

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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July — August 2011

Bob Warren, Editor (bmbobwarren@comcast.net)

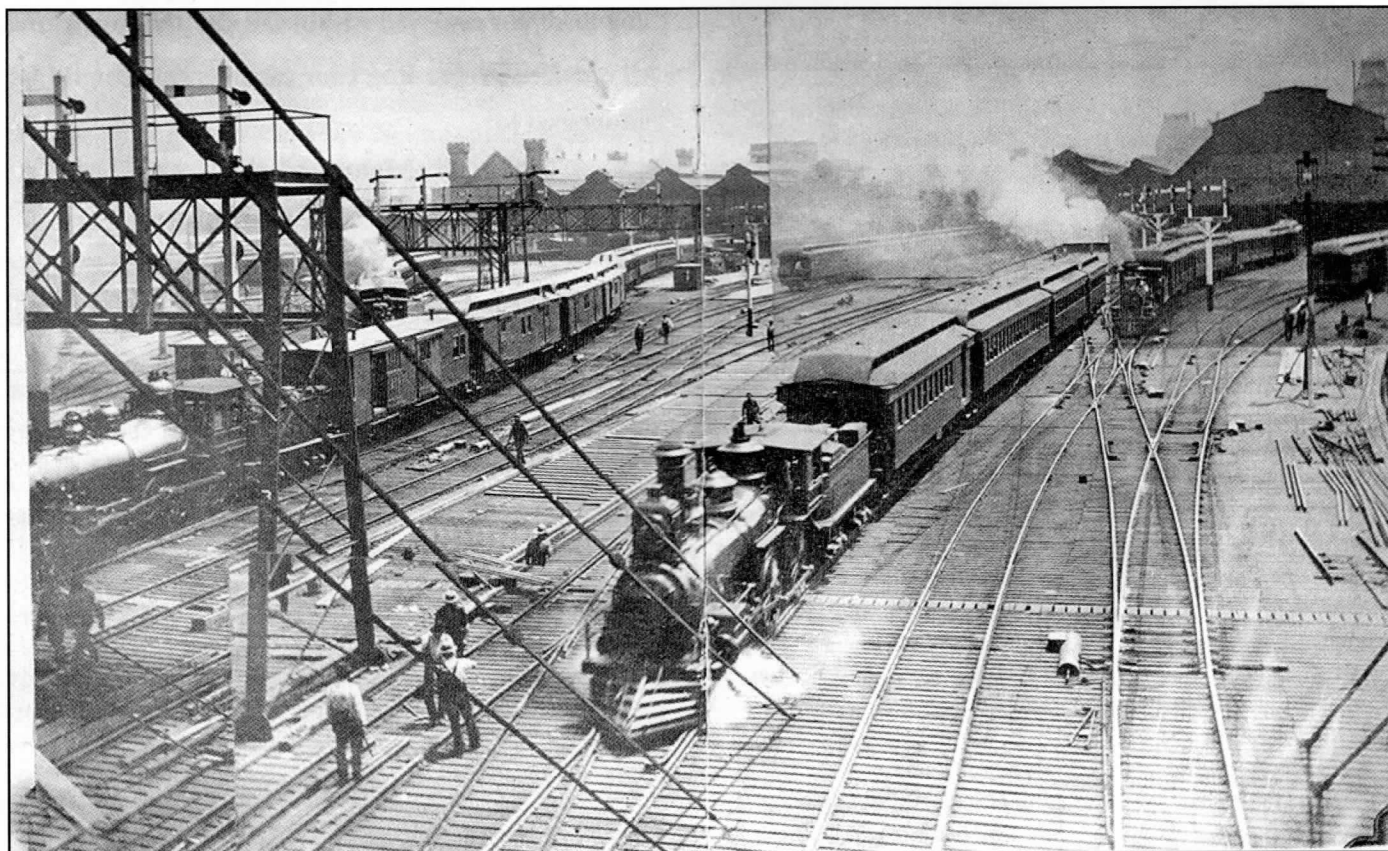
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B&MRRHS CALENDAR

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

- July 30 & 31** These are the correct dates of this years Lowell Folk Festival.
- August** No Meeting
- Sept.** We will be going to the Silver Lake Railway in Madison, NH...date TBA
- October 15th** B&MRRHS's Banquet at Rogers Hall in Lowell. The caterer for the banquet is 'Steve's' Kitchen' wo did our last banquet. More info to come.
- November 12th** George and Katherine Melvin are back doing a presentation on the Maine Central.



North Station of YesterYear

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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Treasurer	Paul Kosciolk
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Show Coordinator	James Nigzus
Webmaster	Andrew Ryan

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 April 9, 2011- B&MRRHS Meeting
B&MRRHS Storage Facility
North Chelmsford, Mass.**

In Attendance:

Gagnon, Hyde, Kosciolk, Hampton, Nowell,
Monroe, Byron, Winiarz, Wilson; guest Andrew
Plummer

Meeting Called to Order:

1:35PM

Approval of Amended Minutes for

2/12/2011 report:

Winiarz noted for Nigzus that under "Shows",
Dave Hamilton should have read Dave Hampton
as BOD show worker; also, based on show sales
number reported to Gagnon by Kosciolk, cor-
rected numbers after breakdown review by Nig-
zus should now read: Sales revised to \$2388 and
membership \$ 870.

Byron, 2nd by Hyde. Motion carried.

Approval of Agenda:

Monroe, 2nd by Byron. Motion carried.

No Report (s):

Clerk-Membership(see note below)-Newsletter-
Hardware- 410/Combine

President Report:

Hyde reported that on March 12, several members
from B&MRRHS attended the Nashoba Valley
joint meeting. Their layout covers B&M operating
territory from Ayer, MA to New York State includ-
ing the Hoosac Tunnel/Berkshires. Period of lay-
out covers late steam into diesel transition period.
They are in a rebuild stage and will take several
years to incorporate new changes. They appreci-
ated B&MRRHS presence and hoped future joint
meetings can be planned.

Vice President Report:

Based on the raffle at Springfield train show in
January 2011, Gagnon reported that he had talked
to some vendors about the possibility of doing an
open public and B&M membership raffle during
2011 Lowell (Mass) Folk Festival in July to again
benefit the 410/combine restoration effort. He
received permission from BOD to proceed ahead
and hopes to firm up donor prizes in very near fu-
ture. Raffle "tickets" would be on flyer (being de-
signed) sent to B&M members and at the combine
car for the public with raffle prices of (1) for \$2
or (3) for \$5. Expected manner would be: Fill in

name, address, state and zip code and phone num-
ber, enclose a check made out to B&MRRHS/410,
cut off, and mail to B&MRRHS PO Box for entry
is anticipated to be the form of entry from B&M
members. Winners would be pulled from received
entries on Sunday, July 31st, of Folk Festival at
4PM in the B&M railroad passenger combine
with winner not having to be present, and if not
present, notified accordingly by B&MRRHS BOD
member. Stay tuned.

Hyde, 2nd by Winiarz. Motion carried to let Ga-
gnon proceed.

