

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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September — October 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.

- Sept. 12th** The Society will present a slide show of the late Frank Ellis, which will include the Maine Central, Belfast & Moosehead Lake RR, Berlin Mills, several excursions in the North Adams, MA. area and much more.
- October 17th** This will be a video night of railroading.
- November 14th** Edward Dooks will present video of the Copper Canyon Railroad, the Mt. Washington Cog, Seashore Trolley and possible Abilene, KS, Santa Fe steam locomotive action.
- December 12th** Members Night, bring a 20 to 30 minutes video of railroading or about 50 slides to share with members. We have the video player and slide projector.

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.

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- 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

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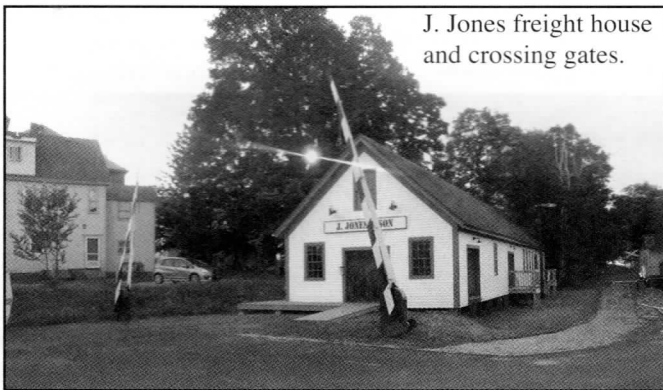
Basic	\$35
Basic & Spouse	\$38
Contributing	\$40
Canada & Overseas	\$55
Sustaining	\$50
Supporting	\$75
Benefactor	\$100
Corporate	\$500

Alton Railroad Park

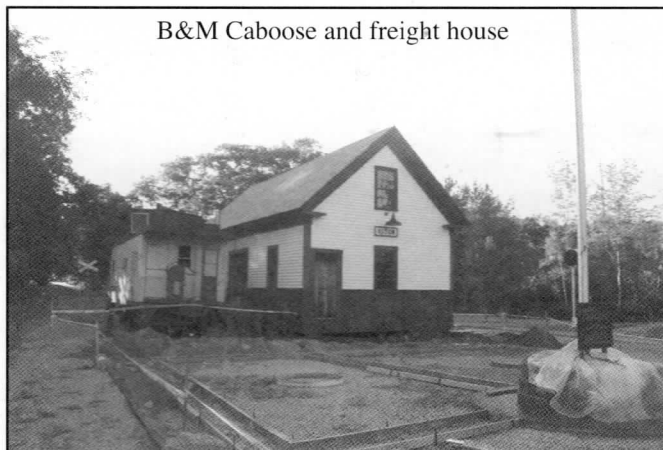
The town of Alton, NH has a nice little railroad park located on Depot St. behind Town Hall and by the Police station. Longtime resident Laurence "Bud" Lantz has donated the historical J. Jones freight house to the Alton Historical Society, which plans to turn it into a museum. Built in 1885 the freight house stored goods that were unloaded off trains.

Also at the park is the Loon Cove station, another freight house, old crossing gates, the yellow and black hand crank type signals, whistle and mileage marker and an old B&M caboose. The former Lakeport Branch, which was the Lake Shore Railroad, runs through the park.

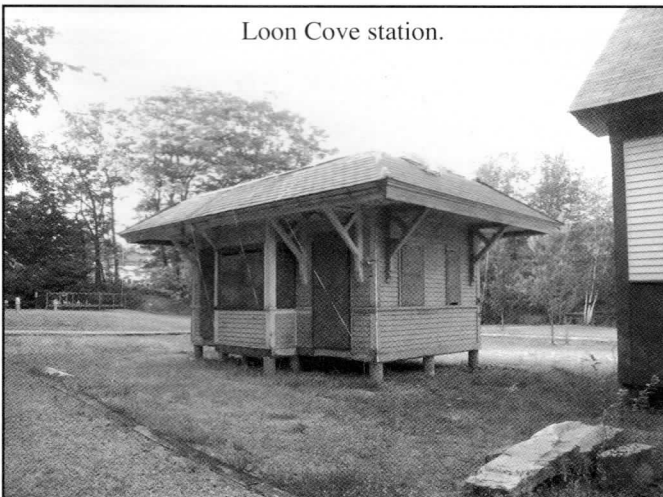
Buddy Winiarz photos



J. Jones freight house and crossing gates.



B&M Caboose and freight house



Loon Cove station.

Windham Depot Junction

Windham, N.H. officials have been notified that federal stimulus funds have been garnered for improvement to the former bustling railroad center in town. Slated to go out for bid in late summer or early fall, the funds will be used to rehabilitate the Depot. This is one phase of a long-term plan to beautify the former railroad stop—now marking the start of Windham's rail-trail.

The \$210,000 project was originally funded in part by the N.H. Transportation enhancement program, which required a 20 percent matching contribution by the town. Officials have now opted to instead accept \$173,000 from the American recovery and Reinvestment Act, which will save the town financially according to Assistant Town Administrator Dana Call.

According to John Mangan, a member of the town's Depot Advisory Committee and the Windham Rail-Trail Alliance, the money will pay for the removal of several additions put on in the 1960's and electrical and paint work to the station.

"It's not a restoration, it's a stabilization, which means to correct some things done in the past," he said.

Mangan said the committee and the rail-trail alliance plan to give the depot a "park effect." He envisions benches, picnic tables and bike racks.

