

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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May _ June 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.

May 9 Ira Labby will do a presentation on the Conn River Line.

Every Saturday from July 1, through August 29th, the railcar on Dutton St. Lowell will be open to the public from 1:00 pm to 4:00 pm...the Society is looking for members to help man the car.

July 25 & 26 Lowell Folk festival

Members are encouraged to volunteer in the railcar.

Work session on the B&M #410 and combine will begin shortly.

The Society is looking for helping hands. One does not have to make every session of stay the full time, any help would be appreciated.

To help out at these happenings please contact Jim Nizgus at the Society Lowell PO Box.

B&MRRHS PO Box 9116 Lowell, Ma. 01853

August 15** Silver Lake RR in Madison, NH a joint meeting with the Cotton Valley Rail Trail Club. Noon to 5 PM.**

Sept A possible trip on the Downeaster from Boston to Portland and return....more details in the July / August Newsletter.

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

*** This event was rescheduled from the 8th. If raining, the event is being rescheduled to the 22nd of Aug.

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	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 February 14, 2009
B&MRRHS Meeting
Rogers Hall, Lowell, Ma.

In Attendance:

Gagnon, Hyde, Nigzus, Winiarz, Kosciolk, Walker,
 Nowell, Hampton,
 Foley, Monroe, Basile

Meeting Called to Order: 1:29PM

Approval of the Minutes:

Gagnon, 2nd by Hampton, Motion carried.

Approval of Agenda:

Nigzus, 2nd by Hyde. Motion carried.

President's Report:

No report from Nigzus

Vice President Report:

No report from Kosciolk

Clerks Report:

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

Treasurer's Report:

Kosciolk reported that Society continues to be solvent.
 February 2009 Savings: \$59378.11 – Checking \$2490.78
 (both accounts unaudited \$)
 \$25,000 CD expires Aug 2009 (BOD inquired as to whether interest was greater in savings versus checking and it was ascertained that it was greater in CD account until further notice).
 Major expenses – mailings of newsletter, Bulletin printing and mailing, and catalog replenishment items. Gagnon noted that 1st class postage mailing is increasing another 2 cents to \$.44/stamp for 1st class effective May 2009. BOD is increasingly aware of burgeoning costs.
 Gagnon, 2nd by Hyde, Motion carried.

Membership Secretary:

Winiarz reported that Society had about 1050 members in January 2009 but about 40 members had not renewed within the "3 month red dot renewal period" and were going to be "redlined" and "retired/stricken from roster" and that 9 new members that signed up at the RR train show in Springfield in January 2009 were "hired" and thus bringing membership to around the 1010 level. Society BOD felt that 3-month "free ride" grace period was more than accommodating in past and members should be more aware of their status to avoid being stricken from the roster.

Bulletin Editor:

The BOD reported that the next issue of the "Bulletin" is at the printers and has articles relating to the 1958's and the complex issues of the B&M management and operations turmoil involving passenger service cutbacks/terminations and the re-priority of freight operations that effected all B&M employees and their families and freight customers/commuters-passengers of the system.

Archives Committee:

Nowell reported that 9 members were present on January 2009 for a work session. Two (2) work teams worked on storage items. Owing to the cutbacks at UMass of Lowell budget manpower shortfalls, hours available for research are from Tuesday 9AM-9PM with no weekend hours available. Society is cognizant that this reduction, hopefully short term, reduces the amount of time and availability of research on present and future projects. Please be patient! Work session was planned for February 17th to work on research questions already in the "roster".

Newsletter Committee:

No report.

Hardware Committee:

Nigzus reported that six (6) work sessions have already taken pace and that plastic shelving has been moved to the "new" storage site at Chelmsford. He also noted that more work sessions would probably be needed to further accomplish the transition of materials from the original storage cube at Chelmsford to the added/adjacent "across the aisle" cube that will allow the Archive personnel to process the donations. As always, the Society is appreciative of any and all items donated relative to B&M family heritage.

410 Committee:

No report from Nigzus.

Shows Committee:

Society reserved table(s) for Springfield, Ma. "Big E" show on January 24 and 25th. Most importantly and first of all, the Society and the Board of Directors would like to thank the following "crew" members for staffing and manning the tables and responding to all of our "family and friends of the B&M". The best attempt was made to give the most accurate answers as possible or refer them to our Archives personnel for future research. In no order, the following members or guests "hired on": Fred Brown and Quessen Brown (thanks for the goodies), Dave Hampton, Paul Kosciolk, Wayne Gagnon, Rick Hurst, Jim Nigzus, Steve and Bruce Bowden (Modeler's Notes), "Jake" Foley, Pat Abegg, and Justin Winiarz and Jen Brent. All of these volunteers brought personal and professional relationships of the B&M from their past lives, and without the interrelationships of our friends and customers, this would be just a memory. It was overheard from many of the patrons visiting the train show from other dealers coming from the other 3 buildings (4 in total) that the B&MRRHS crew were there to accommodate all. Secondly, and most surprisingly of all were the results of the 2 day show: Gross Sales were in excess 5K (a new record) with net sales (exclusive of new membership or renewals) and net sales of inventory in excess of \$4.3K as compared to 2008 figures of \$2.9K. The sales of the "Central Mass Book-Revisited" and the Channel 4 DVD "B&M Memories" and other generic B&M books/documents were key contributing factors to the success of our show.

Also, coming up, the next B&MRRHS show will be in the Haverhill, Mass. High School on March 8.

Program Committee:

The scheduled program with the Silver Lakes RR has been moved to the 2nd Saturday in August to coincide with a proposed joint meeting of the Cotton Valley Railcar group that travels on the rails of the former B&M Wolfeboro Branch (Sanbornville, NH to Wolfeboro, NH) where the tracks actually used to run right down onto the docks at Wolfeboro where the B&M owned steam paddlewheeler docked in past glory years. The CV Railcar group operates former MOW "speeders"/motorcars from various railroads and this is about as close to the rails you are going to get without laying down on the tracks.