Treasurer's Report:

Kosciolk reported that Society continues to be
solvent. Savings (as of 3/24/2011): \$77443.89
- Checking (as of 3/24/2011): \$2010.61 (both
accounts unaudited \$)

\$25,000 CD renewal was renewed in Feb 2011.
Kosciolk also reported that interest rate was very
low and, after brief discussion, Kosciolk will
research other possible higher rate options and
report back to BOD in future with findings.

Gagnon, 2nd by Hampton, Motion carried.

Membership:

Although no formal report, Winiarz did say that
several deletions had been made to roster.

Archives:

Nowell reported that March 19 was last meet-
ing. A donation from the Keenan family had been
picked up by Winiarz and brought to Chelmsford
storage site for processing. Among items do-
nated was a 3-chime air horn in B&M blue "dip"
(GP7/9??), slides, videos and hard/soft cover
books including some "Morning Sun" issues of
other railroads. Nowell noted that Andrew Ryan
is the new "Webmaster". Next Archives meeting
was scheduled for April 16, 2011.

Bulletin:

Wilson reported that next issue of Bulletin was at
printer. This issue is Part 2 of Manchester, NH. A
photo issue is lined up as next Bulletin to include
pictures of the demolition and razing of the Con-
cord, NH station and trainshed on the former New
Hampshire Main to White River Jct. and "Pemi"/
Claremont/Suncook Valley junction lines. Wilson
stated also that there is additional Manchester, NH
information to be put into future Bulletin issues.

More importantly, and in direct relationship to the Bulletin processing timetable, Wilson noted that existing hardware and software was reaching "end of life" expectancy and is starting to extend the processing time from inception, layout, and submittal to publisher.

Wilson brought quotes for new hard/soft equipment that would be more beneficial to Society going forward. After reviewing the quotes and benefits to be gained, Gagnon suggested that a \$1000 "Not to Exceed" dollar limit be authorized to Wilson to acquire these assets as soon as feasible. Additionally, Wilson will transfer the older equipment to Archives for their use as required. The BOD expressed their thanks to Wilson for doing an excellent research and presentation. Hyde, 2nd by Winiarz. Motion carried to authorize Wilson to acquire new assets.

Shows:

Winiarz stated that Nashua Valley was scheduled for 10 April 2011. Some of the Keenan slides will be presented at June 2011 meeting. See Newsletter for additional monthly events.

Old Business:

"My Life's Experiences as a B&M Railfan" – Wilson reported that work on manuscript and pictures is progressing forward towards a quality release. Wilson was hoping to have ready by late Fall 2011 so that it could be listed on the Society catalog flyer for the holidays and be available for 2012 Springfield train show—price TBD.

Former "wig-wag" signal and mast from Hillsboro Branch at Wilton, NH is being put on permanent loan subject to Society recall at Windham, NH depot. However, it is still at Chelmsford storage site "in pieces" as Windham Depot is currently seeking funds/grants to cover cost to restore and make operable.

New Business/ Additions:

None

Next Meeting:

May 14, 2011 at Rogers Hall, 196 Rogers Street, Lowell, Mass at 1:00PM

Motion for Adjournment: 2:50PM

Gagnon, 2nd by Hampton. Motion carried.

Respectfully Submitted:

Wayne M. Gagnon, Recording Secretary

Nominations

Nominations are now open for all members in good standing for the position of:

President, Vice-President, Secretary, Treasurer and Clerk

There are three Director spots and two Alternate Directors spots.

Nominations close August 20, 2011.

If you want to nominate someone please send an e-mail or snail mail to the Society at

B&MRRHS, PO Box 469

Derry, N.H. 03038-0469

New Webmaster

Andrew Ryan is the Society's new Webmaster - welcome aboard.

New link to the Society's web site
BMRRHS.org

The Flying Fisherman

High-Hat Train. Just a few decades ago many of our railroads operated trains that might be termed a bit "snooty," reports the BOSTON & MAINE EMPLOYEES' MAGAZINE; and, though the name may not indicate it, "The Flying Fisherman", operated by the B&M between Boston and Rockport, Mass., was just such a train. In fact, according to Conductor Herbert O. Erskine of Rockport, one of the last surviving employees who once served on "The Flying Fisherman", that train was tops among exclusive "streaks of varnish" on Eastern roads. It catered to wealthy business and professional people residing along the Gloucester branch. To ride in it you had to pay \$100 a year over and above the regular train fares.

"The Flying Fisherman" made one trip each way daily between Rockport and Boston, running local between Rockport and Montserrat and express the rest of the way. Among ordinary folks who couldn't afford to pay the extra \$100 fee, the train became known as "The Dude," a term which the regular patrons somewhat resented. It usually consisted of three coaches and a combination baggage car and smoker, hauled by a 600-type engine. The train was inaugurated before the turn of the century and continued until shortly after World War 1, when the automobile took its place in the affections of rich commuters.

From *From the February 1947 issue of Railroad Magazine* submitted by Steve Vallee

Does Anyone Know Anything Else About This Train?

Lucius Beebe is famous both for his highly refined lifestyle and several photo essay books on railroads. Unfortunately, he is also known to be a trifle inaccurate in his history and photo captions. Given that caveat, his description identifies the train as the "North Shore Dude," in imitation of the "Dude Train" from South Station to Cape Cod which was also reserved for high rollers. He describes the B&M train as all parlor cars, leaving Boston Friday afternoons only, returning from Rockport Monday mornings. There is a photo on page 898 of Beebe & Clegg's "The Trains We Rode," Volume 2.

It shows highly polished 4-4-0 No.990 followed by three parlor cars.

Submitted by Paul Moccia

U.S. Transportation Secretary LaHood Announces Funds For High Speed Rail

By Carl G. Perelman

U.S. Transportation Secretary Ray LaHood announced \$2 billion in high-speed rail awards providing an unprecedented investment to speed up trains in the Northeast Corridor, expand service in the Midwest and provide new, state-of-the-art locomotives and rail cars as part of the Administration's plan to transform travel in America.

Nearly 100 percent of the \$2.02 billion announced, will go directly to construction of rail projects, bringing expanded and improved high-speed intercity passenger rail service to cities in all parts of the country.

Massachusetts/Maine – Downeaster Track Improvements – \$20.8 million to construct a 10.4-mile section of double track between Wilmington and Andover, MA. Track upgrades will increase schedule performance and dependability for passengers traveling on the Northern New England Downeaster corridor.

Railpace's Hot News

Another "Milestone" for the Flying Yankee!

The "Weatherization Project" has been declared "substantially complete" by the New Hampshire DOT.

By Stephen B. Taylor, Vice Chairman
Flying Yankee Restoration Group, Inc

On Wednesday, 5/25/11, Lou Barker (NH DOT), Ben Clark (Plymouth & Lincoln RR), Steve Taylor (Vice Chairman FYRG) toured the Flying Yankee after the hatch cover had been set in place, for the purpose of viewing the "finished product" and creating a punch list of possible oversights or omissions. The "tour" was led by Marty Noble, Ben's leading hand on this project. The following items were highlighted and explained during the walk through.