(Salem (N.H.) Observer)

The depot at Windham Jct. was built in the early 1870's when the Worcester, Nashua & Portland mainline was built and crossed the Manchester & Lawrence Railroad. The original M&L station was replaced by this station.

Submitted by Buddy Winiarz

Grafton And Upton Railroad Reincarnated

A Sudbury, Mass., businessman and railfan, Jon Delli Priscoli, has purchased the 16.5 mile defunct short line Grafton & Upton with hopes of restoring its freight operations. The larger portion of the line, which connects Hopedale, Mass., with the CSX interchange at North Grafton, Mass., hasn't seen a train in more than a decade.

FRA Awards A Contract For Portland, Maine

Area Rail Infrastructure Improvements:

The Federal Railroad Administration has awarded a grant totaling \$500,000 to the city of Portland, ME for the rehabilitation and improvement of track infrastructure including the replacement of crossies and rail, surfacing of track, replacement of bridge ties, ballast replacement, and renewal of turnouts. This work is intended to add capacity and eliminate slow orders that are currently in place, resulting in improved ride quality and an increase in the speed of passenger rail operations through the area from 10 to 25 mph. It is anticipated that this increase in speed will reduce trip times by an average of 3-5 minutes per trip. In addition, the project will once again permit the use of wye tracks to turn passenger cars and switch locomotives among train sets in the event of mechanical difficulties thus minimizing operational disruptions.

FRA via Railpace's Hot News

Lowell Folk Festival

Once again the Society participated in the annual Lowell Folk Festival. Volunteers staffed the B&M combine and also gave tours of steam loco #410. The locomotive and its continuing restoration continues to draw much positive attention. Having finished the woodwork in the cab and the replacement of the cylinder covers impressed many people.

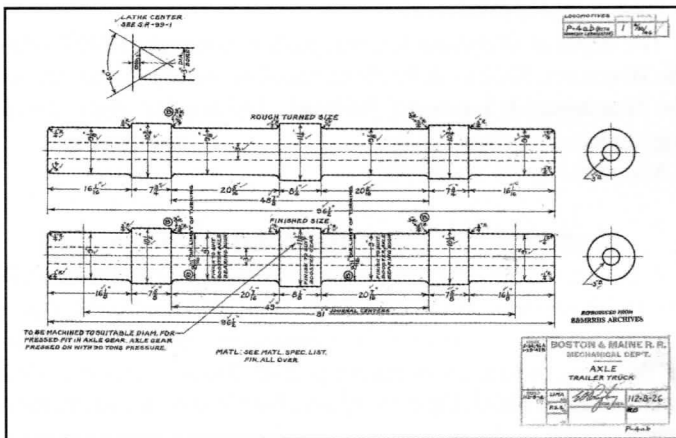
In the combine, the historical artifacts and picture boards along with the working HO layout were well received. Sales of Society merchandise were also good.

An exhibit like this would not be possible without the many volunteers, thank you to all that helped.

Mike Basile, Carl Byron, Rick Conard, Dave Hampton, Rick Hurst, Nathaniel Hurst, Paul Kosciolk, Julion Lima (Park Volunteer), Russ Monroe, Richard Nichols, Sandy Shepherd (Engineer), Peter Victory, Buddy Winiarz (Hobo), Jimmy P. Nizgus and Donald Hampton (Layouts Operators).

Jim Nizgus, #410 Chairman

Several astute readers identified the two unidentified men on pg. 5 of the July-August issue of the Newsletter as Scott Batson and Dan Hovey.



This reproduction of a B&M Mechanical Department drawing from 1947 shows the trailing truck axle for the B&M's P-4-a class engines. This is an example of one of many such drawings the B&MRRHS has provided in the past for the restoration of the engine at Steamtown.

*From B&MRRHS Archives
Submitted by Rick Conard*

A Prestigious Award Given

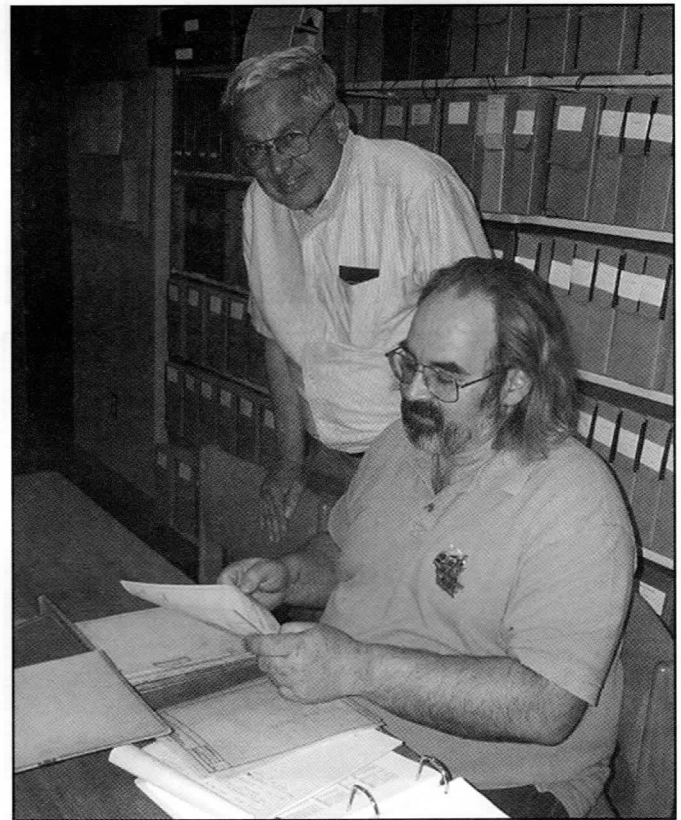
The Littleton Rotary Club recently awarded Roger Robar with the non-Rotarian Paul Harris Fellow award for his work spearheading the restoration of the Lisbon Railroad Station. Each year the Littleton club names a local resident who has made a substantial contribution to the well-being of an area community. The club makes a donation in the name of the honoree to the Rotary Foundation which supports humanitarian projects around the world. The fellowship is named after Paul Harris Fellow who founded Rotary. Roger's former employer Bob Whitney announced the award at the Club's annual dinner.