Models Committee:

No new models are currently in work

Old Business:

"My Life's Experiences as a B&M Railfan" received from Robert L. MacDonald of Portland, Maine update had Ms. Martha Chase, as an invited guest of the Society, with her background in printing, reviewing and explaining some of the details of received quotes from printers. At the request of the Society, Martha was asked to continue and review quotes, and with some inquiries from the BOD, to evaluate based on her expertise what she, in the eyes of the BOD, and public, would be a proper and presentable document, if possible. Items discussed included multiple colors of cover format versus black/white, density of paper (60 pound, 70 pound etc.), matte finish (dull finish of text and photos) versus a more robust text against photo) and standard acknowledgements within publishing constraints and protection of B&MRRHS rights and materials from donating parties. Society will also look into legal rights as it pertains to all parties. Martha agreed to further research the above and report back to the Society with her findings to make this hopefully make this new project a success.

New Business:

None

Additions:

None

Next Meeting

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

Motion for Adjournment: 2:57PM

Gagnon, 2nd by Hyde. Motion carried.

Respectfully Submitted:

/s/ Wayne M. Gagnon, Recording Secretary



Minutes of March 14, 2009 B&MRRHS Meeting Rogers Hall, Lowell, Ma.

In Attendance:

Gagnon, Hyde, Nigzus, Winiarz, Kosciolk, Walker, Nowell, Hampton, Foley

Meeting Called to Order:

1:32PM

Approval of the Minutes:

Gagnon, 2nd by Foley, Motion carried.

Approval of Agenda:

Gagnon, 2nd by Foley. Motion carried.

President's Report:

Nigzus discussed the "Flying Yankee" Restoration Committee flyer for the "silent auction" and dinner to be held on April 3, 2009, at the Executive Court in Manchester, NH that the Society had been sent. It is estimated that FYRC is still seeking \$3.5MM funds to restore #6000 back to operating status. The Society BOD, after discussion and acceptance of motion, decided to donate (2) two of the B&M/WBZ-TV Channel 4 DVD's for their auction table. Target date of #6000 completion, if funds materialize, is probably late 2011.

Nigzus, 2nd by Hyde. Motion carried.

Vice President Report:

No report from Kosciolk

Clerks Report:

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

Treasurer's Report:

Kosciolk reported that Society continues to be solvent. 2009 Savings (as of 2/26/09): \$64,734.12 – Checking (as of 2/26/09): \$1335.06 (both accounts unaudited \$) \$25,000 CD expires Aug 2009 (BOD ascertained that CD's interest rate precluded moving to banking unless rates change).

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

Gagnon, 2nd by Foley, Motion carried.

Membership Secretary:

Winiarz reported that Society had 55 names "derostered" from June 2008 through November 2008 for non-renewal of membership. Society has a 3 month grace period in effect (red dot on mailings) and this was not changed. Membership level is thus around 1000 with Winiarz noting that renewing members are favoring "Basic" at this time owing to economy.

Bulletin Editor:

The BOD reported that the next issue of the "Bulletin" is printed and to be mailed shortly. Cover is McGinnis paint B&M #4225 and booster unit (passenger steam boiler on "B" unit) leaving North Station with head end cars and rear cover has McGinnis E7#3814 (only "E" unit to receive McGinnis style paint and was displayed at Pleasure Island

amusement park in Wakefield, Ma prior to scrapping in 1962). Bulletin has various articles relating to the 1958's era and the complex issues of the B&M management and operations turmoil involving passenger service cutbacks/terminations and the re-priority of freight operations that effected all B&M employees and their families and freight customers/commuters-passengers of the system. It was this time frame that also put McGinnis under scrutiny and his eventual conviction/prison time for his dealings while holding his office..

Archives Committee:

Nowell reported that 6 members were present on March 7, 2009 for a work session. Nowell complimented Nigzus and those attending the previous work sessions for the building of additional shelving and movement of boxes to be cataloged. Nowell stated that 8 donations had been received to date and that negatives of B&M/B&A equipment had been received from Bob's Photos for archive. The "sign out authority sheet" was also updated to reflect current BOD and staff personnel. A work session was scheduled for 3/17/2009 to continue catalog and researching.

Newsletter Committee:

Kosciolek reported that Newsletter has been mailed although some BOD personnel have yet to receive the mailing. Post office personnel are aware of this non-continuity of mailings.

Hardware Committee:

No report from Nigzus, albeit the concentration on getting the Archives new storage areas to running status.

410 Committee:

Nigzus reported that 410/combine work sessions will be coming out of hibernation and late April timeframe is expected, weather permitting. No definite date(s) assigned, TBD.

Shows Committee:

Haverhill, Mass. Train show was on March 8, 2009. Nigzus reported that \$886 was done in sales with major items (general books, DVD's and Bulletins). Previous sales of \$500 vicinity at this show was noted for comparison purposes.

Program Committee:

No report from Winiarz. Silver Lakes RR/Cotton Valley MOW track cars-"speeders" - on former B&M Portland Division-Wolfeboro Branch in August 2009 was briefly discussed. It is expected that a future Newsletter will have a "flyer" on this for more details.

Models Committee:

No new models are currently in work

Old Business:

"My Life's Experiences as a B&M Railfan" received from Robert L. MacDonald of Portland, Maine update had Winiarz stating both he and Ms. Martha Chase still reviewing quotes from printers. Proposed contract language and pricing still being reviewed. Martha has agreed to do further research on the printing aspects and report back to the

Society, in the future, with her findings and recommendations to make this new project a success.

New Business:

None

Additions:

None

Next Meeting:

April 11, 2009 at North Chelmsford storage sites @1:00PM (Note change from Rogers Hall) to allow viewing of past work efforts for Archives and hardware collection.

Motion for Adjournment: 2:56PM

Hyde, 2nd by Gagnon. Motion carried.

Respectfully Submitted:

/s/ Wayne M. Gagnon, Recording Secretary

NOTICE

An opening on the Board of Directors has recently occurred. If interested in being a member of the BOD, contact the board at the Lowell P.O. box.

ST Cuts

Like other railroads, ST is cutting back its crews and train starts, according to current and former workers. While the situation remains fluid, several sources confirmed that Rigby Yard in South Portland will no longer serve as a way point for ST. road freights; it will retain local freights to serve the surrounding customers. Seventeen conductors and engineers are now furloughed, with more to come. Some management cuts have occurred, and others may come.