Roof leaks – holes and penetrations have been filled or sealed and 2 coats of aluminum colored sealer have been applied to the total roof area of all 3 cars.

Glazing – all windows and trim are in place and sealed. All glass is to FRA specifications. Exceptions are exterior door lights (windows) are polycarbonate or "Lexan". This follows the practice adopted in earlier work performed by C&C and is viewed as temporary pending further funding.

Car exterior doors – the two missing "C" car doors were retrieved from storage and rehung with new stainless steel hinges, threaded fasteners, and weather stripping. All the door hardware (including the Baggage, Galley, Engineer's, and Conductor's) has been made operational with the exception of keying. The linkage for the entrance doorway folding steps, has been located, installed, and properly adjusted to work as designed (all 3 cars are functional). The folding entrance floor plates (that cover the steps when the doors are closed) are in place again for all 3 cars with all the original hardware and functional.

Several pieces of complicated, scalloped (to match the fluting on the side panels), polished stainless trim for the door jambs could not be located and had to be recreated using plasma cutting, meticulous

matching and drilling of mounting holes.

On the bottom of the interior of each exterior door, there had been a stainless trim panel approximately 10 inches high that covered the width of each door. Eight of these were missing, having been replaced with a makeshift "Masonite" panel. These panels were obviously not "original equipment" and were delaminated as well as unsightly. The need for replacement was absolutely necessary. As only one of these trim sheets was found in the storage trailers, Ben turned to Wilco Direct in Littleton, NH to provide replacements using the "sample" as template. The resulting installation is extremely satisfactory!

Between the cars, where the original "Bellows" or Diaphragms were installed, Ben and Marty designed and installed an industrial grade rubberized fabric cover on a wooden framework to make the vestibules weather tight and inaccessible from the outside. This is critical as the 2 missing original vestibule car doors are deemed "non-repairable" due to excessive rust in to the bottom of the doors. NOTE: one of the original Directors has advised us that the 2 car end doors that are in place on the "B" car are in fact new doors. The originals were also considered not repairable by C&C and new ones were fabricated at the time the "B" car was completed by them.

Ben has consulted with a local locksmith that relates that he (the locksmith) feels he can get the blanks necessary to make new keys for these locks (they are all keyed alike). For now, Marty Noble has come up with a method to lock up the Flying Yankee utilizing a "custom" hasp and padlock that will utilize existing bolt holes on the "A" Car door (at the entrance ramp) without compromising the original skin or requiring a later repair. NOTE: with the steps retracted, the doors closed, and the floor plates down, it is not possible to open the car doors from the outside.

The schedule for the 25th involved the crane from Taillon Crane Service to arrive in the morning to make a couple of lifts for the crew at Plymouth & Lincoln RR and then be available to start the installation of the engine hatch cover of the Flying Yankee. Unfortunately, an obligation of my own business kept me from arriving on scene until 11:00AM and found the hatch cover in place, the crane getting ready to travel, and Ben's crew starting to replace the cover. Regrettably, this means there are no pictures of the actual lift. There are pictures of the crew restoring the cover, and some of the interior of the Engine Room with the hatch cover in place.

Getting the hatch cover to fit properly took some adjusting and "tweaking" of the "A" car as the roof opening was a little out of square and not in the proper plane (twisted in relation to a perfectly horizontal, flat plane). With the use of Taillon Crane's hydraulic equipment, the two crews working together were able to bring the hatch cover and the car opening in to alignment that allowed the boltholes to line up properly. Another tough job handled professionally and in a timely manner. Although by this time all the hatch bolts are in place, the original gasketing is no longer adequate to achieve a 100% watertight seal. Some temporary caulking will be necessary to seal the joint line until the cover is removed again for the power plant replacement

It must be noted that the Plymouth & Lincoln RR mechanics, let by Marty Noble, Bob Rolando, and Mike Goodin have done a great job on this restoration/preservation project while overcoming some very tough and demanding conditions. One of the toughest tasks was crawling through the storage containers searching for parts.

Every one of Ben's crew that has come in contact with this project has been extremely professional and adept at their work and has endeavored to get the most accurate rendition of the "Original" Concept possible while sticking within the budget. Thanks guys!

The Plymouth & Lincoln crew has also cleaned up the entire area with sweeping and raking around and under the Flying Yankee.

As further testimony to Ben Clark's commitment to the Flying Yankee restoration project – by his preliminary calculations, the "Budget" ran out about Monday (5/23) but said he and his crew would stay at it until the end of the week to finish up and complete the minor punch list that was developed "even if it came out of his pocket". If any of our readers are visiting this summer and you run into any of the "crew" or Ben, please convey your thanks and appreciation to them. They would greatly appreciate the acknowledgement.

A round of applause is also due to NH DOT, for not only securing the grant money to fund this project but for making it a priority in their schedule to work with Ben Clark to do all they could to keep the project moving smoothly.

Although the "Tent" could not be removed at this time and is a large disappointment to us all, it will give us an opportunity to solve some of the side issues that will occur with the removal of the covering structure. We must be concerned with the "under-train" access that will become available when the cover is permanently removed. We need to protect against souvenir hunters, malicious vandalism, and the chances of personal injury. The constant fading effects of the sun on the upholstery must now be considered and protected against. Having the car interiors secured against unauthorized entry seems to be well in hand as is the vermin, bug, and water penetration problems.

Flying Yankee Restoration Group, Inc. Newsletter

Annisquam Railroad Bridge To Be Closed For Repairs

Train services to be interrupted, buses to be used

By Richard Gaines Staff Writer

The 100-year-old Annisquam River railroad bridge will be taken out of service for at least a week, beginning June 3 for maintenance repairs and parts replacement, the Massachusetts Bay Commuter Railroad Company announced.

During the period of repairs and maintenance, train service to and from Boston will terminate at the West Gloucester station, with buses running between Rockport and downtown Gloucester stations and West Gloucester, the railroad company announced.

The project, which had been scheduled and postponed twice before dating to last fall, is projected to last a week, with a target completion date of June 10.

However the commuter rail company stated, "Due to the complexity of the work and the potential effect of weather, this project may extend beyond the anticipated completion date."

The release did not contain any information on the status of a pending decision to either rebuild the bridge or replace it entirely, which is considered the more likely option since the completion of an engineering study of the bridge.

The MBTA Board of Directors did not include the bridge replacement in its 2012 capital budget.

Top T officials toured and examined the bridge in the fall and pronounced plans to repair it by using prefabricated parts, and lifting out the main mechanics of the bridge and dropping in the new ones, but that was before Fay, Spofford & Thorndike's engineering report which was delivered on March 22.

One hundred years is a long enough life for the oft-repaired and badly degraded Annisquam River commuter rail bridge, according to the report of an engineering consulting firm one reader replied.

Gloucester Times submitted by Scott Currier

Haverhill Line Double Track Project

By Jack Armstrong

The new switch to begin the Haverhill Line Double Track project has been moved from its first planned location at the existing signal post at MP 21.2, to point three tenths of a mile farther at approximately MP 21.2. The new location in Andover is sited on a long stretch of tangent track rather than at a curve just before Ballardvale Station, and is now visible from Andover Street that parallels it.