Visitors To The Society Archives

On April 28, Carl Packer (standing), Project Manager for the B&M 3713 restoration project for the Lackawanna & Wyoming Valley Chapter, NRHS. and Mike Tillger (seated), Project Consultant for the restoration project, visited the B&MRRHS Archives in Lowell to inspect plans and records in the Society's collection for the B&M's P-4-a class 4-6-2 engines. They examined component parts drawings, boiler records for engines in the class, and a file of correspondence between the B&M Mechanical Dept. and Lima Locomotive Works regarding modifications that were made after the first engines in the class were built in 1934.

They declared that the trip from Scranton, PA was well worth it. The B&MRRHS has been assisting the restoration of the engine for over 10 years by providing copies of locomotive component parts drawings from the Society's Archives.

Photo by Jimi Smith



HELP WANTED

Ron Breault is looking for information regarding Camp Sea Haven, which the B&M sponsored for many years.

Ron spent several years at Camp Sea Haven. "I started as a camper at Sea Haven in 1958 or 1959. I eventually worked as Sea Haven kitchen help ('kitchen boy') in 1968, and as a camp counselor during the summers of 1969 & 1970. It was at Sea Haven that I saw the first moon walk. At the end of season 1970, the Harrington family turned the camp over the Cerebral Palsy organization."

If you have any information contact Ron at
ronbreault@hotmail.com or:

Ron Breault, 16 Cleaves Street, Rockport, MA 01966-1530

“...There Goes the Train” Part III of III

by Dr. Paul Loatman, Jr., City Historian [5/15/01]

By the mid-1920s, although Mechanicville's railyards had expanded significantly, the competition from motor trucks threatened to undermine the financial viability of freight railways. Passenger traffic was a significant factor for the B&M and the D&H, but both lines earned their bread and butter by hauling freight. Thus, a major step toward restoring the B&M's competitive edge (and the local D&H operations which fed off of it) began with the installation of the car-retarder switches in the Mechanicville reclassification yards in 1925.

B&M President George Hannauer co-invented the retarder switch, a train brake laid on a track which controls the speed cars can reach when being reclassified into new freight trains. The innovation permitted faster switching in less yard space and at less cost because in one stroke, it removed the need for brakemen to ride boxcars over the hump to their destinations among newly made-up trains. The retarders spaced cars in a more orderly fashion and controlled damage to freight (and car riders). Indeed, the dangers of manual car-breaking cannot be exaggerated: so many men were killed performing that task in local yards in the late 19th and early 20th centuries that Mercury editor, Farrington Mead, requested that the County Coroner's office be moved to Mechanicville to save him the trouble of being called here so often to sign death certificates for dead railroaders.

However, innovation was a double-edged sword: the retarders immediately reduced the local workforce by 50%, while at the same time, they increased switching capacity by 40% and made Mechanicville the third largest classification yard in the United States. In 1923, it took 25 hours to reclassify a boxcar from one freight to another train; two years later, the task took only 10 hours. At this time, 1,100 men worked on the railroads (900 of them for the B&M), and the city's population was nearly 10,000, almost double what it is today. However, the new retarder system had a strong negative impact on the local economy, cutting the B&M's payroll in half. This was cushioned somewhat by the line's abolishing the seven-day work week for machinists, boilermakers, and electricians, making them among the first railroaders to work only five days weekly, but boom times for railroaders were now a thing of the past.

For the next three decades, railroad employment remained steady between 500 and 600 here as both the D&H and B&M modernized their rolling stock by replacing steam with diesel engines. The new engines were more economical and easier to keep in repair than steam engines which sometimes required days rather than hours to repair. Diesels also had no need for coal-shoveling firemen on board the engines, but since these jobs had long been customary, railroad brotherhoods were reluctant to see the superfluous positions abolished, leading to drawn-out battles with management while fending off charges of “feather-bedding,” protecting job positions which the railroads claimed were no longer needed. Years later, the advent of the diesel has left a different mark on our community. Ironically, when our city finally acquired railroad property a decade ago which it had long coveted, it found itself burdened with an ecological “brown field” saturated with diesel fuel and other chemical residue which limits the property's use. The century-long hope of getting the property

on city tax rolls is yet to be realized.

The D&H had longer ties here, but a rockier relationship with the local government and less employment impact than the B&M. The D&H, as we have seen, established connections with Mechanicville when it leased the old Saratoga & Rensselaer Railway in 1870 and then acquired the Saratoga & Whitehall the following year. The northern branch of the D&H, although small, always turned a profit, and when it hooked up with the Hoosac Tunnel road in 1879, greater efficiency was achieved among railways in northeastern New York and western New England.

