

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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January — February 2012

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.

2012

**Jan. 14th** Mal Sokol will take us on a journey through New England.

**Feb. 11th** Gary Gurski will present "A Tale of two cabooses."

**Mar. 10th** A visit to the Pepperell Model RR Club is scheduled.

**April 14th** Our joint meeting in Lowell with MassBayRRE **cancelled** Instead a presentation will be on the Manchester & Lawrence Branch by Erich Whitney, head of the Rail-trail in Derry, NH.

### Membership Notice

Members, please notify the Society when you move and let the Post Office know that you want all mail forwarded. First Class will be forwarded up to one year and all other MAIL up to six months. Without your notification your Society mailings will be returned to the B&MRRHS as "UNDELIVERABLE".

All change of addresses should be sent to the Derry PO Box in care of Membership or if possible e-mailed via [CPC835-DD@juno.com](mailto:CPC835-DD@juno.com).

Buddy Winiarz, Membership Secretary, B&MRRHS

### Directions To The Rogers Hall Society Meeting Location

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

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

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

### NEXT ISSUE

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

The editor reserves the right to edit any submitted material.

## MEMBER INFORMATION

## Newsletter

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

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

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

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

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

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

## Society Officers, Directors and Staff

President	Dan Hyde
Vice President	Wayne Gagnon
Treasurer	Paul Kosciolk
Secretary	Wayne Gagnon
Clerk	Ellis Walker

## Board of Directors

Mike Basile	John Goodwin	Dave Hampton
Rick Hurst	Paul Kosciolk	Jerry Kelley
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## 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&amp;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  
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Basic	\$35
Basic & Spouse	\$38
Contributing	\$40
Canada & Overseas	\$55
Sustaining	\$50
Supporting	\$75
Benefactor	\$100
Corporate	\$500

## Minutes of the November 12, 2011 Meeting

**In attendance:**

Kosciolek, Byron, Hurst, Nigzus, Hampton, Basile, Hyde, Winiarz

Meeting called to order: 2:00 P/M/

**Approval of the minutes of the October 15, 2011 Meeting.**

Motion by Nigzus, seconded by Hampton. Motion carried

**Approval of the agenda:**

Motion by Byron, seconded by Hampton. Motion Carried.

**There were no reports from:**

Vice-President, Clerk, Hardware Committee, and Program Committee.

**President's Report:**

Hyde thanked the officers for their on going support and said his goodbye's as President.

**Treasurer's Report:**

Kosciolek reported that as of October 27, 2011 there is a checking account balance of \$537.06, the savings account balance is \$75,895.42. Motion by Basile, Seconded by Byron. Motion Carried.

**Membership Secretary:**

Winiarz reported the membership at 961.

**Newsletter editor:**

Winiarz submitted his resignation as an assistant editor due time constraints. Resignation was accepted by the board with deep regrets.

**410 Committee:**

Nigzus reported one session was held all other dates were rained out

**Shows Committee:**

Nigzus reported the concord show receipts-\$362.60, Silverlake excursion receipts were \$260.00 and catalogue sales were \$1,124.62, folk festival receipts were \$502.00.

**Nominations Committee:**

Winiarz reported he accidentally left the ballots at home."

**No Old Business:**

No reports

**New Business:**

Historical Society of Cheshire. After some discussion the request was tabled for further information.

Next Meeting date: Kosciolek reported our next meeting will be held on 12-10-2011

**Adjournment:**

Motion by Hyde, seconded by Basile. Meeting was adjourned at 3:00 P.M

**Respectively Submitted**

*Paul T. Kosciolek*

Paul T. Kosciolek, Secretary Pro-Temp

B&MRRHS

## Archives Report

Our last meeting was held at the Archives in Lowell on October 22. Six members and one guest participated. Our next meeting will be on November 19, at Lowell from Noon to 3 p.m.

During the past couple of weeks I have submitted updates to Andrew Ryan for the Archives section on the web site, which should be available soon. Recent updates include: classification, catalog, valuation plan index, and addendum to B&M corporate history. We recently added diagrams of Budd cars and the 1959 equipment list to the Web site.

Recent inquiries for information that we have answered include: photos of restaurant-lounge car no. 70 Bald Eagle, plans for B-15 mogul locomotives, Bellows Falls right of way and track map, and copy of 1922 freight train symbol book.

Respectfully submitted,

Rick Newell, Archives Chairman

### November Members Meeting:

George and Kathy Melvin presented a look of the Maine Central. We were shown slides from all over the system on active and abandoned lines. Thanks go to the Melvin's for a great presentation.

### December Members Night:

Dick Nichols gave us a tour of railroading of Amesbury, Ma. Old photos (slides) of the heyday of manufacturing that used the railroad, present day scenes and a now and then of the rail trail of the old Amesbury branch.

Mal Sokol took us on a fantrips of steam railroading in Maryland, Mississippi, the Carolinas, and Pennsylvania.

Buddy Winiarz gave us a look at some short lines, MEC, D&H, Portland Terminal and Boston & Maine railroading.

Thanks to all three gentlemen.



Society member Jim Nizgus puts a wreath on the B&M #410 on Dutton St. in Lowell.