Mass Bay Commuter Railroad workers started at the beginning of March removing ties and replacing them with switch ties of increasingly longer length. 28 MBTA weekday commuter trains, 10 Amtrak runs to Portland, ME, as well as freight trains of Pan Am Railway, presently share that single-track portion. Foul time is difficult to obtain and most work has been done with a flagger limiting work to removal and replacement of two to three ties at any one time while the track remains in service. From that point, construction will extend the second track up to Lawrence station to connect with the double track that has always been in place all the way to the end of MBTA owned track at the state line in Haverhill, MA.

This is only Phase One as the original plan was to start the double tracking at Wilmington Jct. (MP18), but funding was cut and the plan was truncated to MP21.5. When the final phase is done in the future it will involve accommodating PAR's Freight Main that diverges from the Haverhill Line at Lowell Junction MPI9.57. This was at one time all double tracks, known as the Boston & Maine's Western Route that connected Boston with Portland to the north. During B&M's economic demise it removed the northward track as a cost-cutting measure.

Railpace



#4112 'The Swallow'

Massachusetts Submits Application For Federal Funds For Merrimack River Rail Bridge Replacement

The Patrick-Murray Administration announced that it has submitted a formal application for \$98.4 million in federal High-Speed and Intercity Passenger Rail funds for the replacement of a critical rail bridge in Haverhill serving Amtrak "Downeaster" service between Boston and Portland, Maine and the MBTA commuter rail Haverhill Line. If approved, the grant would fund the final design and replacement of the bridge, expanding service and enhancing on-time performance for both Amtrak regional and commuter rail service. "The Haverhill bridge project would represent another dramatic step toward improved high-speed and intercity rail service in the Commonwealth and across New England," said Transportation Secretary and CEO Jeffrey Mullan. The Merrimack River Bridge replacement application was made under the High-Speed and Intercity Passenger Rail program, and follows earlier successful grant applications by Massachusetts and other New England states for rail project funds. Additional funds became available under the program when other states decided not to participate.

The grant application submitted by the deadline includes "shovel ready" construction projects, such as the Haverhill bridge replacement in Massachusetts, along with double tracking and track expansion and power and signal upgrades that can be implemented quickly.

MBTA via Railpace's Hot News

Maine Northern Railway

Maine Northern Railway, a subsidiary of Eastern Maine Railroad, is the name for the new road taking over 233 miles, owned by the state of Maine, of which the Montreal, Maine & Atlantic more recently operated.

Midwest Rail Scene Report

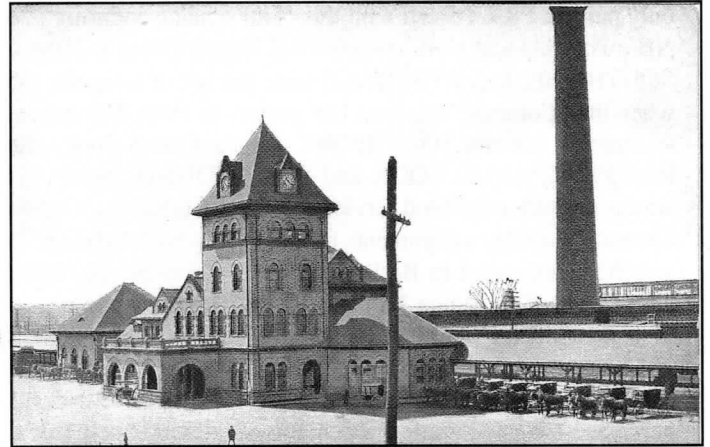
Can You Help?

The Mass Bay RRE Trip Committee requests that anyone having (or knowing someone who might have) video/movie footage of our April 1984 Portland-Rumford, ME, excursion on the Maine Central, to please contact us at crawfordwm@verizon.net or (781) 581 0411. The Maine Central/Guilford engineer who ran our train wants to obtain copies of material such as this, to show his grandchildren some of the things he did while working on the railroad.

MBTA, MBCR To Place Quiet Cars On All Lines

The Massachusetts Bay Transportation Authority and Massachusetts Bay Commuter Railroad Company have decided to expand the Quiet Car pilot program to all commuter rail lines on a permanent basis.

The pilot program began as a 90-day trial on the Fitchburg and Franklin lines at the start of the new year. Customers gave overwhelmingly positive feedback, with nearly nine out of 10 customers suggesting that the rest of the system would benefit from having quiet cars on their trains. A similar percentage urged MBCR and



Union Station Manchester, NH

MBTA to continue offering the service on their lines.

"MBCR is encouraged by the initial customer feedback and will work closely with the MBTA to provide the Quiet Car program to all of our customers," said MBCR General Manager Hugh Kiley.

The program is the result of initial surveys conducted by the MBTA and MBCR in 2010, which indicated significant demand for the service.

Quiet Car service is available on peak-hour trains only. The car closest the locomotive will be designated the quiet car. Customers using it will be asked to refrain from cell phone use; keep pagers, cell phones, laptop and PDA sounds off or on vibrate; as well as keeping voices to a whisper. Riders seated in a quiet car who need to use the phone will be required to move to another car for the duration of their call. Conductors will make normal announcements during the trip. Conductors will be authorized to lift quiet car restriction during times of disruption or severe overcrowding.

Parlor Cars and Air Conditioning

By Bob Metell and John Horvath

Bob: Did the B&M have any Parlor cars that were similar to the NH cars and how were they cooled?

John: Depends on what you mean by "similar". No, the B&M did not have any parlors built to Pullman Plan 2917 or its later sub-plan modifications. There were only six built to this plan. One became the NH SOUTHPORT, another the PRR WESTDALE/LIRR ONEIDA CLUB, and the remaining four were sold to the NYC early in WW2 and converted to reclining-seat coaches.

That having been said, the B&M did have a small but diverse fleet of HW parlors.