The D&H cushioned itself against the economic fluctuations that affected most railways because of its success in selling coal, a product which accounted for over 50% of its shipping tonnage through the World War I era. Between 1916 and 1925 (lean years for most railroads) the D&H went into the red only once. Indeed, this occurred in 1923 when the Railway Age Gazette reported that a four-month long strike by D&H miners at Carbondale negatively affected its bottom line. The company maintained dividends of between 7 and 9% right through the worst years of the Depression and did not come into serious straits until 1943, when the Interstate Commerce Commission granted permission to the railroad to refinance its indebtedness over the next twenty-five years. By then, significant changes in the national economy had pushed railroads to the brink economically, and both the D&H and B&M found themselves in the hands of federal bankruptcy receivers by the end of the 1960s. The completion of the interstate highway system in the 1950s swung the balance of power in transporting freight to motor trucks which could deliver goods door to door, not simply railyard to railyard like trains. This road network also encouraged the abandonment of central cities and the development of suburbs, while the popularity of the automobile eroded the passenger base which had been a regular source of railroad income. Recent hopes of reviving commuter service from Saratoga through Mechanicville to Albany may be threatened by a lack of public interest. While most people agree that restoring rail service to Albany is a good idea, they are not prepared to surrender the convenience of the automobile. Shortsighted government policies imposed decades ago also complicated matters. Rather than be taxed on their unused trackage, lines tore up idle rails to reduce their assessments. This not only wasted funds which would have been better spent on capital investment; it also means that relaying these tracks will cost tens of millions of dollars to replace.

Tip O'Neil and Ronald Reagan often tried to establish their populist connections with voters by bragging that they had been raised so near the railroad tracks, they could “hear the whistle blow” of passing trains. Many of us today still live near the tracks, but we hardly ever “hear the whistle blow.” Attempts to revive the railroads in the 1980s by Guilford Transportation foundered among labor-management disputes, leading to a strike which the company attempted to break by hiring “scabs.” Inadequate financing helped to doom the effort, so that today, we witness the incongruity of an occasional Canadian Pacific train chugging quietly among our local weed-infested unused trackage over which thousands of cars once rolled every day.

For older residents, one of the most disturbing hallmarks of Mechanicville's recent decline into a post-industrial economy

arises from the darkness and quietude surrounding the old railyard. Like a lighthouse guiding storm-tossed seafarers, for decades night travelers could follow the glow of the sky above the local yards from afar to direct them home where they could be serenaded to sleep by a symphony of banging box-cars throughout the night. For some, the peace and quiet which settled over the area since the closing of the yards in the 1980s has been deafening enough to disturb sleep patterns.

Railroading became such a part of everyday American life that we borrowed its terminology to describe our daily routines. Whether "cannon-balling" at "full-throttle" with a fireman "stoking the engine" on a "double-header," or just "bringing up the caboose" on a "dead-header," no one has to worry about "living on the wrong side of the tracks" where they "can hear that lonesome whistle blow" anymore. There's nobody left to "punch your ticket," and God knows where "Casey Jones" has gone when you really need him. As for me, I'm "gettin' on board" before "the train pulls out of the station" and someone tries to "ride me out of town on a rail." Conductor - hold that train!

Derry Rail-Trail

On May 19, 2009 the town of Derry, N.H. approved phase one work on the rail trail in town. Work will begin on the former Manchester & Lawrence branch of the Boston & Maine Railroad from Kendall Pond Rd. to Bowers Rd.

The roadbed has been cleared and graded and has been paved between the two aforementioned roads.

Bids for phase two will soon go out and the trail will be completed to connect with the Windham rail-trail at the town line on Windham and Lowell Rds.

Derry Rail-Trail Alliance submitted by Buddy Winiarz

Transformer's Transport Makes A Big Show

By Lorna Colquhoun

A two-piece electrical transformer weighing more than 400 tons was moved over land to North Conway from Searsport, Maine. Last week, it came through Crawford Notch via the Conway Scenic Railroad.

The new transformer is part of a Public Service of New Hampshire planned upgrade for its Saco Valley substation in Conway. The larger of the two pieces has already been put in place, while the smaller section is awaiting its move at a stretch of track along the North-South Road in North Conway.

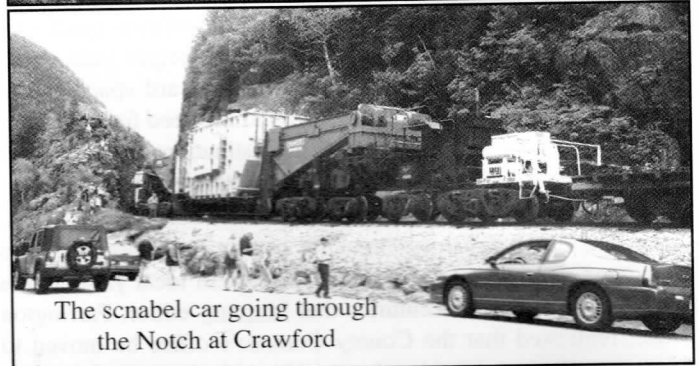
Alison McLean of PSNH said that while the transformer is state-of-the-art, its delivery was made possible through good old-fashioned ground transportation.

The two pieces of equipment, which were made in China, traveled by rail through Canada, Maine, Vermont and New Hampshire on a Schnable car, which is uniquely designed so its oversized cargo is suspended between two ends, making the load itself a part of the car.