### Cheapside

*Alden Dreyer:* Cheapside was, and remains, a most interesting place. Basically it is at the south end of Greenfield, along the north side of the Deerfield River, and is the head of navigable water for the Connecticut River system. Or was before the Holyoke Dam was built.

Before railroads, sloops, and later steamers, could make it as far up as Hartford. Then it was flatboats that poled goods north as far as Cheapside. Supposedly so named that if you went there and purchased directly from the boatmen, the goods were much cheaper.

The Connecticut River RR reached Cheapside in November 1846. The Vermont & Massachusetts RR terminated there in 1851. The Troy & Greenfield RR terminated there when it began revenue operations in 1867. The place had to be a roaring railroad yard in the 1870's.

Along about 1886, it was the last section of single track between the Atlantic Ocean and the Hudson River and somewhat of an embarrassment to all parties concerned: Massachusetts, the Fitchburg & Conn. River RR's. The reason for this was the complex construction necessary for lowering of the FRR to pass under the CRRR while keeping all lines in service.

Also, in the 1880's, as I recall, Cheapside was deeded by the town of Deerfield to the town of Greenfield for very obvious reasons, such as providing public services and the loss of local business from the Deerfield River transport system to the railroads.

In 1931, CTC was established between Greenfield East and Montague Crossover, operated by WX Tower at East Deerfield West. Both mainlines were neutral except the westbound between Montague Crossover and East Deerfield East. Home signals were established at Cheapside, Signal Bridges 104.35 & 104.62 if I am reading the fine print correctly.

These were holding signals roughly halfway between Greenfield East and East Deerfield West and made operations incredibly more fluid than would have been the case without them. They were discontinued in 1981 some months before East Deerfield Tower was closed. Cheapside was by far not the end of the Connecticut River navigation. But it was considered the break bulk limit for lower priced goods. Horsing goods around Turners Falls was prohibitive except for goods of high value.

*Scott Whitney:* The name sounds entirely plausible but I would argue the point of it being the farthest navigable point on the Connecticut. The Connecticut River had locks that would allow flat boats as far north as almost Woodsville, NH with the last being in Hanover, NH across from what would become Wilder, VT. Reportedly, the locks at bellows falls were some of the earliest in the nation (the historical markers says FIRST but I have serious doubts about that).

## Cracking The Pullman Code

**Q)...** What system, if any, does the Pullman Company use in naming its cars?

**A)...** It is rather a method than a system, for it isn't all embracing. Knowing how it works on one road or in one section of the country doesn't enable you to use it fully in another. The first Pullman cars were numbered, then lettered, and then numbered again. But this caused conflict with railroad cars numbers, and names were finally resorted to. In those days the system was pretty haphazard; generally speaking, parlor cars got feminine names, as well as those of flowers and birds; but railroads often wanted them named for places on their lines, which was done. Sleeping cars were named for almost anybody or place with a claim to local or national distinction.

Recently the committee on nomenclature, which is composed of officers of the company, adopted more uniform rules for choosing titles, so that the type of car could be told without reference to book or catalog. For example, all car names preceded by "Mt." or "Mountain" are observation cars containing sections. Room-and observation cars built for specific railroads have a hookup with the railroad name; thus the names of cars for the Great Northern's "ORIENTAL LIMITED" were prefixed with "Great," such as "Great Spirit" "Great Plains," etc. Similarly, cars for the "CALIFORNIA LIMITED" of the Santa Fe had the prefix "Silver." Compartment and drawing room cars were named for poets, dramatist, and authors. "Lake," "Camp," and "Fort" cars are all one type: ten sections, two compartments, and drawing room. A series of ten-section, two-drawing room cars have titles prefixed by "Point"; a series of "Saints" and "Mc's" are 12 section, one-drawing room cars and so one road may have a series of parlor cars named after the signers of the Declaration of Independence, and another after the Presidents; and a whole raft of sleepers bear the names of ancient Greek and Roman big-wigs. Obviously, then, there is no single key to the system, which will tell the outsider exactly what kind of car such-and-such a name designates. However, if he notices a certain type of car with a certain prefix on its name, he can be reasonably sure that others with the same prefix are the same type.

*July, 1937 issue of Railroad Magazine Submitted by Steve Vallee*

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## Knowledge Corridor Revitalization Project

Transportation leaders officially announce the revitalization of the "Knowledge Corridor" along the Connecticut River rail line in western Massachusetts.

The Knowledge Corridor project is a signature investment in Massachusetts making historic improvements in rail access across the Pioneer Valley,

On June 30, 2011, MassDOT signed the agreements with

the Federal Railroad Administration to proceed with the "Knowledge Corridor" project to revitalize the existing Connecticut River rail line, which runs from Connecticut through Massachusetts to Vermont. The project will restore Amtrak's Vermonter train service to the line, providing a more direct route, faster service and restored access to the cities of Greenfield and Northampton. And will restore the original route of the Vermonter traveling between St. Albans, Vermont and Washington, DC. The project is expected to begin in 2012 and be completed in approximately two years.

The reductions in travel time and delays, and the increased reliability of the service upon completion of the project will provide a stronger link between communities in Vermont, Massachusetts, Connecticut, and the New York metropolitan region served by Amtrak's Northeast Corridor trains.