John: SOUTHPORT was a one-of-a-kind on the NH roster, was a signature car on the Connecticut River line in the post-WW2 era and into the 1950s. By that timeframe, SOUTHPORT had been rebuilt to Pullman Plan 2917B with 20 parlor chairs, 11 lounge seats that included a table for four, and a "broiler-buffet" equipped with a "charcoal broilerizer" according to ORPTEs of the period and one of only six cars built to Pullman Plan 2917 (32 parlor chairs, one drawing room originally). Prior to and just after WW2 it had operated opposite another Plan 2917B car, WESTDALE that passed into PRR ownership in the Pullman parlor car divestiture of 31 December 1945. Their regular assignment was on the Boston-Washington "Colonial" and SOUTHPORT was

duly painted PRR Tuscan with this paint scheme enduring into NH ownership and until repainted NH Hunter Green in 1950. SOUTHPORT and WESTDALE were put out of a regular job when the "Colonial" received LW parlors in 1948. NH consist documents indicate SOUTHPORT was then used along with Plan 3999B GAME COCK and STAG HOUND, which had similar parlor/lounge/food service accommodations, in a rotation covering weekday assignments between New York City (GCT) and WRJ (extended to Berlin, NH in the summer) via B&M #72/77, the "Day White Mountains". There are two photos of SOUTHPORT in DWM assignment on Page 122 in Volume I of Nimke's series of books on the Conn River line. The caption date given is 23 September 1953, which is consistent with the published assignment information. It is of interest to note that at the time SOUTHPORT was the oldest NH-owned parlor car still in service, having been built in 1916 (older NH all-steel parlors had been converted to coaches or other revenue and non-revenue service cars by 1953). Available information indicates SOUTHPORT was withdrawn from Pullman operational lease and retired from revenue service in 1956 (further disposition information is unknown to me). However, it is of interest to note that its PRR companion, WESTDALE, went on to have a second career in LIRR parlor car service (renamed ONEIDA CLUB) for almost the entire decade of the 1960s. Not bad for car more than 50 years old at that time:

Bob: One thing I have often wondered is the location of the ice chamber/box, and did they use fans/blower to force the air through the car? Did they place the ice at the ends or did they had a secondary ice chamber mid car?

John: One of the interesting details of this car is that its ice AC system was atypical of Pullman standard practice in that only two twin ice boxes were used in lieu of the usual two twins and one single. My research of Pullman records combined with available photos suggests that in the early days (1933-4) of ice AC installation (SOUTHPORT was one of the earliest cars to receive AC, in 1933) Pullman sometimes installed only two twin boxes on parlor cars (I've yet to find a sleeper so equipped). Perhaps they thought this would be adequate ice capacity for cars restricted to relatively short runs between major terminals where ice would be readily available. However, NH documents of the era contain the following instructions: "...cars...must be fully iced before leaving Boston, Providence or Springfield to make a round trip to New York and return without adding ice in New York or enroute." so perhaps things did not quite work out as planned. In any event, one might deduce that Pullman and its railroad partners found this design to be undesirable as cars ACed after 1934 have the usual complement of five iceboxes total.

John: in the simplest of terms it didn't matter where the iceboxes were located underneath a car. The chilled melt water from the ice boxes was collected in a sump located underneath the car and pumped to an evaporator located in the car's roof, typically beneath the upper roof deck and between the clerestories. This evaporator was usually located at one end of the car but sometimes in the center. A tip-off to the location of the evaporator is sometimes a roof hatch of varying size that was located on the upper roof deck directly above the evaporator and allowed access to it. This hatch is a prominent feature on B&M, CNR, CPR, and

MEC cars and some NH as well. Some Pullmans had the hatch but most didn't (even the Pullman experts haven't figured out why and when Pullman used a roof hatch for evaporator access which makes it challenging to model a specific car in the absence of photos). Within the evaporator a fan blew air over coils containing the circulating chilled melt water. This fan essentially pushed the cooled air through a duct or ducts that were located either on the outside of the car on one or both sides or within the car (that's why some cars such as Pullmans have exterior ducts and other cars such as those owned by the B&M, CNR, CPR, MEC, and NH don't have exterior ducts). These ducts carried the cooled air to the passenger spaces throughout the car. Bottom line, the system was basically the same as that employed in central AC systems in buildings in that a fan blows air over chilled coils in order to remove heat from the air.

According to the June, 1950 issue of **Railroad Magazine**, page 65 in the question & answer section called "Information Booth", here is the Q&A:

Q: Where is the longest stretch of straight track on the Boston & Maine Railroad?"

A: Between Ipswich and Newburyport, Mass., on the eastern route of the Portland Division. This is a 6.70-mile section of right-of-way."

Submitted by Steve Vallee

Now Rideable, Rail Trail Links Three Towns, With A Few Bumps Along The Way

Rail trail along a section of the former B&MRR's Newburyport Branch

By Ethan Forman

Snapping turtles and rabbits, a panoramic view of the Danvers High renovation project, and a stretch of thick mud greeted Charles Lincicum as he took a nearly eight-mile bicycle trek from Peabody to Topsfield yesterday.

Lincicum's journey, with a reporter in tow, proves you can ride a bike from the Peabody line through Danvers, Wenham and Topsfield on what was once a railroad line to Newburyport.

Just don't expect the ride to be a completely smooth one.

"Right now, there are a couple of wet areas," said Lincicum, a member of the Rail Trail Advisory Committee. He was standing by Route 97 in Wenham, about five miles north of the Peabody line. "They are going to dry out in the next few of weeks, and then it could be passable."

Despite some obstacles, like thick mud north of Route 97 in Wenham, there are signs of progress since the project began more than a year ago.

Trail crossings in downtown Danvers, on what is called the Danvers Rail Trail, have sprouted "Trail Rules" and "Stop" signs. One crossing even has two whiskey-barrel planters full of pansies. The busy crossing at Collins Street has been striped, and Senior Planner Kate Day said other street crossings would soon follow. There are 11 crossings along the 4.3-mile trail in Danvers.

So far, concerns from abutters about the loss of privacy have

tapered as the trail has taken shape, Lincicum said. People are enjoying the trail, he said.

"When we are through, all three parties (Danvers, Wenham and Topsfield) will be happy," said Joe Hatstrup, co-founder and chief operating officer of the Iron Horse Preservation Society, who readily admits he was the target of criticism from rail, trail volunteers when the pace of the project slowed to a crawl.

The Nevada nonprofit has been building the trail at no cost to the towns in return for salvaging and selling the scrap rails.

Danvers secured a long-term lease with the MBTA to use the railroad for recreation, and thanks to the efforts of the citizens group the Danvers Bi-Peds; Iron Horse was invited to town last year.

Iron Horse is now building other trails in Massachusetts, including in Everett, Rockland and Watertown. It is working on trails in Wenham and Topsfield in conjunction with volunteers in these two towns.

Iron Horse has had its share of snags. Weather, timing of projects and machinery problems has delayed things, Hatstrup said. A huge hole along the Wenham section required the installation of a "swale," which also slowed things elsewhere, Hatstrup said. But this work had to be done.

"If we don't fix the hole," Hatstrup said, "we can't connect the three communities."

Hatstrup is especially excited about the construction of the trail near Peabody, where a large indoor soccer and lacrosse facility is taking shape. The trail will allow young players to access the facility by crossing the old railroad bridge over Route 114. Hatstrup said Iron Horse plans to focus on this section within the coming days.

Another tough stretch exists just south of Wenham Street, south of the Danvers Agway store.

There, Lincicum had to get off his bike and push it into the woods, where he picked up a side trail used by dirt bikers.

As he rode through the parking lot of the store, he pointed out where equipment and wood that had once been stockpiled along a fence had been removed, giving trail users room to pass.

The trail narrowed to a single track as Lincicum headed into Wenham, and railroad ties still buried in the ground made things bumpy in Topsfield, south of Route 1. New decking on the Ipswich River Bridge, placed there by volunteers in Topsfield, made it easy to ride across.

The last mile of Lincicum's trip, north of Route 1 in Topsfield, was a breeze.