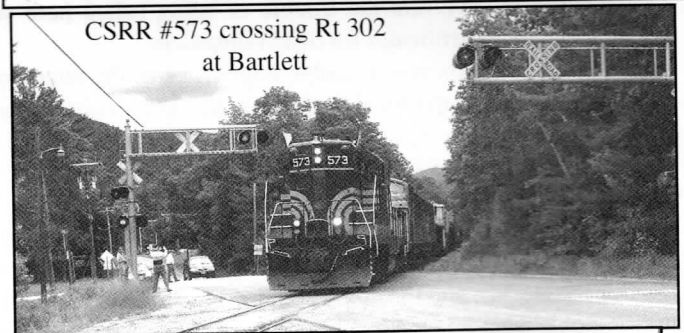
New Hampshire Union Leader Submitted by Don Dollard



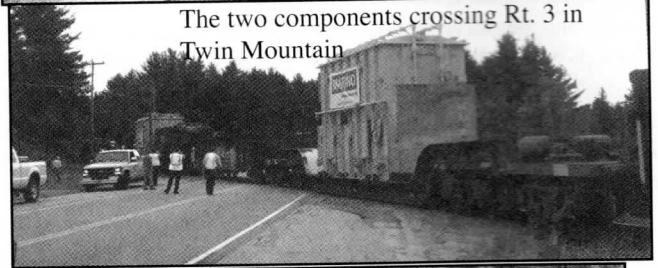
At Fabyans



The schnabel car going through the Notch at Crawford



CSRR #573 crossing Rt 302 at Bartlett



The two components crossing Rt. 3 in Twin Mountain



The consist crossing Willey Brook trestle

Photos by Buddy Winiarz

Bedford Freight House Has Reopened

Bedford Freight House at 120 South Road in Bedford, Massachusetts, has reopened after the completion of extensive building renovations. The museum and store is normally open on weekends, April through October, between 10:00 A.M. and 6:00 P.M. Weekend closing time in November and December is 5:00 P.M.

While visiting the Freight House, guests may tour the cosmetically restored ex-Boston & Maine Budd Rail Diesel Car 6211. This passenger-baggage car traveled on the Bum's Lexington Branch during the 1960s and '70s. Artifacts on display inside the baggage room recall the history of the local railroad and the Budd RDC.

The Freight House was constructed in 1877 as the Engine House of the narrow gauge Billerica & Bedford Railroad, the country's first two-foot-gauge railway. Later, the building was modified to become a freight facility for the Boston & Lowell Railroad. It was used as such by the B&M into the 1950s.

The last passenger train to Bedford ran on January 10, 1977. The branch was placed out of service four years later. In 1992, the Minuteman Bikeway was built upon the "railbanked" 10-mile line between West Cambridge and Bedford.

Friends of Bedford Depot Park operates the Freight House as a public service. More information is available on the Internet at www.BedfordDepot.org and by phoning 781-687-6180.



B&M And CP Route Remembered

The society's gift shop has added a new DVD produced by member and filmmaker, Jim Jones (Tell-Tale Productions). "Rails Along The River 2: St. Johnsbury to Richford, VT" continues the nostalgic journey through B&M and CP territory, with footage and anecdotes from every stop on this historic route, now shared by Vermont Rail System and Montreal, Maine & Atlantic. This colorful new release follows last year's popular "Rails Along The River: White River Junction to St. Johnsbury, VT" with side trips on connecting Claremont Concord, St. J & LC, Woodstock, and MeC Mountain Division with special Conway Scenic steam and diesel excursions.

These two hour "then and now" rail documentaries combine historic images dating from the 1850s, "back to pre-Civil War" when line was built continuing to the diesel era with footage of ALCO, EMD and GE power dating back three decades, interview bits, archival maps and other materials in an entertaining, well-paced package. Contributors represent a virtual "who's who" of New England historians, authors and photographers, with interesting anecdotes from colorful local residents. These artful DVD's have been favorably compared with the works of internationally respected documentary specialist Ken Burns. Vermont-based Tell-Tale offers many Northeast titles, including the multi-volume "Rutland Remnants", "Central Vermont Railway Video Finale", "CN Maritime Memories", "Vermont's Woodchip Route (Chip Trains)" and "Capitol To The Quarries." See the gift shop for prices and order information, or contact Jim directly at

www.vermontmadevideos.com.

PAR Goes To Court To Remove New England Southern

On June 19, Pan Am Railways and its subsidiaries, Boston and Maine Corporation and Springfield Terminal Railway, formerly filed an application asking the Board to boot the third-party from, or "adverse," discontinuance of operating authority of New England Southern Railroad, over approximately 27 miles of B&M's New Hampshire mainline, extending from MP B80.68 at Penacook to MP B56 at Manchester, in New Hampshire, and including the portion of the former Claremont and Concord Railroad line from the switch to the New Hampshire Main Line valuation station 41+98; and one track for interchange purposes in the B&M yard at Manchester

Midwest Rail Scene Report

Flying Yankee Progress June 2009 Update

Power

The power station to the Flying Yankee will be installed at the end of July, providing electricity that will be needed during the ongoing restoration. The Dig Safe has been completed and a volunteer has been found to do the trench work. We thank the N.H. Electric Cooperative for their in-kind donation that will make this addition of electric power possible.

Flat Screens

It's official. The grant from the N.H. Highway Safety Administration has been approved. This grant was applied for through N.H. Operation Lifesaver and will involve the purchase and installation of four flat screen television monitors in the 'B' car along with all the computer and wiring essentials. This will allow The Flying

Yankee to not only get out the Operation Lifesaver message, but also to begin the education mission that is so vital to Flying Yankee Restoration project. This amounts to a \$10,000 grant and we thank Lyman Cousens of Operation Lifesaver for his support and efforts on behalf of this project.

Lights

Due to the diligent efforts of FYRG Board member Stephen Taylor, the headlamp and front running lights are now operational and were working during the recently held White Mountain Railfest Weekend. In addition, Taylor was able to get the lights in the 'A' car working, so you'll be able to see all those lights in operation during your next visit to The Flying Yankee.