The improvements to the Knowledge Corridor will occur on the Connecticut River mainline of the Pan Am Southern railroad, a joint venture between Pan Am Railways and Norfolk Southern to improve freight service for customers along the line and within western Massachusetts.

"Revitalization to the Knowledge Corridor is an excellent investment that will provide enhanced transportation options for customers," said David Fink, President, and Pan Am Southern. "Our collaboration with MassDOT will bring long term transportation improvements that will benefit the region economically and universally."

New England's Governors are working together on a coordinated regional vision for high-speed rail that will connect major cities and airports, and support economic growth throughout the region. The Vision for the New England High Speed and Intercity Rail Network lays out key projects to strengthen passenger and freight rail service along new and existing rail corridors. The goal is to double passenger rail ridership in the Northeast by 2030.

*MBTA via Railpaces Hot News*

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## The Kid Knew His Railroad!

A crowd was watching the efforts of the driver to get his big truck off the track at Ponemah, on the Keene, N.H., branch of the Boston & Maine. Naturally, he didn't want to get hit by a train. You'd think, then, that the driver or one of the crowd would have thought of the consequences and would have done something to stop the train. They didn't.

However, somebody else did. He was Paul Evans, an eleven-year-old lad who lived near the track. Paul knew the time of all trains. He knew a big engine pulling a load of passengers was due. He also knew the agent was on duty only at the time of scheduled train stops. The boy looked out of the window of his home and saw the group of men gathered about the truck. He saw what was going to happen and did a simple thing. He ran to the depot and raised the semaphore.

The passenger train was tearing into town when the board came into view. Usually it was clear. Engineer Fred Batchelder, astonished and irritated, shoved in the throttle and brought the long, heavy train to a stop in the little village. He looked down on a composed lad, who, in a calm voice and few words, pointed down the track where the truck was stranded across the rails.

When B. & M. officials heard of Paul's presence of mind, they invited him to be their guest for a day at Boston, while his parents rode the cushions; Paul sat with the engineer near the controls of the engine he had saved from possible disaster. At Boston, General Manager Smith escorted Paul to the office of President French, who gave him a high-grade watch in the case of which was engraved: "Presented to Paul Gibson Evans by the Boston & Maine R. R. - 1934 - for meritorious action in preventing a train accident." Frank A. Hilker.

*March, 1936 issue of Railroad Stories Magazine, submitted by Steve Vallee*

### MBTA Fitchburg Commuter Rail Line Improvements

Massachusetts Department of Transportation officially announces the New Starts funding for the Fitchburg Commuter Rail Line Improvement Project.

The Massachusetts Bay Transportation Authority (MBTA) along with the Montachusett Regional Transit Authority, are making extensive improvements to modernize the Fitchburg Rail Line and provide greatly improved service and reliability to riders and commuters in the 50-mile long corridor from Fitchburg to Boston.

The work will include the installation of new switches and signals as well as two new renovated stations and the reconstruction of existing track on the state's oldest commuter rail line, serving 17 communities at 18 rail stations.

With Improving service on the Fitchburg line and reducing commuting time for constituents using the Shirley, Littleton, Ayer and South Acton train stations will foster economic development in the area, and make using the commuter rail a faster, more pleasant.

*MBTA via Railpacer Hot News*

### Watertown Branch Shrinks Some More

PAR plans to abandon a couple miles of the former branch beginning at Watertown's Cottage St., under Mt. Auburn then passing around the east side of Fresh Pond ending where the branch connects with the Fitchburg Div. mainline.

*Submitted by Jack Armstrong, Railpace magazine*



*This car is the former B&M coach 4585, built by Pullman Standard in 1935 and acquired by LIRR in September 1958.*

*LIRR bar-coach 7524 in the 1970s.*

### Long Island Rail Road "Secondhand" Lightweight Passenger Cars

By Jack Deasey

In 1958-1959, LIRR acquired 30 coaches from B&M. Pullman Standard built these in 1935/1937 as 84 seat coaches for the B&M.

The LI rebuilt sixteen of the thirty as 117 seat coaches. Fourteen of the thirty were rebuilt with stationary bars, which reduced seating capacity from 82 to 33 depending on the car.

All except LI #7524 all are presumed retired and scrapped.

- 7521 B&M #4593. Acquired by LIRR in September 1958; rebuilt with stationary bar and reduced coach seating.
- 7522 Built by P-S in 1935 as B&M #4586. Acquired by LIRR in September 1958; rebuilt with stationary bar and reduced coach seating.
- 7523 Built by P-S in 1935 as B&M #4588. Acquired by LIRR in September 1958; rebuilt with stationary bar and reduced coach seating.
- 7524 Built by P-S in 1935 as B&M #4585. Acquired by LIRR in September 1958; rebuilt with stationary bar and reduced coach seating. Retired. Acquired by Red Caboose restaurant in Smithtown NY.
- 7525 Built by P-S in 1935 as B&M #4591. Acquired by LIRR in September 1958.
- 7526 Built by P-S in 1935 as B&M #4590. Acquired by LIRR in October 1958. Converted to LIRR work car W-85.
- 7527 Built by P-S in 1935 as B&M #4594. Acquired by LIRR in October 1958; rebuilt with stationary bar and reduced coach seating.
- 7528 Built by P-S in 1935 as B&M #4589. Acquired by LIRR in October 1958; rebuilt with stationary bar and reduced coach seating.
- 7529 Built by P-S in 1935 as B&M #4587. Acquired by LIRR in October 1958.
- 7530 Built by P-S in 1935 as B&M #4592. Acquired by LIRR in October 1958.
- 7531 Built by P-S in 1937 as B&M #4602. Acquired by LIRR in January 1959; rebuilt with stationary bar and