Atlantic Northeast Rails & Ports via the 470 470 Railroad Club

Mass Bay Railroad Enthusiasts announce that tickets are now on sale for two rail excursions in May, 2009, as part of their 75th Anniversary Trip Program:
Saturday, May 2, 2009:

The **CAPITAL LIMITED** will offer a round-trip journey from Meredith, NH to the state capital of Concord on the Winnepesaukee and New England Southern Railroads.
<http://www.massbayre.org/capitallimited.htm>

Saturday, May 16, 2009:

The **HOUSATONIC FLYER** will travel from Canaan, CT to Danbury and return on the Housatonic Railroad, using equipment from the Berkshire Scenic Railway Museum.
<http://www.massbayre.org/housatonicflyer.htm>

Download the complete 75th Anniversary Spring Trip Bulletin at: www.massbayre.org/2009SpringTripBulletin.pdf
For information about all other Mass Bay RRE activities, visit our website:<http://www.massbayre.org/>

The Coming Of The Train

A review by Scott Whitney

Is the title of a new book venture by previously unknown author Brian Donelson of Rowe, MA. It is always delightful when something of great historical value comes along by surprise. In this case, *The Coming of the Train - Volume I* is the first of at least two (and possibly three) volumes presenting the combined history of the Hoosac Tunnel & Wilmington and Deerfield River railroads. Volume 1 covers the era from inception in 1870 through the 1910 period with an astounding 384 pages which include 349 photos, 35 sketches, 45 maps/site plans and 44 reference tables.

I had first heard of the book in a note from our former Green Mountain RR owner who was kind enough to alert me to it. After a bit of work I was able to track down the author and offer my services to him and he was gracious enough to send me a review copy of his work. To say I was simply floored by the magnitude of his project would be an understatement.

The short line Hoosac Tunnel & Wilmington Railroad is very well known by enthusiasts from around the country and especially in the northeast. As a matter of fact, the HT&W was the very first location to host a railroad fan trip of the just born Railroad Enthusiasts now of national renown. However, mention of the Deerfield River Railroad is usually met with blank stares, as most people are unaware that such a road existed much less knowing what its function was. In short, the DRRR was a common carrier with ties to the HT&W where it connected at Mountain Mills, VT. At the time, both the HT&W and DRRR were three-foot gauge and the DRRR was developed to tap the rich logging forests of southwestern Vermont. Having a variety of locomotives from a diminutive 0-4-0T to big boilered 2-8-0 locomotives and even a 32-ton Shay, the Deerfield River was quite an interesting operation. When the HT&W standard gauged their line, the DRRR remained at three foot resulting in a dual gauge operation at Mountain Mills and at the same time acquiring a couple of HT&W 3' locomotives.

I highly recommend this book to anyone seriously interested in New England Railroad history. It can be ordered directly from: NJD Publishing, 43 Potter Rd., Rowe, MA 01367. The price is \$49.95 plus \$5 for S&H

Nashua Commuter Service Shovel Ready

ST could get the line to Nashua ready for commuter service in a year, said President David Fink. It would take a month to order the materials, and, in the current economy, there would be no problem calling back people, or hiring new ones, to do the work. He could knock out an agreement with the state in a month, and it would take another month to begin construction. While liability is an issue, it could be bridged if the state is willing to pay for the insurance. "We have the union agreements, we have the equipment, we have the right of way. We make our own ties. We just have to order the track and the aggregate. We could do it in a year."

Steve Williams, executive director of the Nashua Regional Planning Commission and vice-chair of the New Hampshire Transit authority, argued highways involve a long process that includes engineering aright of way, obtaining land, through purchase and eminent domain, and complex environmental impact statements. The right of way for rail is already in place for freight, it just has to be upgraded, and there doesn't have to be as much of a public

process. If stimulus money comes through, Williams said the biggest hurdle is the requirement to subsidize the railroad in the long run.

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

Pan Am Railways And Norfolk Southern Receive Approval To Improve Rail Service In New York And New England:

Pan Am Railways (PAR) and Norfolk Southern Railway Company (NS) have received governmental approvals for their proposed Pan Am Southern joint venture, clearing the way for more than \$87 million in rail infrastructure investment designed to significantly enhance the service capabilities and commercial offerings that NS and PAR provide in upstate New York and New England. The U.S. Surface Transportation Board's approval of the joint venture will become effective as of April 9, 2009. Pan Am Southern is expected to commence operation on or about May 1, 2009.

The focus of Pan Am Southern is the Patriot Corridor, the 155-mile main line track that runs between Mechanicville (Albany), N.Y., and Ayer, Mass.

PAR will transfer to the joint venture this trackage, along with 281 miles of secondary and branch lines, including trackage rights, in Connecticut, Massachusetts, New Hampshire, New York, and Vermont. NS will transfer cash and other property valued at \$137.5 million to the joint venture, \$87.5 million of which will be invested within a three-year period in capital improvements on the Patriot Corridor. Included in this investment is a new intermodal and automotive terminal in Saratoga County, N.Y., a new automotive terminal in Ayer, expansion of the existing intermodal terminal in Ayer, as well as track and signal upgrades on the Patriot Corridor. These improvements will be implemented as expeditiously as possible, and will comply with certain conditions imposed as part of the Federal regulatory approval process.

"Pan Am Southern will bring immediate benefits to shippers doing business in upstate New York and New England," said David Fink, Pan Am Railways' president. "The Patriot Corridor will revitalize freight rail in the region, reducing highway congestion and improving air quality." "Both NS and PAR are ready to begin making the infrastructure improvements," said Wick Moorman, Norfolk Southern's chief executive officer. "These improvements will enable us to deliver the speed and reliability that our customers expect and deserve. We commend the STB for recognizing the numerous benefits the Pan Am Southern joint venture creates for shippers doing business in New York's Capitol Region and throughout New England."

A Pan Am Southern map can be found at www.nscorp.com/nscorp.html/pdf/pan-am-southern.pdf.

NS via Railpace's Hot News



Rail Scanners For New England

At this point, US Customs and Border Protection (CBP) can scan or screen 100% of the railcars entering the US on the Mexican border, and 93% on the Canadian border. Installing Vehicle and Cargo Inspection Systems (VACIS) scanners in New England will permit 100% coverage on the northern border. At least six points remain: Alburg, Norton, Jackman, Van Buren, Vanceboro, and Calais. Work on Alburg is underway.