It's called the Topsfield Linear Common, a one-mile bike path made of stone dust built with approximately \$50,000 in grant funding and countless hours of volunteer labor, said Joseph Geller, chairman of the Topsfield Rail Trail Committee.

This stretch was the toughest as far as abutter opposition goes because it passes through downtown Topsfield, Geller said. Now that it is built, those who were once opposed to it have started using the trail.

Geller is frustrated by the pace of work, but Hatstrup said all the ties will eventually be removed and the work will get done, including the spreading of stone dust material supplied by the Topsfield Rail Trail Committee.

Salem Evening News Submitted by Buddy Winiarz

Railyard Project Back On Track

Construction under way on \$40M intermodal facility plagued by long delays

By Eric Anderson

Encouraging signs in recent weeks indicate that work on the long-delayed railyard project that will cover more than 200 acres in Mechanicville, Stillwater and Halfmoon is under way.

Earth-moving machinery is on site, ground is being graded where tracks will eventually be placed, and work has started on an access bridge that is part of the project.

The intermodal project, with a price tag of \$40 million, was announced nearly three years ago, but concerns about traffic, noise and wetlands had to be addressed before work could begin.

Norfolk Southern and Pan Am railways formed a joint venture, called Pan Am Southern LLC, to build the facility on the site of a former Boston & Maine railroad yard.

The yard will include space for intermodal trailers, an automotive yard where newly manufactured vehicles will be transferred from trains onto trucks to be shipped to dealers, and what Norfolk Southern has called a file/toupee operation, where freight cars are double-stacked (toupeed), or reduced to single stack (fileted).

Freight trains heading west would be double-stacked, while those heading east would be single-stacked so they can clear the Hoosac Tunnel in western Massachusetts.

As many as 85 people may be employed at the railyard when it's fully operational, officials have said previously.

Times Union via AAR NewsBrief

The Alouette

As some of you are probably aware, the B&M ran several Boston to Montreal passenger trains, one being called the 'Alouette', which is French for Lark. Originally a daylight train that ran on the Boston, Concord & Montreal line through Haverhill and Woodsville, after 1954 the train ran on the Northern Line through WRJ and St. Johnsbury after the BC&M line was abandoned

FOUR-NINETY-FOUR NEWS

White River Junction Chap NRHS

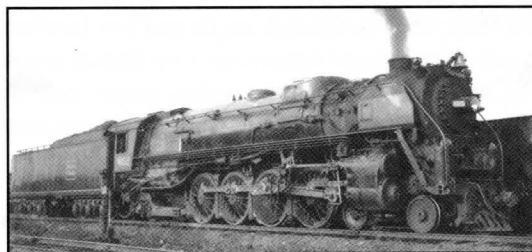
Upgrading's On Pan-Am

By Andy Kirk

Massachusetts "Knowledge Corridor," upgrading of Pan-Am for return of the Vermonter, between Springfield and East Northfield is still in the design stage

Maine's extension of Downeaster service from Portland to Brunswick will resume by Pan-Am, as soon as weather permits.

Railpace



#4102

'Berkshire County Rambler'

Special Train from Lenox to Pittsfield & Great Barrington, MA & Return Saturday, June 18, 2011 ONLY!!

The Massachusetts Bay Railroad Enthusiasts and the Berkshire Scenic Railway Museum are pleased to offer a special train excursion over the Housatonic Railroad's tracks between Pittsfield and Great Barrington, MA. This trip is a unique opportunity to ride over portions of the ex-New Haven Railroad "Berkshire Line" that do not see regular passenger service.

The 'Berkshire County Rambler' will depart from Lenox Station at 10:30 AM, first heading north toward Pittsfield. After reversing direction at the CSX yard limit at CP150, we'll head back to Lenox, making a photo stop along the way. After a brief stopover at Lenox we'll go on to Lee, where we'll pause to photograph the BSRM's regularly scheduled train #140 as it leaves town. Our special will then head south, following the banks of the Housatonic River through the towns of Stockbridge (the terminus for BSRM's regular trains) and Housatonic before reversing direction at Great Barrington for the trip back to Lenox. Passengers may make an extended stay for lunch or sightseeing in Stockbridge instead of continuing on the train to Great Barrington, with a choice of return trains at 3:25 PM or 4:20 PM. Our special train will return to Lenox at 4:45 PM.

After our trip, BSRM volunteers will display and explain their work on former Maine Central Alco S1 954. This classic locomotive is currently undergoing a multi-year restoration and rebuilding of the body, trucks, and paint, a project funded in part by the 2011 H. Albert Webb Memorial Railroad Preservation Award, which is administered by Mass Bay RRE.

Our train will consist of four vintage coaches from the Berkshire Scenic Railway Museum. Motive power will be provided by diesel locomotive(s) from the Housatonic Railroad.

The Boston Motorcoach Connection:

Our connecting motor coach offers a convenient, guaranteed connection to our train at Lenox from the Boston area. The coach departs from South Station in Boston at 7:00 AM, the Riverside MBTA Station at 7:20 AM and the Millbury Park & Ride (MassPike Exit 10A) at 7:50 AM. The coach connection will return to Boston at approximately 8:30 PM.

Tickets for this unique train excursion are now on sale!

Adult Mass Bay RRE/BSRM Member Coach Fare
\$49*

Adult Non-member Coach Fare \$59

Child Coach Fare (ages 12 & under) \$29

Box Lunch \$11

Bus connection from Boston area (round trip) \$45

* One discounted seat per member, except as noted in our Member Benefits policy.

BOX LUNCHES: The box lunch from Gerard's of Dorchester will consist of two finger sandwiches (one ham & cheese, one turkey), Cape Cod potato chips, seedless grapes, cole slaw, deluxe brownie and a beverage. Passengers are encouraged to swap sandwiches to obtain a matched set if desired.

HOW TO ORDER:

For further information please call our information line at 978-470-2066, or send email to: trips@massbayrre.org. Orders are accepted by mail or telephone only. Mastercard

& Visa accepted for all orders. For telephone orders please call 978-470-2066. No calls after 8:00 PM Eastern Time, Order tickets by phone at 978-470-2066 with Visa or MasterCard!

Railfans Day – Saturday July 30th 2011

The Silver Lake Railroad located at 1381 Village Rd. (RTE 113) in scenic Madison, NH offers donation paid train rides on summer and fall weekends. They use unique equipment consisting of gang cars and 24-foot open-air passenger cars. The SLRR's excursion train travels three miles through the gorgeous Madison Chain of Ponds on an abandoned portion of the Conway Branch. You'll probably never see another railroad operation like this!

On July 30th The Railroad will be "putting out all the stops" and taking their operation one step further.

July 30th Railfans Day will consist of the regular day's excursion trains and cruise night rides, but the SLRR will also offer three railfan specials. These specials will be railfan oriented with photo opportunities and sixty railfans will be given the opportunity to ride the two and a half-mile abandoned portion of the Conway Branch between Boulder Rd and Colemans Pitt aboard CVRTC speeders. The "Railfan Specials" will be held at 10:30 AM, 12PM, and 1PM along with the day's regularly scheduled passenger trains at 12, 1, 2, 3, 5:30, and 6:30 PM.