- reduced coach seating.
- 7532 Built by P-S in 1937 as B&M #4606. Acquired by LIRR in January 1959.
- 7533 Built by P-S in 1937 as B&M #4610. Acquired by LIRR in January 1959.
- 7534 Built by P-S in 1937 as B&M #4612. Acquired by LIRR in January 1959.
- 7535 Built by P-S in 1937 as B&M #4613. Acquired by LIRR in May 1959.
- 7536 Built by P-S in 1937 as B&M #4604. Acquired by LIRR in May 1959.
- 7537 Built by P-S in 1937 as B&M #4611. Acquired by LIRR in May 1959.
- 7538 Built by P-S in 1937 as B&M #4609. Acquired by LIRR in May 1959.
- 7539 Built by P-S in 1937 as B&M #4597. Acquired by LIRR in May 1959.
- 7540 Built by P-S in 1937 as B&M #4598. Acquired by LIRR in May 1959; rebuilt with stationary bar and reduced coach seating.
- 7541 Built by P-S in 1937 as B&M #4601. Acquired by LIRR in May 1959.
- 7542 Built by P-S in 1937 as B&M #4614. Acquired by LIRR in May 1959; rebuilt with stationary bar and reduced coach seating.
- 7543 Built by P-S in 1937 as B&M 4605. Acquired by LIRR in May 1959; rebuilt with stationary bar and reduced coach seating.
- 7544 Built by P-S in 1937 as B&M #4608. Acquired by LIRR in May 1959; rebuilt with stationary bar and reduced coach seating. Converted to LIRR work car W-86. Scrapped in 2004.
- 7545 Built by P-S in 1937 as B&M# 4599. Acquired by LIRR in May 1959.
- 7546 Built by P-S in 1937 as B&M #4607. Acquired by LIRR in July 1959.
- 7547 Built by P-S in 1937 as B&M #4595. Acquired by LIRR in July 1959.
- 7548 Built by P-S in 1937 as B&M #4603. Acquired by LIRR in July 1959.
- 7549 Built by P-S in 1937 as B&M #4596. Acquired by LIRR in May 1959.
- 7550 Built by P-S in 1937 as B&M #4600. Acquired by LIRR in August 1959; rebuilt with stationary bar and reduced coach seating.

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### Waltham Freight House Demolished

The former B&M freight house in Waltham will be demolished to make way for new condos. The boxcars that were stored on the house track for many years are gone (possibly scrapped?) and the two spur tracks have been ripped up.

*Submitted by Jack Armstrong Railpace*

### Erie Engines on the B&M?

Five the N-1 Class 2-8-2's were borrowed for a period of about a month after which they returned to the Erie. Their Erie numbers were 3001, 3069, 3081, 3127 and 3150; they temporarily carried B&M numbers 2802, 2804, 2805, 2801, and 2803.

*October, 1942 Railroad Magazine submitted by Steve Vallee*

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### How Many F-2 & F-3 Units Did The B&M Own?

F-2's: 4224 - 4226 A&B (total 6), 4250 - 4264 A units only (total 15); 21 F-2 units. The intention of the 15 F-2 A units was to mate them with 15 FT sets to make them three unit combinations as it was found that many B&M trains only required three units instead of four as would be the case with dual sets of FT's. This left 9 FT sets left over that could be run as four unit sets and/or be in the shop for servicing.

The three sets of F-2 A&B units were assigned almost exclusively to passenger trains on the Conn River and NH Divisions as they could make better time on the grades than the E-7's. Though it was often said that the FT-2's never ran in a four-unit set, there is photo evidence of that happening on very rare occasions.

F-3's: 4227- 4228 A&B (total 4)

Almost exclusively passenger train use on the Conn River and NH divisions like the F-2's. Some survived late enough to make it into freight service after passenger trains ceased.

*Submitted by Scott Whitney*

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### Pan Am Railway Loses Its Appeal Weighty Fee Stays In Wake Of Ayer Incident

By Mary E. Arata,

At \$500,000, it was touted as the largest corporate criminal fine in state history.

And so it came as no surprise that Pan Am Railways and its subsidiaries, Springfield Terminal Railway, Boston & Maine Corp. and Maine Central Railroad, would try to appeal a precedent-setting case that unfolded in Ayer.

But that attempt was derailed following Tuesday's ruling handed down by the Appeals Court, affirming the convictions on all counts.

Each rail subsidiary was fined \$125,000 for its share in the Aug. 8, 2006, diesel-fuel spill from a freight locomotive in Ayer. The companies were collectively found guilty for not reporting the spill in a timely manner as required by MassDEP regulations, but also for an active attempt to cover up the spill.