Unlike the detectors used at highway crossing points, which are looking for radiation, VACIS emits radiation. The gamma radiation source, Cobalt-60, is enclosed in a pencil eraser-sized capsule within a radiation-proof source holder. That in turn will reside in a sealed shielded and locked building next to the track. The surrounding area will be tested with Geiger counters multiple times each day by customs officials. The radiation found outside the shield and the beam area is less than what a person would get from a variety of other existing sources of radiation, such as radon gas, x-rays in the dentist's office, cosmic rays or other sources. You would have to ride a boxcar 2,000 times to get to the level of a dentist's x-ray.

Once the locomotive has passed the source holder (so the train crew does not receive exposure), at all, very thin shutter opens; the gamma rays pass in an 18-inch band through the moving train onto a screen eight to 12 feet tall on the other side of the track. The train moves through the scanner at about five miles per hour. Several officers look at the radiographic image produced on the screen, and compare it to the manifest as supplied by the railroad. US Customs and Border Protection and Canada Border Services Agency require rail manifests to include a precise and detailed description of import commodities.

The new system permits the train to spend less time in the inspection procedure. Currently, each train entering New England from Canada must stop. CBP officers walk the entire length of the train, on both sides, checking the cars against the manifests. - With VACIS or without if CBP wants to open- a container or railcar, the railroad must spot the car or part of train on a nearby siding. After looking into it, the railroad will put it on the next train coming through. Mario Brault, SLR president, wrote; "I believe that this installation in Norton will improve the inspection procedure of our cross-border trains and enhance security overall. SL&A is pleased with this project."

The 470 470 Railroad Club

Springfield Terminal Track

Roy Blanchard, rail consultant and editor of Rail Week in Review wrote in the January 9 issue: A few weeks ago David Fink, Pan Am Rail president, invited me along on a 137-mile business car trip from Waterville, Maine south to Durham, NH with some of his senior staff members and other guests. What an eye-opener. I see a lot of railroads from the biggest Class I's to the smallest of regionals and this piece of railroad ranks right up there with the best of them.

We began with a brief tour of the Waterville shops, built by the old Maine Central more than seventy years ago and still in use as a 26-track heavy-repair facility fed by a transfer table. Though the place is showing its age, the housekeeping is impeccable and the

safety record is enviable (not surprising - a clean workplace is a safe workplace). Moreover, there was power from other carriers in there - Boston's 'T' and other regional carriers - something you would not see if the craftsmanship were less than first-rate.

Out on the railroad, I was particularly impressed with the state of track maintenance from Waterville to Portland (below Portland that's Amtrak). My trip began with a ride in the cab (a pair of ex-BN GP40-2 units powered out special) on a section of rail I last saw more than fifty years ago visiting a school chum's Maine summer place. The roadbed is a mixture of CWR and jointed rail with good wood, clean ballast with proper shoulders and ditching and the tree line cut way back for good visibility. A tie program is scheduled for the spring and they plan to replace the last of the jointed rail with CWR in 2010. Clearly PAR will benefit from the Pan Am Southern joint venture with NS exactly as KCS has NS capital to speed up one part of the railroad frees up PAR funds to upgrade other parts of the system.

South of Portland we were on Amtrak's "Downeaster" route, essentially a single-track railroad with CWR, wayside home signals and frequent passing sidings with switch heaters and nice, gradual turnouts. It was on this segment we had meets with two huge freight trains, The EDWA (East Deerfield to Waterville) and the MORI (Mohawk-Rigby), which shows there's good reason to keep the track in a high state of repair. Thanks, David, for the education.

The 470 470 Railroad Club

Train Whistles About To Double At Topsfield Road

By Steve Landwehr

For at least 32 years, train whistles have only been sounded at one crossing in Ipswich, and in only one direction, at that. Town officials have been hoping, at the very least, to maintain that pattern.

They found out last night things are instead about to get noisier.

Randy Dickinson, program manager for rail crossings in the Federal Railroad Administration's local office, went to last night's selectmen's meeting to attempt to clarify what has become a very complicated problem.

The story actually begins in 1975, when MBTA records show that train whistles were not sounded in Ipswich in either direction at Linebrook Road or Liberty, Mineral and Washington streets. Trains coming from Newburyport also didn't blow whistles at Topsfield Road, but trains headed to Newburyport had no such injunction.

No one has been around long enough to know why the distinction was made, but what it means now is that whistles will soon be sounded at the crossing from both directions.

"It appears that one fell through the cracks," Dickinson said of the crossing.

Because of the whistle pattern, the crossing should not have been included in the quiet zone designation the town was given in 2005, Dickinson said. The MBTA will soon be getting the order to blow train whistles when approaching the crossing from either direction.

The town's other four crossings can keep their status, but it's unclear how much difference that will make, since engineers have to

sound the horn for 15 to 20 seconds before pulling into stations.

Dickinson offered a measure of comfort.

Engineers only need two long blasts, a short one and another long one, and repeat the pattern until the train gets into the station.

"It doesn't have to be this laying on (the whistle)," Dickinson said.

That was little comfort to Colonial Drive resident Bob Donellan, who implored the selectmen to try to find a way to keep Topsfield Road a quiet zone.

"If (whistles) blow at Topsfield Road, it will affect the entire downtown," Donellen said.

The whistle ban controversy began in the mid-1990s, when Congress ordered the Federal Railroad Administration to develop national regulations governing the sounding of train whistles. Until then, each state set its own rules.

In June 2005, the FRA instituted a policy requiring horns to be sounded at every intersection not equipped with adequate safety measures to prevent automobiles from getting on the tracks in the path of oncoming locomotives.

However, exceptions were made for cities and towns with "heritage bans," ones that had been in place in some cases as long as 100 years, and sometimes only by unwritten agreement. As long as crossings were outfitted with gates, warning lights, signs and bells, the FRA allowed them to continue as "quiet zones."

But they needed to have some proof whistles hadn't been sounded historically, and that's where the MBTA crossing on Topsfield Road came up short.