All of the "Railfan Specials" are by "Advance Reservation Only." Reservations are first come, first serve. Reserve by emailing silverlakerr@yahoo.com or by calling 1-978-470-2066. Email or call ASAP because seats will fill up fast, and there are only twenty available on each of the three-railfan specials. For more info on the trains and events of the day please visit www.silverlakerailroad.com/railfansday.htm or email silverlakerr@yahoo.com. Thank you and we hope to see you July 30th

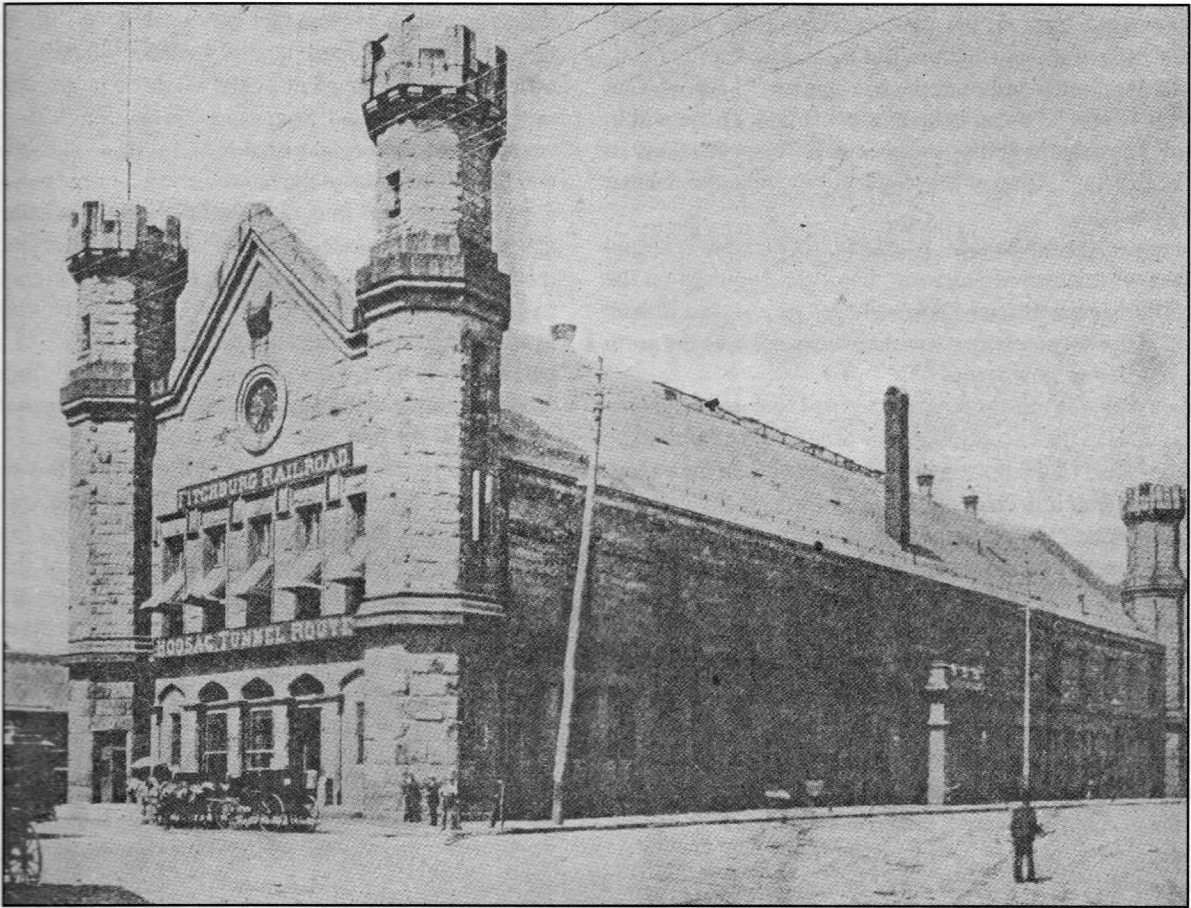
Ride The Rails At 30 Percent Off.

Maine Operation Lifesaver in partnership with the Maine Eastern Railroad is offering a day long excursion along the coast of Maine Sunday, September 25th. Departure is 10:00am from Rockland, on to Brunswick and returning at 4:00pm. As an added feature, a wide screen TV will shoot live color video from the head end of the train during the whole trip. For children, there will be special giveaways. 100 percent of receipts benefit the railroad safety efforts of Maine Operation Lifesaver. Only 50 seats are available. Adults \$29; seniors \$24; children \$15; families \$75. E-mail maineol@roadrunner.com or call (207) 945-6878.

Fred Hirsch Maine Operation Lifesaver

The Worcester, Nashua and Portland

The WN&P Div. ran from Worcester-Ayer-E. Peppereil-Nashua then east through Hudson (NH) to Rochester and on through Springvale, Cumberland and Westbrook to Portland where it connected to the PT at Deering Jct.



The Passing Of The Old Fitchburg

The historic old stone station at Causeway, Haverhill and Beverly streets, Boston, has been sold to the North Station Garage Company, and it is announced that it will be removed and replaced by a modern six-story concrete garage accommodating 600 cars, and with stores- on the Causeway street front of the building. The "great stone castle," as it was called, has for two generations stood as one of the few links between the beginnings of railroading in New England and its modern development. It was the outstanding railroad structure of its day. Appleton's Travelers' Guide of 1853 said: "The new depot of the Fitchburg railroad is situated in Boston on the corner of Causeway and Haverhill streets. It is 316 feet long, 96 feet wide, and two stories high, and built of Fitchburg granite at a cost of \$70,000 without the land. It is at the present time the handsomest depot in the United States." _

The corner stone was laid November 1, 1847, and the building was constructed of stone from the Rollstone hill quarry, Fitchburg. The architect is said to have been George M. Dexter. In the archives is a bill dated March 1, 1847, from George A. Parker, a Fitchburg railroad engineer, for a plan Showing the proposed entrance of the railroad into Boston, for which he was paid \$62, and \$50 for making the design and estimate of "the new passenger house."

The outline of its battlemented tower front has been said to have formed the basis of the United States Corps of Engineers' official symbol. It was known also as "Crocker's Folly," because when it was built by the Fitchburg railroad under the presidency of Alvah Crocker --it was an ambitious structure for a railroad operating

only 50 miles of line. The first trains were operated from the depot August 9, 1848, and the last June 17, 1894. From then until 1900 it was used as an office building for the Fitchburg railroad, and from 1900 until the removal of the general offices to the new office building at East Cambridge, in the summer of 1926, was used for office purposes by the Boston and Maine. When built the lower floor was a great train shed, above which was "Depot Hall," for many years the largest auditorium in Boston or New England. It was in Depot Hall that Jenny Lind sang on October 11 and 12, 1850, under the management of P. T. Barnum. The Lind concerts constituted the greatest musical events in Boston up to that time, people coming from all parts Of New England, '

"The simple and sincere personality of the singer and her wonderful voice caused a powerful emotional reaction on the great audience which went wild with enthusiasm," it is said by one who heard her. "Many wonderful voices have been heard in Boston in the past 75 years, but it is doubtful if anything quite like the scenes in Depot Hall have been witnessed since."