As part of their sentencing on March 30, 2009, the corporations were also placed on three years probation. Middlesex Superior Court Judge Elizabeth Fahey also ordered that there would be no bonuses greater than \$100,000 awarded

to executives at any company in a 12-month period until the criminal fines were paid to the state. The fines were paid into escrow jointly held by Pan Am and the attorney general's office pending the outcome of the appeals.

"We are pleased the Appeals Court supported our position that corporations must be held accountable for violating Massachusetts' environmental laws," Attorney General Martha Coakley told Nashoba Publishing.

"Today's decision makes it clear that a company cannot avoid responsibility by creating a corporate structure that allows it to "plead ignorance" in the face of an environmental disaster."

#### Catastrophe timeline

At trial, it was established that two employees reported a strong diesel odor near locomotive MEC 506, owned by Maine Central Railroad, at 7 p.m. on Aug. 8, 2006. The engine was parked in a rail yard owned by Boston & Maine Corp. and operated by Springfield Terminal.

An hour later, a worker noticed fuel spilling "like a waterfall" before shutting down the engine. The spill was reported to a train dispatcher and to Pan Am's power control. The reporting employee estimated hundreds of gallons of fuel spilled into the yard. Environmental regulations require that spills in excess of 10 gallons must be reported to the state Department of Environmental Protection within two hours.

Instead, employees were deployed to swab the area with absorbent pads. The next morning, it was noticed the leak had continued overnight. The engineer estimated the spill area at 30 feet by 60 feet wide.

At 6:30 a.m. on Aug. 9, 2006, a Pan Am corporate vice president talked to the train master who reported about 100 gallons spilled. The company-led cleanup continued into the day. Fuel-soaked ballast was excavated with heavy machinery and removed from the site in several 55-gallon drums.

Authorities were finally notified at 2:45 p.m., when an anonymous tipster alerted the MassDEP. By that time, 17 hours had passed since employees first alerted their supervisors.

On the afternoon of Aug. 9, the Ayer Fire Department, the DEP Emergency Response Team and inspectors with the Federal Railroad Administration arrived. Federal Railroad Administration officials later confirmed that the railroad companies knew of the spill and its extent but failed to report it. Based on fueling records and travel history, federal investigators concluded that 947 gallons of fuel were unaccounted for from the locomotive, which had a 3,750-gallon capacity.

Officials remained at the scene to oversee excavation work into Aug. 10. Ultimately, a 60-by-25-foot area of earth was removed and disposed of, groundwater-monitoring wells were installed and soil samples taken from a wider area. The MassDEP concluded that no groundwater contamina-

tion occurred.

At trial, a jury deliberated for an hour and a half before returning guilty verdicts against the companies in 2009.

Affirmed on all counts

Appeals Court Justice David Mills wrote the ruling released Tuesday, Aug. 9, affirming that the companies were effectively one for the sake of the criminal case since they fell under the Pan Am (formerly Guilford) Railway corporate umbrella.

On appeal, Billerica-based Pan Am argued it was improperly denied a request for a specific jury, stressing that a willful or intentional mental state was required to be found guilty of the crime. Mills disagreed, stating that MGL Chapter 21E as written doesn't include the word willful, but merely that a "responsible person" must report a spill as soon as the person "acquires knowledge of a release."

As such, Pan Am also failed to persuade the court that criminal probation cannot attach to a corporation. Mills said it was "entirely appropriate" for Judge Fahey to order Pan Am officers to sign the conditions of probation. "There was no error."

Pan Am argued it was inappropriate to hold the companies had a collective corporate knowledge of the spill sufficient to hold them responsible for the criminal charges. The court disagreed, stating that proof of sufficient knowledge was provided that shows employees involved knew laws were being broken.

Pan Am also argued that lumping the rail companies together was inappropriate in that there needed to be some evidence of "pervasive control" with "fraudulent or injurious consequences" between the companies in order to "pierce the corporate veil" between the corporate entities to hold them all criminally responsible.

The court disagreed, finding that Fahey properly instructed the jury that it could reach each company if there was evidence of confused intermingling of corporate activity and a disregard for corporate separation.

Pan Am argued the definition of a "day" used at trial. The company was convicted for failing to report the spill for two days. The company argued authorities were alerted within one day, which Pan Am argued means a 24-hour period. Again, the court was not persuaded.

"We have no occasion to disturb the judgments," wrote Mills for the court.

A spokesman for the attorney general's office said on Tuesday that since its not immediately clear if Pan Am will seek further appellate review, the \$500,000 in fines will remain in escrow.

*Submitted by Jonelle DeFelice*



## **“Pan Am” Flying Trains?**

By Jeanné McCartin

What you will learn when watching “Pan Am,” the new ABC-TV fall series, is there was a lot more to the airline’s stewardesses than “coffee, tea or me.” What you won’t learn are the details of a three-year negotiation between Pan Am Brands

The original Pan Am went into bankruptcy in 1991. It was bought in the mid-1990s by a second company and sold to Pan Am Systems in 1998, its current owner. PAS relaunched the airline, operating from Portsmouth International Airport, but closed permanently in 2008.

Today, PAS operates Pan Am Railways (formerly Guilford Rail System); Pan Am Services, a plane parts and repair business in Dover; and Pan Am Brands, a very successful licensing/marketing enterprise.