Attaining quiet zone status for Topsfield Road won't happen until at least 2009, and probably won't be cheap.

Towns that wanted to maintain their quiet status had to be able to prove all their crossings, on average, were at least safe as the national average. Ipswich was the only town on the North Shore that fell short: Two train-versus-car accidents had occurred at the Topsfield Road crossing within the previous five years.

That means the town must now develop plans to physically improve safety at that crossing. Other communities around the country that have installed the kind of improvements Ipswich needs have spent from \$300,000 to \$500,000 per crossing.

Salem (Ma) Evening News

Submitted by Buddy Winiarz

Flying Yankee March Progress Report

As you all know, the completion the truck restoration was a major milestone toward the completion of the Flying Yankee restoration project. Now, we have our sights set on getting The Flying Yankee back on its wheels, completing the traction motors, all the undercarriage work, brake and air conditioning installation and all the engineering needed to begin the search, in earnest for a new power plant. This project list is one we are optimistic we can accomplish with the plan to begin work this summer. To do this, of course, requires a great deal of additional funding. That is what we have been working on for the past several months....securing major sources of funding to move the project forward. While we can not, at this time, announce the procurement of any major funding, we can tell you that the Flying Yankee President and Board are leaving no stone unturned in the effort to find major sources of funding so

that we might continue to move the project ahead so that, one day soon, you will all be able to enjoy a ride on this historic train. We are confident that these efforts will, indeed, pay off.

We have been working diligently to secure funds from the Department of Transportation and are grateful to have received the help and support of Executive Councilor Raymon Burton and N.H. DOT Commissioner George Campbell. With their support and with plans in hand for restoration, we are hopeful that a new influx of money through the federal stimulus package will result in a substantial boost for our project.

We have met with both N.H. Congressman Paul Hodes' office as well as Senator Jeanne Shaheen's office in an effort to obtain any additional funds that might be available. Our congressional delegation is very supportive of the project and impressed by the jobs that a restored Flying Yankee will create.

We have submitted a grant application to the New Hampshire Charitable Foundation and should find out if our request has been granted sometime in Mid-April.

We have submitted applications to several foundations that do charitable work in New Hampshire and we are pleased that two of these foundations have already indicated that our requests are being considered. The boards of these foundations meet in June and we are hopeful that we will receive some funding, again, due to the jobs we will create as well as our educational mission.

We are working with the New Hampshire chapter of Operation Lifesaver to obtain \$10,000, which will be used to install flat screens on the bulkheads of the 'B' car. Operation Lifesaver supported and submitted this funding as a part of their yearly budget request to the N.H. Highway Safety Administration. We look forward to working with Operation Lifesaver to help spread their important message while also beginning the education phase of the Flying Yankee mission.

The Flying Yankee Restoration Group is extremely grateful to have received a generous in-kind donation from the New Hampshire Electric Cooperative. "The Coop", as it is referred to here in New Hampshire, has donated all the material necessary to bring electricity to the train and will even provide manpower to help get it all installed, once the snow is gone and the ground has softened. This will give us the power we need as the restoration continues and will also allow us to illuminate the 'A' car, where to plan to have a display of historic Flying Yankee pieces this summer.

We are also in the process of selling the \$150,000 in tax credits that The Flying Yankee received from the N.H. Community Development Finance Authority, which was a very welcomed show of support from an important state agency. The CDFR had never funded such a project, but saw the great potential in a restored Flying Yankee. It's just another positive sign that our project has widespread support. Any company that does business in New Hampshire can make a donation to the project and receive 75% of it back in the form of tax credits. That is in addition to the charitable deduction available on their federal and state returns. If you operate a business in New Hampshire, or know someone who does and who might be interested in donating to this important project, rather than sending their tax liability to the state, please let us know and we'll be happy to explain the entire concept of the tax credits.

And, of course, we continue to seek every funding opportunity available, including the Amherst Rail Society's annual grants,

our Seat Raffle, the Annual Celebration and the first ever Railfest Weekend.

We have also made major efforts to spread the word on this historic project. We now have two Flying Yankee videos up on YouTube, one of which has already had more than 600 views and have tons of photos posted on Flickr.com (simply type "Flying Yankee" in the search bars). We have been approached by the television show "Tracks Ahead" and they plan to film a segment on The Flying Yankee this summer. We also have a page on My Space for anyone who would like to become a "friend". We have had stories done in several publications, some of which are available at www.flyingyankee.com.

So, as you can see, we have been working very hard and are hopeful that all these efforts will pay off in the receipt of some significant additional funding that will result in the resumption of restoration this summer. All of your help, support, attendance and participation in our fund raisers and donations, will all help to bring The Flying Yankee back to life once again.

Maine Milk in the Boston Milk Shed

Presented By Steve Pronovost At the North American Milk Car Conference, April 27, 2007 Updated May 12, 2008

This paper is a work in progress, an attempt to cover the creameries in Maine that participated in the Boston area milk market. Honestly, it will promote discussion and the uncovering of additional information about Maine's participation in the Boston milk market.

During the first three decades of the twentieth century there were three milk dealers with a Maine presence that participated in the Boston area milk market: Whiting Milk Co., H.P. Hood & Sons and Turner Centre Creamery. These firms were also the largest milk dealers in New England. Maine milk was approximately 12% of the total Boston milk market supply.

The Turner Centre Creameries began shipping milk by rail from their Auburn, ME, creamery to Boston and Providence, n in the early 1900s. Auburn became the corporate headquarters for Turner Centre Creameries in 1893 and in 1899 a large factory was built at 10 Minot Street. The factory was located directly across the tracks from the Auburn 4 Maine Central station. The "factories" in Turner and Auburn manufactured butter, cream and buttermilk.

According to Ben Brown, milk being shipped from Auburn, ME, to Providence, RI, is listed in 1921 New Haven Railroad shipping documents. The milk was received three times per week and one car was used in this service. The car entered onto NH rails at Worcester, NM. Ben did not know the routing from Auburn to Worcester. Also according to Ben, by 1924 milk was coming into the Turner Centre Providence plant from Auburn, ME, Wiscasset, ME, and Mechanics Falls, ME. The Auburn car was daily except Sunday and the other stations shipped cars tri-weekly.