Side Panels

Don Pillsbury, owner of Pillsbury Sign Company of Hopkinton, MA, is making progress on the painting of the side panels. These panels held the sign that read "Boston and Maine - Maine Central and Pillsbury is restoring these stainless steel panels to their original color and look. We should be able to get them back to Lincoln and reinstalled on the train sometime this summer and we thank Don for his efforts on behalf of The Flying Yankee.

Lisbon, NH, Historic Railroad Station

The Town of Lisbon was one of 13 recipients honored in Concord, NH, on May 12, 2009 by the New Hampshire Preservation Alliance. Lisbon was recognized for outstanding preservation and revitalization of the Lisbon Historic Railroad Station on Central-Street. The station restoration project, the largest restoration project in Lisbon's history spanned a period of five years. The Town of Lisbon taxpayers funded only \$32,000 of the \$550,000 cost of the restoration. The balance coming from various grants. The station now houses the White Mountain Railroad Museum. There is a nice meeting room and kitchenette in the station, and the space may be used by nonprofit groups free of charge.

Roger Robar of Lisbon was the Clerk of the Works for the restoration project and donated over 3,000 volunteer hours along with other volunteers who donated hundreds of hours of their time. Robar was the catalyst in the restoration project, which was more of a rescue initially. It is the only building owned by the Town of Lisbon and meets all present day building codes. In addition to meeting the codes, the building has a security system and a fire alarm with a sprinkler system.

The first train came through Lisbon on August 1 1853. The Lisbon station was built c. 1870 by the Boston, Concord & Montreal Railroad which in the late 1880s became the Concord and Montreal Railroad. In the early 1900s that Railroad became the Boston and Maine Railroad. The last passenger train came through Lisbon in the early 1960s. The last freight train came through Lisbon in March of 1995, and the track rails and wood ties were removed in June of 1995.

Bridge Weekly Sho-Case via Bryan Fay via The 470 The 470 Railroad Club

Pan Am Railways Auto Facilities

NS and PAS have begun constructing the new auto facility in Ayer, at the former San Vel site. Ayer Selectmen said that their sources indicated Ford would use the Ayer site. A usually reliable source said Ford definitely will move into the Mechanicville site. But another railroad source familiar with Ayer said the San Vel site, now set for only 810 cars, could easily become an intermodal facility if NS does not land the Ford contract. The tracks are set up so that an overhead packer could load/unload containers or trailers. The 8 10 is not very big. East Brookfield, Mass, has a capacity for 5,000 parking spots.

NS now has no facilities from Albany east, and is negotiating a new contract with Ford. It would make sense to assume that NS is telling Ford, as they negotiate, that NS can handle New York and New England, and Ford need not use CSX. NS is the largest rail shipper of automotive products in North America. Fourteen of the last 24 assembly plants to locate in the U.S. have chosen Norfolk Southern to be their serving carrier. NS serves 24 auto assembly plants, 31 auto distribution terminals, and three Just-In-Time Rail Centers

New England And Albany Region Auto Facilities

CSX: East Brookfield, MA. - Nearly all auto manufacturers now use this terminal to serve New England. Has a capacity for 5,000 vehicles.

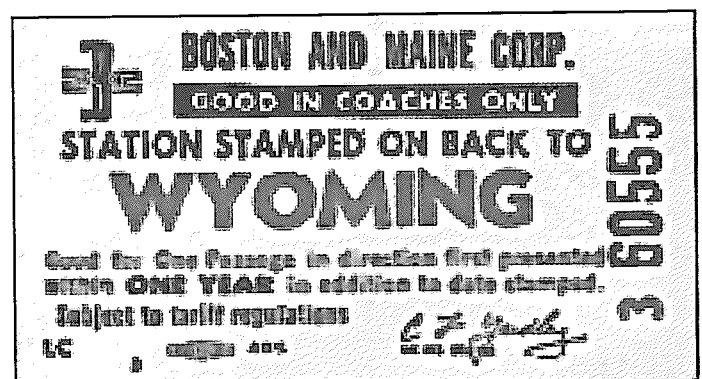
CSX: Selkirk, NY. - This is the only auto terminal in the Albany region. Has a capacity of 4,150. The 65-acre automobile terminal handles about 250,000 cars annually.

CP: Voorheesville, NY. - Located in the Northeast Industrial Park, this facility stands empty.

PW: Davisville, RI. - Subaru's, Audis, Volkswagens and Bentleys from overseas arrive here, as well as a few autos delivered from North American production facility moving on spot contracts.

ST: Charlestown, MA. - This facility was once served by ST, but low clearances prevent tri-level autoracks from reaching it. It still receives imports by ship.

The 470 The 470 Railroad Club



Silver Lake Outing

Saturday, August 15, 2009

The B&MRRHS held its first Railcar day at Silver Lake Railroad in Madison New Hampshire along with the Cotton Valley Rail Trail Club. The weather was perfect, and in attendance were approximately 70 B&MRRHS members and guests along with approximately 25 Cotton Valley Rail Trail Club operators and speeders.

The day started off with coffee, lemonade and cookies at the station platform donated by Mr. and Mrs. Underwood. After a group safety talk, the first rides of the day departed at 11:00 AM heading north approximately 6 miles to Coleman's Pit. For most people this was their first ride on a speeder, and all who rode said they thoroughly enjoyed the experience. Rides continued for the rest of the day, along with regular train departures at 12, 1, 2, and 3.

At 1 o'clock everyone was treated to a wonderful cookout – hotdogs, hamburgers, chips, watermelon, soda, water, and brownies for dessert. It was quite a sight to have a cookout in a railroad yard, but this yard is nicely landscaped and worked well for a picnic.