PAS’s purchase included Pan Am’s name, trademark and logo.

Pan Am was king and spoke to a lifestyle during the era of glamorous airways. The show will share that glamor.

Other shows have sought Pan Am licensing agreements, such as “Catch Me If You Can,” currently on Broadway. But this negotiation was different. The play merely touches on the airline. “Pan Am” is all about the company and its culture.

Pan Am Brands oversees other licensing deals “for things like watches, T-shirts and model aircraft and heritage items, such as cuff links made of old planes. It also produces its own line of travel accessories and handbags.”

*Seacoastonline submitted by Buddy Winiarz*

## **Railroad Sues Yarmouth Trade Publication And Editor**

By Tux Turkel, Staff Writer

The parent company that operates a regional freight railroad has sued a small, Yarmouth-based trade publication for libel.

Pan Am Systems Inc. has filed a lawsuit in U.S. District Court in Bangor against Atlantic Northeast Rails & Ports and its editor, Chalmers “Chop” Hardenbergh.

In its complaint, Pan Am claims Hardenbergh published untrue information on multiple occasions about the company and its former chief executive, David Andrew Fink. Both Fink and Springfield Terminal Railway Co. of North Billerica, Mass., also are named as plaintiffs.

In a reply brief filed last month, Hardenbergh and his Portland attorney, Sigmund Schutz, asked the court to dismiss the claims. They called the suit “a constitutionally impermissible attempt to silence a journalistic voice.”

The company’s Pan Am Railways division owns subsidiaries that include Boston and Maine Corp., Maine

In its complaint, Pan Am cites what it calls factual allega-

tions made in past issues of Atlantic Northeast Rails & Ports. It cites stories dealing with operating safety, service and Fink’s departure from Pan Am management earlier this year.

“The substance of the lawsuit is plainly set forth in the complaint,” Pan Am’s lawyer, Thad Zmistowski of Bangor, said in a written statement. “My clients have alleged that they have been defamed in print by the defendants on numerous occasions and that their reputation has been wrongfully attacked. We look forward to our day in court.”

The complaint says Hardenbergh published defamatory information, and the coverage caused economic damages and harmed the plaintiff’s reputation. It seeks an award of unspecified punitive damages.

In his response, Hardenbergh says the railroad and its chief executive are highly visible figures and that the plaintiff’s claims of malice would fail, “because they do not allege any facts sufficient to raise a plausible inference of negligence.”

Hardenbergh said in a written statement released by his lawyer “Pan Am has not produced any facts showing that any of the statements are false.”

He pointed to one instance, a December 2010 statement that Pan Am failed to station a locomotive or a crew in Concord, N.H. “This is completely true. I just published an article last week saying they still have not stationed a locomotive or a crew there, even though they promised in 2009 to do that.”

Other statements are “pure opinion,” said Hardenbergh. “One merely calls Pan Am’s service ‘bad.’ That’s an opinion. It’s still a free country.”

Hardenbergh started his weekly newsletter, which covers freight railroads and ports in New England and eastern Canada, in 1994. It now includes a website and e-bulletins and has 350 paid subscribers.

Hardenbergh has extensively covered Pan Am and has long expressed critical opinions about its service and operations. In an interview, he declined to characterize his relationship with the company or speculate on what triggered the lawsuit, citing the advice of his lawyer.

In his latest newsletter, Hardenbergh said he is facing substantial legal fees, even if the case is dismissed. He has set up a legal defense fund at the Preti-Flaherty law firm and is soliciting contributions.

*Submitted by Buddy Winiarz*



1294 was renumbered M-1 3003. It was built by the Schenectady Locomotive Works in 1910 and sold to the Maine Central in 1914 becoming Number 1204.

Edward Ozog collection

## Nashua Valley RR Assn Railfair 2012 Train Show And Open House Events.

Dealers, displays, exhibits, clinics.

**Sunday April 1, 10am to 4pm**

Where: (2 locations)

Railfair: Shirley Middle School, 1 Hospital Road, Shirley

Open house: Association Quarters: Phoenix Park Complex, 2 Shaker Rd, Unit E-205 Shirley

Admission Fees: \$5 Adults, \$3 Seniors & Teens (12-18), Free under 12

Both locations a short walk from the Shirley MBTA Commuter Rail stop!

Directions: See our website: [www.nvrra.com](http://www.nvrra.com)

Contact Info: More info: [www.nvrra.com](http://www.nvrra.com)

### Saugus Branch Torn Up

By Steve Wagner

The track has been ripped out from the Medford Street Crossing (in Malden) heading outbound around the curve toward Main Street and the old Malden Station at the Ferry Street Crossing. I didn't see how far the work progressed.

"I can remember at least 10 spurs plus two tracks into the GE Plant plus the double ended track at Bell Rock with a spur off that for the Mass Electric pole yard between Everett Junction and the Main Street crossing. The Swift Company had a spur to their facility in Malden.

"And at one time or another, I saw cars on every one of those spurs.

"I can remember walking outbound along the Saugus Branch tracks "outbound" on a Sunday afternoon in Sept 1962, between West Street and West Everett.