Turner Centre also had many other creameries in Maine including creameries at Rumford, Richmond, West Farmington, Turner Centre, Thorndike, Unity and Wiscasset. The creamery at Wiscasset, which was located on a wharf on the banks of the Sheepscot River, shipped by rail over the Maine Central and received by rail; the two foot gauge Wiscasset, Waterville, and Farmington. The WW&F crossed what is today US Route I and passed behind the

creamery on a pile trestle.

Turner Centre Creamery acquired a large condensed milk plant in Newport, ME, that had previously been operated by Borden's Milk Co. in 1919 and originally built by the Maine Condensed Milk Co. in 1897. By 1919, Turner Centre Dairy Association was the largest commercial creamery and milk dealer in Maine. Turner Centre Creamery is credited as the first commercial producer of ice cream in New England and within venting the Eskimo Pie in 1917. Turner Centre Creamery is reported to have bought a milk car in 1918 although there was no mention of this in the 1918 or 1919 Turner Centre Creamery Association Annual Reports. There was however at least one milk car lettered for the Turner Centre Creamery Association operated on the WW&F.

During the early 1900s Hood's presence in Maine seems limited to a creamery in Unity, ME, while Whiting Milk Co. had a number of creameries or affiliates in the state, with Skowhegan, Harmony and Newport having reported rail shipments. Whiting Milk Co. took over the operation of the Newport condensed milk plant in 1924 from Turner Centre Creameries.

The picture changed in 1928, when H.P. Hood & Sons purchased the entire Turner Centre (Creamery) System. It took several years for all the Turner Centre assets to be incorporated into Hood. The end result was that Hood was the primary milk dealer in Maine with only a small presence from Whiting Milk Co. and New England Creameries. While Boston & Maine Milk Station Record shows Whiting Milk Co. shipped milk in tank cars to Boston from Newport, ME, in the early 1930s and possibly Skowhegan in the early 1940s, I have found no evidence that New England Creameries (later United Farmers) shipped by rail from Maine. Whiting sold all its Maine creameries to Hood in 1946.

Milk was transported in milk cans in "Dairy Products" cars on the Maine Central Railroad. Early cars were 36' bunkerless refrigerator cars. Some of these cars were later rebuilt into the more familiar 40' outside braced bunkerless refrigerator cars. By the 1940s the majority of milk movements were in leased Pfaudler milk tank cars although "Dairy Products" can cars continued in use at least into the late 1950s transporting cans of cream.

Now let us look at the milk traffic on the Maine Central Railroad for the period of the late 1940s to mid 1950s. For the most part, milk on the Maine Central traveled in first class passenger trains. We begin the journey in Bangor where the MEC received Hood milk tank cars from Island Falls, ME (1948-1958) to Boston or Newport, ME, and Presque Isle, ME, (1954-1957) to Boston from the Bangor and Aroostook Railroad. The Island Falls, shipping point was not a creamery per se; the daily loadings occurred at the Island Falls freight house according to Ron Johnson.

A Supplement to Maine Central Employee Timetable of April 1940 lists a daily can car between Bang or and Waterville, Hood had creamery/ice cream plants at both locations but it is not known which direction the loaded cans were moving. The Supplement also lists shipments from Skowhegan to Boston, which were probably to Whiting during early 1940s time period.

Hood also had a creamery in Bangor (1945-1957) that also shipped a milk car everyday to Lynn, MA, or Newport, NE. This creamery was located at 15 Dutton Street, which is across the tracks from the Penobscot River between Union Station and the engine terminal/roundhouse. The two milk cars from the BAR were routed

to Portland on Maine Central Train 12 and forwarded to Boston on B&M Train 12. The Bangor shipment was on another train that carried milk cars, Maine Central Train 48. Train 48's next milk stop was Newport Junction, ME, (1897-circa 1968) where it would frequently drop Island Falls cars destined for the large H.P. Hood plant that had been acquired from Whiting in 1946. This plant would ship at least one tank car and two can cars south, some of which would no doubt be added to Train 48's consist. South of Newport another Hood tank car would be added at Burnham Jct. This car had been forwarded over the Belfast and Moosehead Lake from the Hood creamery at Unity, ME (circa 1920-1958). This creamery was originally the Turner Centre creamery; Hood closed its Unity creamery when it purchased Turner Centre Creamery. The train continued south via Augusta and Brunswick, to Portland. Given that the Newport Jct. creamery was shipping two milk cars and two can cars per day, there would have been another train carrying milk however, Train 48 is the only train the timetables with scheduled switching time at the various stations that had shipping creameries.

In Portland, one of the can cars from Newport would be dropped for one of the two Hood Plants at Park Street or the Ice Cream plant near Deering Junction.

The empty milk cars for Bangor and Unity were returned by B&M Train 21 to Portland and then forwarded on MEC Train 21. The empty Presque Isle and Newport cars were returned to Portland on B&M Train B 11 and forwarded in MEC Train 1. The empty Island Falls cars were returned to Portland in B&M Train 19 and forwarded in MEC Train 19 to Bangor. I have no confirmed information on the Bangor & Aroostook routing of either the loaded or empty milk cars, but suspect it was via the "Aroostook Flyer."

Another Maine Central milk route originated in Farmington, ME, with a tank car from the Hood plant at West Farmington, ME, (circa 1920-1961) to Lynn, MA. This train, Number 24, would join the "backroad;" one of two routes from Portland to Waterville at Leeds Jet. and pick up a milk car from the Hood creamery in Auburn (circa 1901-1963) also consigned to Lynn, when the train stopped in Lewiston. The train traveled through to Portland. The two Lynn bound cars were forwarded to Boston and B&M Train 176 and presumably backhauled to Lynn via a freight extra. The empty milk cars were returned to Portland by B&M freight B-1 1. The MEC probably moved the empty cars to Auburn and Farmington in Train 23.

The Farmington creamery also frequently shipped a tank to the Newport Jet. plant and this car would presumably be left in Lewiston for pick up by a passenger train operating from Portland to Bangor via the Lewiston or "back road" Route; probably Train 15, which had switching time in its schedule at Newport Jet.