After lunch there were more rides and friendly conversation. All in all it was a perfect day.

We would like to thank Mr. and Mrs. Neil Underwood of the Silver Lake Railroad along with their Rail Operation Manager Bruce Stuart for allowing us this unique opportunity.

We also want to thank the members of the Cotton Valley Rail Trail Club, which allowed us to ride in their cars, and shared their knowledge of speeders with us.

This event wouldn't have been possible without the help of the following volunteers:

Fred and Quesen Brown – Fred worked the info and sales table while Quesen registered all guests and set up/worked at the food table – also they made the brownies!

Buddy Winiarz – Our "grill master" did an unbelievable job setting up the food table and working the grill to feed everyone. Karen Nigzus assisted Buddy, and shopped for food.

Caren Bragg, Christine Nigzus, and Jimmy Nigzus worked the food tables.

Paul Kosciolk worked the society merchandise sales table.

Dave Hampton helped with information and boarding passengers.

Don Provencher helped with public relations.

And thank you to everyone who helped to clean up at the end of the day – many hands made light work.

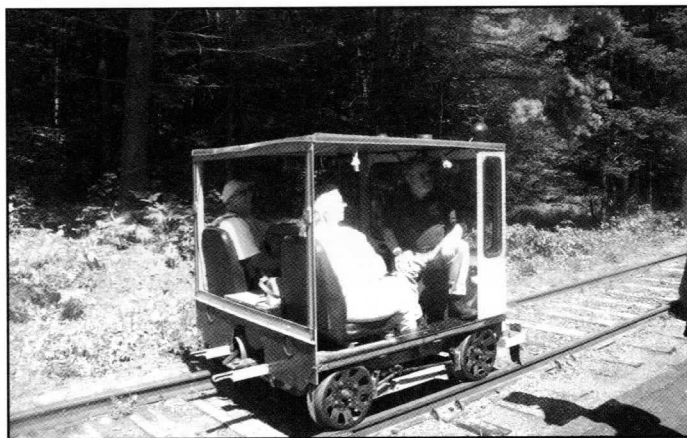
Submitted by Chairman Jim Nigzus



-B&MRRHS member Don Provencher rides with Mark Legare.



The speeders all lined up to begin their trip up the line.



Jerry Kelly and his wife on board a speeder.



Leo Boisonault and friend on a speeder.



Speeders return to Silver Lake with freight house on right.



The train at Silver Lake with a full compliment of riders.



Linda Weeks waves to the folks watching the speeder parade.



Bruce Staurt (R) and Steve Medlyn operate the Silver Lake train.



Jim Nigus, Society President does crossing flag duty.



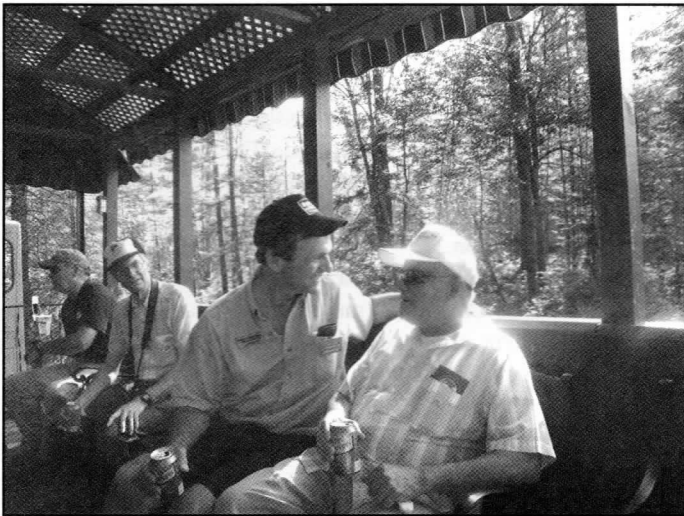
The "Rachael Rey" (Karen Nigus) and "Emeril" (Buddy Winiarz) of the B&MRRHS tend to the grill for hungry railroaders.



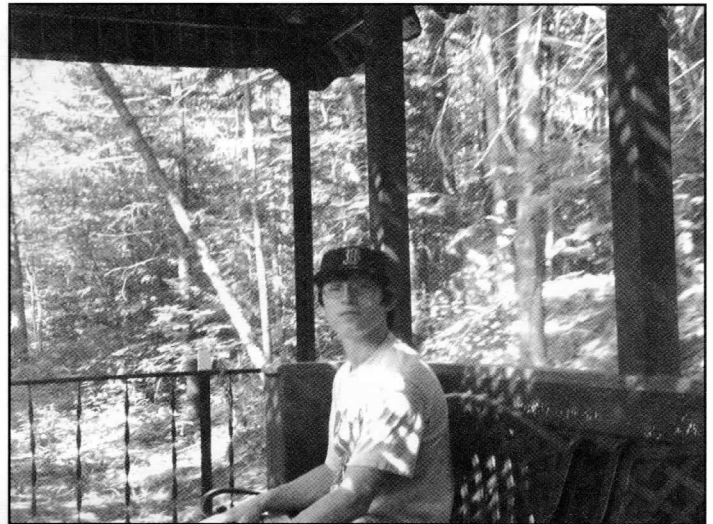
B&MRRHS members Wayne Gagnon, Kris Winiarz and Christine Nizus ride in Jonathan Miner's speeder. Jon is also a B&MRRHS member and runs our web site.