"No sooner had I reassured my companion that "Nothing runs on this line on a Sunday" when two maroon and gold Geeps and a caboos rounded the curve on their way back to Boston. I assume the locomotives had been the power for the "Camel" and were returning to Boston. For some reason, I am under the impression these locomotives had delivered a car to the Swift facility in Malden. My companion and I had been exploring the ruins of the Eastern Gas and Fuel Plant and the Mystic Iron Works in Everett.

"I also had another unusual use for the Saugus Branch. When I found out William Graham, son of Joseph Graham, B&M BET Employee, was in my homeroom in Junior High the family had moved from Somerville to Everett, we made plans to walk to school together. The issue was "When do we start? We decided to use the first inbound B&M Saugus Branch morning commuter train as our "clock". He would leave his house when it went by, meet me and we would go to school. We did this for five years. One day, a woman who lived up the street from us, remarked to my mother that "I

could set my clock by when your son and his friend pass by going to school" My mother laughed since she knew our trick."

### Update

"I was in the area over the weekend and the track is up to the location of the former Linden Station.

The line is graded for the next step (paving?) well past the location of the former Maplewood Station and is intact in the Malden-Revere-Saugus area and into the Cliftondale area of Saugus.

*Submitted by Charles Ricci*

### Vermont Route Revision

Will the back-up move be eliminated when the Vermonter is rerouted onto the former B&M Conn River line through Greenfield, Mass?

This change will eliminate the back-up move at Palmer and avoid hold-ups on CSX; however, the train will continue to reverse direction on its journey to Vermont. Because of the track layout at Springfield, the train will likely pull into the station and then reverse direction to head north to Vermont as it did even before Amtrak; it will utilize two legs of the wye that connect the station to the Conn. River line north and south. The train will then proceed to Hadleigh, Greenfield, and then north to Brattleboro.

The project will restore a rail line, improving 50 miles of track and infrastructure on a direct route from Springfield to East Northfield, MA, along the Connecticut River Valley.

"Coupled with previous federal investments along the Vermonter line, these improvements will bring almost a one hour reduction in travel time for passengers traveling in Vermont and Massachusetts."

The Vermonter line operates between St. Albans, VT and Washington, DC. The Massachusetts portion of the rail line dates back to the mid-1800. After track conditions deteriorated in the 1980's, Amtrak service was shifted to a rail line farther east. Work to restore the original passenger route on Pan Am Southern Railway's Connecticut River mainline also includes construction of two new stations in Greenfield and Northampton, MA.

Progress on the Vermonter service began last year with improving 190 miles of track between St. Albans and Vernon, shaving 30 minutes off of travel time within Vermont. Long-term, the investments in Vermont and Massachusetts will also increase reliability and for future expansion of service to Montreal, Quebec.

*Four-Ninety-Four News White River Jct. Chap NRHS*

## Locomotive Names

"I found this rich wealth of B&M history on page 126 in the February, 1938 issue of *Railroad Magazine*. Even though I'm sure that you know of the stunt, there might be a few tidbits in the story that you may not know of. Here is that story:" *Steve Vallee*

Railroad publicity men are stepping up. They're adopting new methods. They're building "fan appeal" and they're starting with the youngsters. A noteworthy example of this occurred recently on the Boston & Maine, when more than 10,000 school children all over New England participated in a locomotive naming contest. This was, so far as we know, the first time a railroad has ever allowed boys and girls to choose permanent names for its motive power.

You don't have to be an advertising executive to realize the tremendous good will value of such a stunt. Besides popularizing the road in the territory it serves, this competition creates future business by tending to make both the children and their parents railroad-conscious---in short, sowing a crop of railroad fans.

The youngsters picked names for twenty B&M freight and passenger locomotives. The first of these was christened the "Allagash," with appropriate ceremonies held last December 11th at the North Station, Boston, Mass., when the contest winners and their parents and schoolteachers were honored guests. That ceremony in itself was clever propaganda. We take our hats off to H.L. Baldwin, the B&M publicity manager.

"Allagash," as you may know, is the name of the great outdoor sporting country of New England, to which sportsmen from far and wide come (presumably on the B&M). William A. Meader, Jr., picked this name twelve years old, of Richmond, Me., an eighth-grade pupil in the Emerson School.

The winners included fourteen boys and six girls, most of them residents of Massachusetts, the rest scattered through New Hampshire, Maine and Vermont, and one in New York. Besides William Meader, the winners and the locomotive names they chose are: Allison LeClair, "Graylock"; J. Schumann Moore, "Constitution"; Mable M. Edson, "Peter Cooper"; Robert Burns, "East Wind"; Elsie Goyer, "Endurance"; Mary Clinton, "Hannah Dustin"; Robert Colburn, "Ye Salem Witch"; Sandy MacLean, "Oliver Wendell Holmes"; Wayne E. Whittemore, "Lily Pons"; Therese Milot, "Intrepid"; Darold Pariseau, "Bee and Emma" (B&M); Joseph Rutledge, "Powwow River"; Charles C. Marsh, "Camel's Hump"; Jean P. Beard, "Rogers' Ranger"; Francis Brown, Jr., "Cardigan"; Russell Bateman, "The Bumble Bee"; Clifford Morrison, "Kwasind"; Francis Speck, "Little John"; and Anne Prescott Hosmer, "Old North Bridge."