The final Maine Central milk route was from Colebrook, NH, to Portland over the Mountain Division. This train, Train 163, picked up milk cars at Quebec Junction left by the Beecher Falls mixed train from Colebrook NE, from H.P. Hood (circa 1944-circa 1958) to Lynn, Whiting (circa 1944-1952) to Boston and United Farmers (1947-1956) to Boston for Portland and forwarded over the Boston and Maine Railroad to the Boston area. The Hood car was forwarded to Lynn on B&M Train 16, along with the previously mentioned cars from MEC train 16 and 48. The United Farmers and Whiting cars were forwarded to Boston on scheduled freight

B-12. The empty cars were returned to Portland via B&M Train 123 and forwarded by MEC to Bartlett for inclusion in the Beecher Falls mixed.

The routing over the Maine Central was unusual in that it was only six days per week- Train 163, St. Johnsbury, VT, to Portland, ME, ran only Monday through Saturday. On Sunday's the Beecher Falls mixed brought the milk cars to Lancaster, NH, where the Boston & Maine would forward the milk to Boston. In total there were between 9 and 11 loaded milk cars per day arriving in Portland off the Maine Central to be forwarded to Providence, RI, New Haven, CT, with the majority going to Boston or Lynn, MA.

The Hood Plant in Newport, ME, was large, handling about six loaded cars per day and equal number of empties. Loaded tank cars were received from Island Falls and Farmington, The Newport area generated a tank car per day and the plant shipped at least two and sometimes 3 can cars per day. The can cars were Maine Central Dairy Products cars or in the late 1950s, some Boston & Maine 50 foot steel single door milk cars. Three cars, 1517, 1520 and 1523 were "in captive service for Hood between Newport Jet. and Boston according to Don Valentine. Since Hood invested money in the Newport Jet. plant in the early 1950s to convert the plant to produce cottage cheese, I assume that is what was shipped in the can cars. If not cottage cheese, then evaporated milk or ice cream mix, since Hood had the largest share of the ice cream market in New England. During the 1920s, Turner Centre Creamery had been one of the largest producers of ice cream in New England, which was probably a major motivation for Hood's purchase of the Turner Centre System. Ice Cream is very profitable!

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A special thanks to Don Valentine and Ben Brown for their encouragement and reviews of this paper

The 470 The 470 Railroad Club.

"We've Been Workin' on the Railroad"

by Dr. Paul Loatman Jr., City Historian [4/17/01] Part I of III

The rehabilitation of the XO Tower is a small reminder of what was once a great industry locally, one whose roots lie buried deep in our community's history. Mechanicville residents "have been workin' on the railroad" longer than in any other industry. Indeed, when the Saratoga and Rensselaer Railway came through here in 1835, Andrew Jackson was President, and Texas was still part of Mexico. Thus, even the briefest rendition of the local chapters of railroad history will require more than one installment.

The Saratoga and Rensselaer Railway had grown out of a rivalry between Troy and Albany merchants to win control of the trade with northern New York. Though not flourishing, the line operated continuously for more than thirty-five years, and after passing into the hands of its creditors in 1868, it was consolidated with the Saratoga and Whitehall Railroad. In 1871, it became part of a larger system when its stock was leased to the Delaware and Hudson Canal Co., and its original charter was extended to the year 2500. Obviously, the state legislature was quite optimistic about future railroad prospects in granting the line a 600-year extension. The D&H had originated as a coal mining company which built canals beginning in 1823 connecting its mines in Carbondale, Pennsylvania with the lower Hudson Valley. Its expansion into railroading arose as a natural outgrowth of its merchandising anthracite coal in upstate New York. Beyond passing through our community, railroading generated few jobs here between 1835 and 1880 other than those related to the original laying of track.

The jaded 21st century passenger would be hard-pressed to match the enthusiasm displayed by a traveler on board the railway on the first trip through Mechanicville to Ballston Spa on August 8, 1835. Surveying the reproduction of famous works of art which decorated the train, English visitor Freeman Hunt noted that "the 'tout ensemble' is more like a moveable gallery of the fine arts than a train of railroad cars." And, he noted, taking a cue from their surroundings, "the agents of the railroad are civil to the passengers, and attentive to the locomotives." It should be noted that the trains were quite unsophisticated by today's standards. For one, they ran on wooden rails which were covered with a thin piece of strap-iron; it would be twenty-five years before the Bessemer process, permitting the production of the now familiar steel T-rail, was refined. Over time, strap-iron rails recoiled from their wooden bases, wreaking havoc on cars – and any passengers happening to be standing in the wrong place. Passengers also received the dubious benefit of being showered with cinders belching from the steam engines which powered the trains, so we can assume that they did not spend all of their time admiring Hunt's "gallery of the fine arts."

Interestingly, railway owners of that era presumed that passengers were more interested in looking at interior decorations rather than the passing scenery as they roared along at the unholy speed of 10 m.p.h. However, this fact reminds us that there may have been little of what qualified as "scenery" because, as a well-known travel guide of the time advised, our area was so heavily forested with pine trees that it would probably remain a wilderness area, unfit for farming.

Mechanicville's real significance as a rail center developed only later in the 19th century and had much to do with Boston

port interests' attempts to recapture much of the western trade which that city had lost to New York port following the building of the Erie Canal, and later, the New York Central RR. Originally, Bostonians hoped to build a canal from western Massachusetts through the Taconic Mountains connecting with the Mohawk River. However, by 1854, railroad interests had gained the upper hand and were able to convince the Bay State legislature to use public funds to dig a tunnel through the Hoosac Mountains. Initially, people scoffed at the notion of building a tunnel five miles long through rock; nothing like it had ever been done before. When more than twenty-five years passed without "the bore" having been completed, Supreme Court Justice Oliver Wendell Holmes Jr. suggested he would "wall up a dozen lawyers at one end of the tunnel and put a good fee at the other." With or without the legal profession's help, when "the great bore" was completed in 1879, it ranked as the longest tunnel on the American continent.