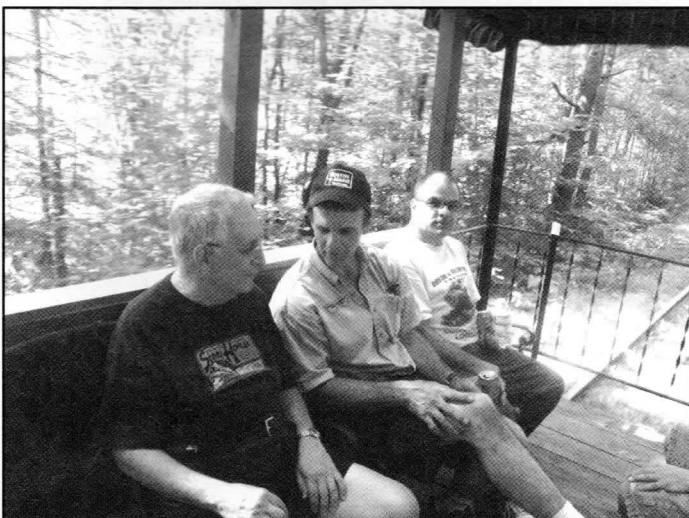
Buddy Winiarz and Don Provencher enjoy the leisurely train ride.



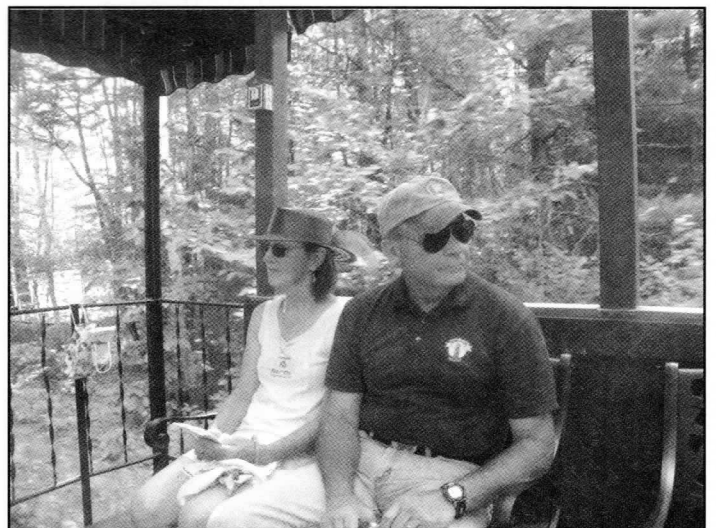
Don Provencher, Jim Nizus, Rick Conard and Fred Brown enjoy a ride on the train.



Kris Winiarz caught on the train



Mike Basile, Jim Nizus and Dave Hampton on the train.



Fred and Quesen Brown relaxing on the train ride



Steve Medlyn, Bruce Stuart and Jimmy Nigus
on the power for the train.



Rear row—Rick Conard, Don Provencher, Paul Kosciolk,
Mike Basile, Jim Nigus and Dave Hampton.
Middle—Buddy Winiarz.
Front—Nicole Stuart, Bruce Stuart, Kris Winiarz and
Jimmy Nigus

All Photos Buddy Winiarz

Cruise Ship To Get New Engines

**Cleaner diesel: \$1 million renovation project
is upgrading the M/S Mount Washington.**

By Roger Amsden

When the M/S Mount Washington holds its traditional shakedown cruise next May, it will be powered by new clean diesel engines that will exceed the latest federal marine standards.

They will replace a pair of 615-horsepower diesel engines installed in the spring of 1946 and have powered the iconic 230-foot-long cruise ship ever since.

They are part of a \$1 million renovation project, which Glenn Gardner, director of sales at Mount Washington Cruises, says "will help us to recapture the golden age of boating on Lake Winnepesaukee. Not only will we be able to offer a higher standard of

elegance, but we will also be able to significantly reduce emissions."

Jim Morash, captain and general manager of Mount Washington Cruises, says that currently the Mount burns 33 gallons of fuel an hour, which is extremely efficient considering the size of the engines.

"We know that diesel engine technology has made many advances since these engines were installed. We intend to be even more efficient as well as substantially reducing emissions," Morash said.

He said that the company is still holding in-house discussions on which engines it will install and what impact it will have on changes in the configuration of the four-level, ship which can hold up to 1,250 passengers.

Morash said a federal Environmental Protection Agency Clean Diesel Program grant will help pay for part of the cost of the new engines, but no dollar amount of the grant has been established.

"They're part of EPA Region I funds, which are also going to Lake Champlain in Vermont and to Maine for similar clean diesel projects," Morash said. EPA figures show between 20 and 70 percent reductions in a variety of emissions, including carbon dioxide, being achieved by the cleaner engines.

In the past 137 years, only two vessels on Lake Winnepesaukee have been named Mount Washington. The first was a 175-foot side-wheeler steamer that plied the waters of the state's largest lake from 1872 until 1939, when it burned at the dock next to Weirs Beach railroad station.

That vessel was replaced by a cruise ship the Category, which had been on Lake Champlain and was cut up and shipped by rail to Lakeport, where it was reassembled in 1940 and renamed the Mount Washington.

"When I first came into this company some 30 years ago, I had the honor to work with many of the people that brought the M/S Mount Washington to New Hampshire in 1940," Morash said.

"It is my privilege to know that someday this New Hampshire landmark can be passed on to the next generation in a condition that will ensure its existence for many years to come."

Gardner said this season the staff and crew of the cruise ship plan to commemorate the rich history of the engines with special tours of the engine room and screenings of a short historical video in the Steamboat Lounge during daytime scenic cruises.

"This season offers the last opportunity to experience the Mount the way your father and grandfather did," said Gardner.

New Hampshire Union Leader submitted by Michael Lennon