Being listed as runners-up in the competition honored other children. The board of judges comprised Charles E. Fisher, president of the Railway & Locomotive Historical Society;

Dana C. Goodwin, president of the Railroad Enthusiasts; George H. Locke, a retired B&M engine-man; a state education commissioner, and a lawyer.

In announcing the winners, the judges said: "We have selected names which we believe are typically New England, which typify New England traditions, and one or two which, we hope, will provide that which is too often missing from business lives today, the quiet smile and a chuckle," and they explained the significance of each of the choices.

The name of each of the twenty locomotives will be painted on the side of the cab, together with the name of the boy or girl who picked it, and the name of his or her school. In cases where more than one child sent in the same winning name, the honor goes to the person whose entry was submitted first. A framed certificate will be presented to each of the schools which the winning pupils attend, with suitable inscriptions which can be read by the others, by their teachers, and by every visitor. Yes, the railroad press agents are stepping up.



Crossing shackle in So. Lincoln, MA where Route 117 crosses the Fitchburg Div. photographed this in the early 40's.

## Model Railroading Night In Derry

By Erich Whitney

The Seacoast Division is starting "Model Railroading Night" on the second Friday monthly beginning this January. We will meet from 7PM-9PM at the Marion Gerrish Community Center, 39 West Broadway, Derry, NH. Take I-93N to exit 4 (just 10 miles over the border), turn right at the end of the off ramp and go 3/4 mile to the community center on your left, just after one traffic light.

There's plenty of parking out back. The room should be open by 6:30PM for setup and socializing.

The format will be a featured guest speaker at each meeting and time to chat and share the fun of model railroading. This is open to the public and we encourage you to bring friends who may be interested in joining the NMRA. We are asking for a modest donation of \$3 to cover the cost of the room and some light refreshments.

Here's the schedule we have so far. If you would like to give a presentation

Please contact me ([erich@blackcatrailroad.com](mailto:erich@blackcatrailroad.com)).

**January 13<sup>th</sup> 2012**, researching the history of the B&M's M&L branch line through Derry presented by Erich Whitney. I have been researching the railroad through Derry ever since I decided to create the Derry Rail Trail. The M&L is now the central theme to our model railroad. Part of this layout will be built on Free-Mo modules as part of the Seacoast Modular Group.

**February 10<sup>th</sup> 2012**, Stan Ames will give a presentation on running real steam locomotives in Poland. Stan's overseas experiences give a tremendous amount of insight into the operation of steam. Also, Stan and Debbie Ames have an operating outdoor garden layout.

**March 9<sup>th</sup> 2012**, Brian and Jill Bollinger of BEST Trains will be giving a clinic on craftsman kit building. We would like to make this an interactive clinic but we'll need to get a head count in time to put together the material. If you want to come and do some modeling with the masters, please contact me ([erich@blackcatrailroad.com](mailto:erich@blackcatrailroad.com)).

**April 13<sup>th</sup> 2012**, Steve Belforti will be giving a slide presentation-the topic is still in the works. Steve is a professional dispatcher for Pan Am Railways and a member of the Amherst Belt Lines HO Modular Railroad.

**May 11<sup>th</sup> 2012**, Jerry Kelley will be giving a presentation, "Hoosac Tunnel Lining Towers" (<http://www.jkrails.net>). Jerry Kelley has been hiking the hills around the Hoosac Tunnel in Western Massachusetts for years searching for long forgotten places of historical interest. He has tried to bring to light the facts that have been previously overlooked. His talk will center on the survey of the Hoosac Tunnel and the methods used to bring the six headings together with amazing accuracy, even by today's stan-

dards. He will start with a brief 1928 film of a Hoosac electric locomotive and it's journey through the Eastern and Western portals.

The PowerPoint presentation will outline each survey tower location as it looks today with photos and story, some with photos from the 19th century. Jerry will have on hand his Hoosac model collection for all to see. The end of the show will feature a question and answer session on the tunnel and it's history

For more information and updates, please visit the Seacoast Division web site at <http://www.seacoastnmra.org>. Our new site has an events calendar, our newsletter, information about our new modular layout group, and much more.

Also, mark your calendars for October 17<sup>th</sup> – 20<sup>th</sup>, 2013 when the Seacoast Division will be hosting the 2013 NER NMRA "Trackside Laconia" Convention at the Margate Hotel in Laconia, New Hampshire. Plans are well underway and we're really looking forward to spending some quality model railroading time with our friends and family in the beautiful lakes region of New Hampshire. There will be operating sessions, layout tours, clinics, and of course the banquet. One of the elements we're working on is on-site modular layout operating sessions at the hotel. We'll have more information up on the web site when plans have moved along a bit further.

This is the time to give your input into what you would like to see-please contact us if you would like to help with the convention.

### Flying Yankee Update

The wheels are all done and ready for the Flying Yankee to be hoisted back on to them. Once back on its wheels, the Flying Yankee can be towed on the tracks to other locations in New Hampshire while continued work is done to procure the right power system(s). The weatherizing is complete.

Our project now is to raise the funds to complete the under carriage wiring for the air brakes. Once that is done the security cover can be removed.