The Boston, Hoosac Tunnel and Western Railway was chartered to operate the line west of the mountains, and soon after reaching Mechanicville in 1879-1880, the Hoosac Tunnel House became a fixture on Saratoga Avenue near the present site of Modern Lumber, standing until the early 1970s. A small road by the standards of the day, the BHT&W line reaped modest profits attractive enough to become a target of a buy-out by the Fitchburgh Railroad in 1887. Employment by railroads doubled at this time locally, with over 275 men regularly working on the lines, and the probability that an additional number of irregularly employed "day laborers" were hired to lay track and clear wrecks as the need arose. Expansion during the 1880s brought the first large group of Italian laborers to the village, a group which earned notice in the local press when it "threatened riot" because of unpaid wages. This would not be the last time Italians – or other immigrant groups – were involved in labor disputes because scheming *padrones* who acted as labor agents for their fellow countrymen often absconded with their wages. This process was repeated during many expansions of rail yards locally, and these immigrants were treated little better than the African-American convict laborers shipped here from Louisiana occasionally as strikebreakers. At any rate, this economic expansion led to an increase of population here from 1264 in 1880 to 3456 in 1892, and a doubling of that number by 1905. The transfer of the Fitchburgh's freight and repair shops here in 1897 solidified Mechanicville's position as an emerging rail center.

Relationships between the village and the railroads were not always cordial, particularly with the D&H which MERCURY editor Farrington Mead referred to as "the SKUNK." Mead and other local citizens were irritated with the railway's unwillingness to build a decent passenger station in the village. Other controversies revolved around the village fathers' willingness to ask taxpayers to assume the cost of building a modern water system which would not only bring water to homes, but more prominently, would slake the thirst of the steam engines which consumed water in huge mouthfuls. The fact that railroad property was situated outside the village limits, not subject to municipal taxes, bothered any number of people. Village President candidate, Con Greene, attempted to restrict voting on the water issue in 1892 to property owners, thereby curbing the influence of "the North Adams gang," railway workers who had recently relocated here.

But Greene miscalculated the humor of the electorate, because voting patterns revealed that property owners were as supportive of the water initiative as were renters. People as well as trains benefitted from clean, regular water supplies.

By the end of the 19th century, Mechanicville had established itself as a major rail center, with the Fitchburgh giving it connections east and west, while the D&H intersected local lines on a north-south axis. The rail connections not only created hundreds of jobs locally for craftsmen and laborers in the transportation industry. Equally, or more importantly, they made possible the expansion of other local industries – brick making, paper making, and textiles – which now had outlets to major markets in New York, Boston, Chicago, and Canada. Though a small town, Mechanicville now had become a significant industrial center whose economic fate would be dictated by forces far removed from the local scene. The community had become integrated into a vast production network, the heart of which was the railroad industry. However, by 1900, in the aftermath of a major depression, that industry would be reshaped by consolidations and mergers, all of which would have a major impact on Mechanicville's development as an industrial center and transportation hub. These changes will be discussed in Part II.

Can You Help?

Paul Loatman, author of the Railroads in Mechanicville, is in the process of preparing a photo book depicting the city over the years.

Specifically, photos of the B&M activities in the city are requested.

If you have any such photos, you can contact Paul at ploatman@nycap.rr.com or 607 Park Avenue, Mechanicville, NY 12118

A Plan For Rail Line Pitched To Port City

By Jim Kozubek
New Hampshire Sunday News

Portsmouth -A transportation consultant is proposing a \$35 million rehab of the Portsmouth Branch Railway, a commuter-rail connection between downtown Portsmouth and Rockingham Junction at Newfields, giving city residents access into Boston via Amtrak's Downeaster line.

The state Rail Transit Authority has begun to examine working with Pan Am to create an \$80 million commuter line from Concord to Manchester to Lowell, MA. with connection to Boston.

Portsmouth could get in on the project with a \$35 million revitalization of the 9.2-mile stretch of rail to connect downtown Portsmouth to Rockingham Junction.

A second option would be to refurbish the Hampton line, but establishing that connection to Boston would require a rebuild of the Merrimack River Bridge in Newburyport, Mass, at a projected cost of more than \$100 million

Submitted by Michael Lennon

Delays to Train #352, January 3rd 1922

Conductor E. A. Howe, Engr. Lawrence, Eng 1363
Depart WRJct. 9 PM

Helper 1476 Eng. Scanlan — Westboro to Canaan
Helper 1401 Eng. Severance—Halcyon to Concord
Helper 2311 Eng. Scanlan — Concord to Mystic Jct.
Helper 1336 Eng. Mevin — Nashua to Mystic Jct.

Cars: 19 Westboro to Concord, 20 out of Concord,
16 into Mystic Jct.

25" Westboro— train not made up

5" Canaan — cut off helper

10" Grafton — meet #325

140" — Alpine — throttle disconnected on eng 1363 and getting eng. 1401 from Halcyon to help train to Concord.

50" Halcyon to Concord — low steam on eng 1401

30" Concord — to change engines

92" Manchester — low steam on 2311 eng.

120" Manchester — unloading milke and clearing superior trains

20" - Nashua — set out cars and taking on helper eng 1336

20" Lowell — setting out cars and unloading milk

Train arrived at No. Somerville 12:20pm. Left at 2:50 pm,
Arr, Mystic Jct. 3:04pm.

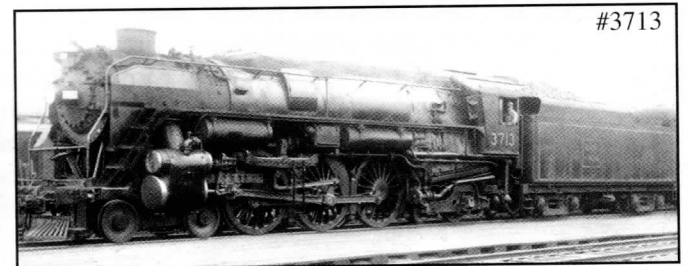
Engines 2311 and 1336 both disabled and hed to go in light from No, Som.

Shfter 440 sent from Mystic at 1:10pm, arrived No. Som. At 1:17pm to handle the train to Mystic Jct.

Bob Howe sent the above information based on his father's car books and letter sent to the superintendent explaining the cause of the delay to the train.

Trains #351 and #352 ran as second class trains according to the timetable and carried primarily milk.

Add up the time from departure to arrival and his father's on duty time was pretty close to being outlawed by the 16 hour law in effect in those days. Ed



All photos this issue, from the
Smith-Bradford Photo Collection