Theatre ticket speculators appeared in Boston on this occasion, probably for the first time. About 3,000 seats had been provided in Depot Hall by Barnum at \$2 and \$3 each. Speculators exacted unheard of prices.

After the first concert, and Jenny Lind's sensational -success, Barnum disposed of an even larger number of tickets for the second concert. As early as 5 P. M. the best seats were pre-empted. Late comers, unable to get in, became excited. Windows were broken. Voices were raised, and the crowd developed mob tendencies.

Then Jenny Lind came to the platform, obviously disturbed. There were shouts of dissatisfaction. But the singer kept her control, and with the first sound of her voice singing, "I Know That My Redeemer Liveth," the excitement was calmed. Those within settled down. Those without listened in amaze. The psychology of the crowd had changed from anger to admiration, and the concert ended in enthusiasm.

The romance of the buccaneers lingers about the site. It is said that in 1819 four Spanish pirates, who had been captured on the high seas off the Massachusetts coast, had been taken to the Boston jail and hanged upon a pier which was then located where the north wall of the old station now stands.

The captain was a seven-footer and had tried to commit suicide the night previous to the execution. At the time of the execution he was under the effect of the poison he had taken, so that the executioners had to sit him in a chair and, as he swung on the gallows, he fell out of the chair with the rope around his neck.

In 1864 extensive changes were made. Old Depot Hall was abandoned, offices were installed, the space over the tracks was opened to the roof to avoid the smoke stains, side galleries were built, and access provided to offices located next to the outer walls. On January 17, 1925, the northwest end of the old station was destroyed by fire.

Old vouchers would indicate that an office was built for the treasurer of the railroad in 1849. Among many bills for this improvement was one of \$50 for 30 days' labor on his safe.

They were always particular to keep the door to the attic securely fastened with padlocks, presumably thinking that if thieves got into the attic they could work their way down to the vaults in the treasurer's office. There is a tradition of an old man, Michael Maloney, who used to take the railroad money to the bank, being hit over the head by a robber on the tower stairs, but the story does not tell whether the robber secured any booty.

It was before the days of the telephone and other inter-office communication facilities. In the superintendent's office was a wire cord with tassels attached, connecting with the baggage room down

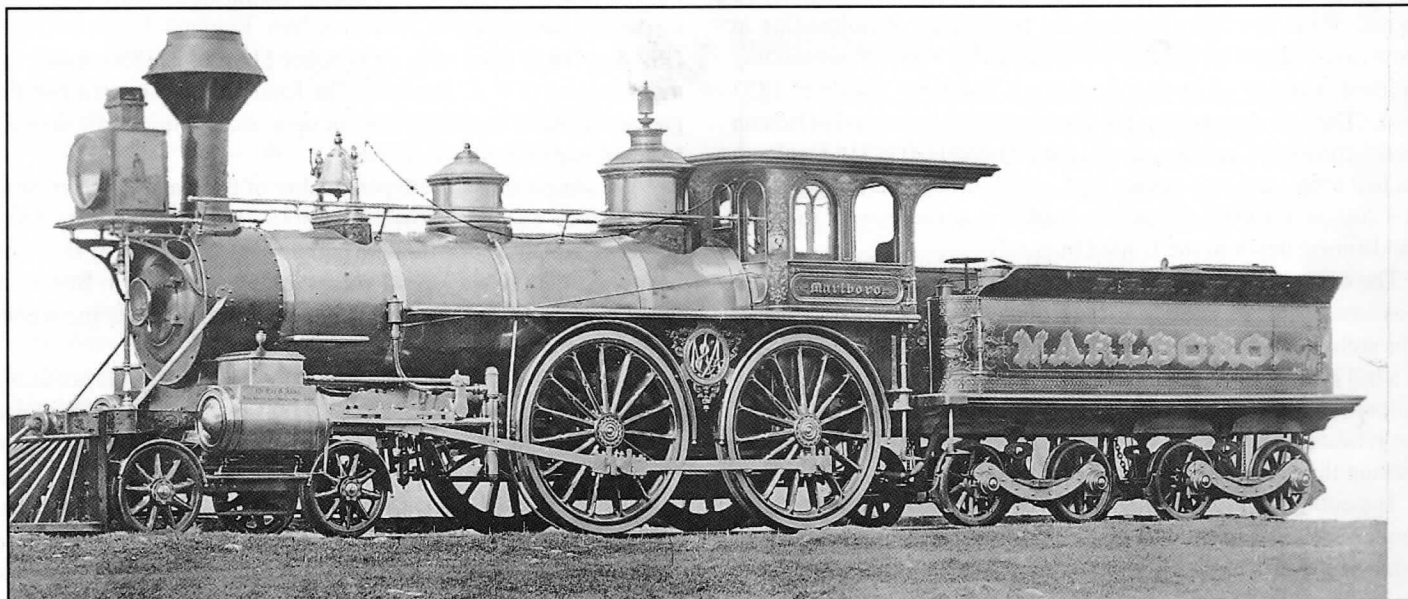
stairs, and when a messenger was wanted the cord was pulled and he reported to the superintendent's office. If he was wanted at other offices the superintendent's cord would be pulled and he would be sent wherever wanted. Some sort of a communicating system connected with a battery was established between the treasurer's office and the other rooms in the building. Each office was supplied with a revolver, so that in case of trouble in the treasurer's office the alarm could be sounded and all could rush to that place. Originally the trains were started by the ticket agent pulling a cord attached to a bell located near where the engine stood. This was in addition to motions given by the conductor. The expense of installing this bell seems to have been \$8, and that of the bell from the superintendent's office to the baggage master's room, including tassels at each end of the line, was \$7.50.

The old records show that a multitude of piles were driven to support the building, at a price of \$3.50 each, and numberless loads of oyster shells at 25c a load, and gravel at from 10c to 20c a load were used. It appears that the security of the track on the north side of the station was somewhat doubtful at one time, the piling and timbers giving way, letting two passenger cars into the water. The cars were empty, but a man working about them was said to have been killed.

A comparison of the rates paid for labor and material with present-day rates is interesting. Carpenters were paid \$1.25 a day; a 3-horse team for drawing piles, \$5; Morris Kelley received \$60 for cutting the big stone shield above the clock, and \$20 for fitting the brass engines to the shield. There appear to have been two of these engines originally made. What became of one of them is not known. The other has been removed and is now over the entrance of the new office building.

The New England Association of Railroad Veterans was organized in this building April 21, 1912, with 77 charter members. It seems fitting that such an organization should have had its beginning in this historic building.

This article was submitted by Alan LePain copied from Bob Buck's collection of B&M employee magazines.



Fitchburg RR Locomotive