For customer convenience, a Wi-Fi logo will be posted on the exterior of a coach indicating Wi-Fi capability. Excited about the partnership,

MBTA via Railpace's Hot News



Hoot, Toot & Whistle 1901

Friends of The Flying Yankee November 2008 Newsletter

Brian McCarthy, IOM, President

Flying Yankee Receives Tax Credits from NHCDFEA

The Flying Yankee is pleased to announce that it has been awarded tax credits in the amount of \$150,000 from the New Hampshire Community Development Finance Authority. The Flying Yankee can sell those tax credits to eligible New Hampshire businesses. Any participating business can make a donation to the restoration project and receive 75 percent of the contribution back in the form of rebates on state taxes, including the Business Profits Tax and Business Enterprise Tax. In addition, the entire amount of the donation can be used as a charitable tax deduction. This is indeed welcome news for The Flying Yankee. In fact, the Board of the CDFA was said to be quite impressed with the project and its mission and really showed its support by granting these credits to a project that is totally different than anything they have supported in the past. However, said funds will not be available until fiscal year 2010, so we continue to seek your help in the form of contributions and Name Rights purchases. We are grateful that the NHCDFEA found our project to be worthy of these tax credits as it was a very competitive program.

Traction Motors Next Step in the Restoration

The next planned step in the restoration of The Flying Yankee is the completion of the GE-721 Traction motors. These original motors will be used in the restored train and have already been inspected and it was determined that these traction motors should be used in the restored Flying Yankee. One of the two traction motors has already been completed and the other needs some work and that work will be done in the shops at the Hobo Railroad over the course of the upcoming winter. We'll keep you updated on the progress.

White Mountain Railfest Weekend

The other event being worked on is the First Annual White Mountain Railfest Weekend, presented by The Flying Yankee and sponsored by *Railfan and Railroad Magazine* and brought to you in association with The Hobo Railroad, Clark's Trading Post and the White Mountain Central Railroad, the Cafe Lafayette Dinner Train, Comfort Inn & Suites and the Lincoln-Woodstock Chamber of Commerce. This event is scheduled for June 12-14, 2009. You will have the opportunity to enjoy special photo shoots, ride the Hobo Railroad all the way to the historic Ashland Station, ride the White Mountain Central Railroad steam engine, visit Clark's Trading Post and see countless restored steam engines and many other pieces of rail history. The Comfort Inn and Suites, the official lodging property of The Flying Yankee, will have special room rates available for that weekend and the Chamber will have many other lodging options available. This promises to be a huge and very popular event and we'll be sure to provide more details and they become available. Again, tickets should be available around the first of the year.

Electric Road From Manchester To Goffstown

By George Plummer Hadley

Through the year of 1896 the subject of an electric road extending from Goffstown Village to Manchester deeply moved the inhabitants of Goffstown Village and those to the west.

The same was brought before the legislature in 1897. On the 23rd of March of this year a bill was introduced by Representative John W. Hoit of Goffstown to incorporate the Goffstown and Manchester Street Railway. The matter came up before the committee on railroads and the following, among other facts, developed: That the people of Goffstown would be accommodated by the building of the road; that it would parallel the Boston and Maine Railroad from Manchester to Goffstown; that the bill seeks to confer too much authority upon the grantees, and if passed in its present form would allow the paralleling of the Manchester Street Railway; that there was occasion for a street railway line to a point near St. Anselm's College, but this could be built by the Manchester Street Railway under the general electric law.

The committee returned the bill to the House with the resolution that it be in definitely postponed; the same was made a special order upon a subsequent day and the resolution was passed by a vote of nearly two to one.

On the 1st day of March, 1899, an act was passed by the legislature authorizing the Manchester Street Railway to extend and construct its railway to Goffstown Village. For the purpose of constructing and equipping this line, the Manchester Street Railway could increase its capital stock to the amount of \$100,000, and the road must be completed by September 1, 1900.

The construction of the electric road was commenced in 1899, and the road was completed to a point near where West Union Street intersects with the Mast Road in 1900, and in 1901 extended across the river to its present terminus. The road was formally opened July 24, 1900, and the first car running over the road arrived at eleven o'clock upon that day, and contained the mayor, city government of Manchester, officials of the street railway and other distinguished citizens. Upon the arrival a salute was fired from the old cannon "Molly Stark."

The town hall and other public buildings and many private residences were handsomely decorated. Dinner was served in the town hall and the banquet halls of the different societies. A procession was formed which marched through the principal streets. At two o'clock in the afternoon the exercises began in the town hall, and the audience were welcomed by George Pattee, chairman of the board of selectmen, who was president of the occasion. Remarks were made by Judge Samuel Upton, Dr. Charles F. George, William C. Clark, mayor of Manchester, William A. Tucker, president of road, David A. Taggart, Arthur H. Parker, Hon. Cyrus A. Sulloway, Judge Henry E. Burnham and others. In the evening there was a fine display of fireworks which lasted for nearly two hours. Stark's Cornet Band rendered appropriate music for the occasion.

The visitors were very enthusiastic over courtesies extended and the entertainment, and all were unanimous in the sentiment that the celebration was a splendid success.

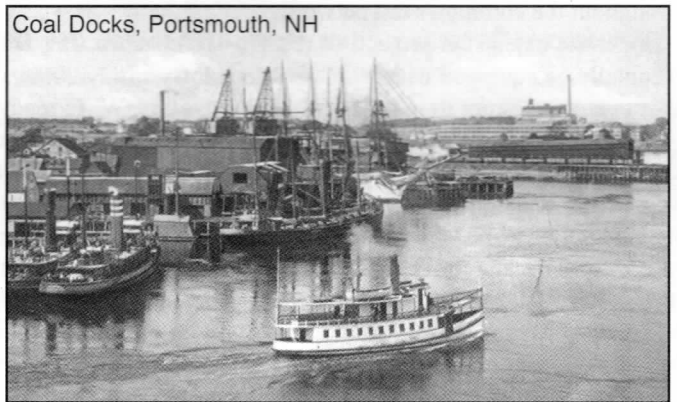
The opening of the electric road from Goffstown to Manchester marked the beginning of an important era in Goffstown. There was no longer inaccessibility of the city; remoteness was exchanged for propinquity, infrequency of visitation for frequency. The road is

a great convenience not only to the people residing upon the line but to those remote and residents of the neighboring towns, and its importance is realized more and more each succeeding year.

History of the Town of Goffstown Permission granted to reprint.



Commissary, Yd 4, Boston



Coal Docks, Portsmouth, NH

National Parks By Rail

September 8-22: "Yellowstone Adventure" departing from Boston's South Station on Amtrak with convenient stops in central New England. Travel almost 5,000 miles on Amtrak's name trains with a choice of accommodations. Visit Yellowstone, the nation's first National Park with the world's greatest concentration of geothermal features. In addition travel to Grand Teton National Park Jackson Hole and Mammoth Hot Springs. Total package traveling coach class includes lodging, many meals, touring, transfers and travel on Amtrak's Empire Builder & Lake Shore Limited start at \$2,700 per person double occupancy. For registration information and itinerary send SSAE to: Mystic Valley Railway Society, P.O. BOX 365486, Hyde Park, MA 02136, dial 617-361-4445 or WWW.MYSTICVALLEYRS.ORG



Scott Whitney collection