

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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September – October 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, Lowell, MA unless otherwise indicated.

Sept. – NO MEETING – The meet with the Cotton Valley group is cancelled due to an unforeseen situation.

October 13th – A trip to model railroad club...flyer enclosed.

November 10th – Jon Golden shows stereoscopic 3D images of the B & M and other New England lines from the 19th century to present. Maybe a quick sideshow tour of New England as well, and to Africa to see Beyer Garrets in action. All in crisp colorful 3D. 3D glasses will be provided for the audience.

December 8th – Members night, bring slides or a short railroad video to share, we provide the projector and player.

October 13th – We will meet with the Bay State Model Railroad Museum at their place in Roslindale, MA from 1:00 to 4:00 PM – see enclosed flyer.

Directions To The Rogers Hall Society Meeting Location

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

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

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

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

NEXT ISSUE

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

The editor reserves the right to edit any submitted material.

MEMBER INFORMATION

Newsletter

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

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

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

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

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

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

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- 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

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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.

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Basic	\$35
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Benefactor	\$100
Corporate	\$500

Arlington's Little Railroad

Part 2

By John L. Worden III

Around the turn of the century, there were 38 trains a day through Arlington, and the fare to Boston was 13¢. In addition to passengers, the line carried Arlington products: oval picture frames from Clinton Schwamb 8: Son, piano cases from Theodore Schwamb Co., flour from Fowle's Arlington Mills, coal to Pierce & Winn, ice from Gage's ice houses along Spy Pond, ice tools from William T. Wood & Co., as well as products of the extensive market gardens, which operated year round in greenhouses.

We now jump ahead a few years, from the time before the First World War to the time before the Second. Arlington had become heavily residential, and the farms were rapidly being turned into house lots - a process that had begun in the 1870s; products of the type described above were no longer in much demand, and the industrial base was shrinking.

Hub Headlight editor Glenn Owens remembers commuting from Lake Street to North Station on the railroad from 1939 until 1942, when he enlisted in the Navy. Glenn remembers being "a shade late many a morning" and running to jump onto a moving train. He continues: "The cars at first were still the old wooden coaches as modeled by Northeastern Scale Models (later). These all had an electrical conduit running down the center of the roof to supply power to the lights inside the cars. Each car was connected to the next one by a jumper cable up under the platform roof overhang at each end of the car. The first car was connected by a similar cable to a vertical stanchion, with a receptacle, mounted on the rear corner of the tender. I usually walked up to the front of the first car as we crossed Alewife Brook (homeward bound) and stood looking out the front window at the engine and tender. One evening, a huge wad of cloth waste, that was lodged in the coal near the rear of the tender, caught fire and was doing a good job of igniting the coal in the same area. I called the conductor forward to look at it, but he merely shrugged in total unconcerned.

At Lake Street, I used to always jump off the stopped train on the wrong side (opposite the platform) to start walking to my house seven blocks away. That way I didn't have to wait on the platform for the train to leave. The last few months I commuted, the wooden coaches were replaced by much newer lightweight steel jobs.

I was a junior engineer at Stone & Webster Engineering Co and always walked up there from North Station, regardless of the weather and walked back in the evening. One hot summer afternoon we had one of the worst tornado-type cloudbursts in the area that I have ever seen. The rain came down in such torrents it was impossible to see across the street from my office. The sun was out by the time I left for the station

and off we went. But shortly after we left Porter Square in Cambridge, we got into the gully all along the nearly straight stretch of the Fitchburg Division main leading up to where the Bedford Branch swung off to the right. The water left by that fantastic storm was just level with the floors of the cars all through that stretch and we crawled at about 10 mph through the entire nearly two mile flood. Naturally we created quite a bow wave, it was interesting to watch it continually slam into fences and embankments along the way. Even though a little water washed down through the cars, nobody really got their feet wet. And nobody got out to swim for shore. Of course, that trusty old Mogul never missed a beat by the time we reached the switch, we were on dry land again."

The fate of Arlington's railroad in the post-war era is a sort of microcosm of the decline of railroads across the country. Patronage decreased, service deteriorated and was reduced, and prices increased. The line was reduced to a single track; the stations were turned over to the Town and one by one were taken down.

In the 1985 service was discontinued in Arlington, but to add insult to injury, the B&M ran the trains through the Town - they just didn't stop anymore. (Belmont, over on the main line, was similarly treated a few years ago, but service has been restored). In 1965, service resumed, with a single Buddliner stopping in Arlington Center at 7:43 am and leaving North Station in the afternoon at 5:30 pm. The author rode this train occasionally during the early 1970s. It was a pleasant ride of a little over 20 minutes. (A welcome alternative to 45 minutes on the subway and connecting bus). The fare was \$1.05. During the winter of 1976-77, there was a severe storm, not as bad as the "Great Blizzard of '78" a year later, but bad enough - and service was "temporarily" suspended. But the B&M, bankrupt for some years, never resumed passenger service.

The extension of the MBTA transit required taking part of the right of way in East Arlington. The freight service, a single engine pulling one or two box cars and one of those tiny blue cabooses, served only two customers in Arlington - Larson Construction and Arlington Coal & Lumber and perhaps a handful in Lexington and Bedford. The tracks were cut off from the main line in 1980 and the next year, permission was given to discontinue the line, although ten years later the ICC proceedings are still not final.

The Minuteman Bikeway has long since been approved for the Branch's right of way, for which its owner, the MBTA, has no present use, and construction, often delayed due to the financial condition of the Commonwealth, is now said to be imminent. The rails, ties, turnouts and bridges continue to

deteriorate, rubbish accumulates, and nature is taking back the long, narrow passage which our forebears carved out nearly a century and a half ago.

On a recent stroll along the tracks, my dog turned up a single piece of rolling stock - the broken shell of an HO scale passenger car of European style!

When the Town Common was proposed for Arlington Center, the author pressed for the preservation of the section of track, which crosses the area. The Common was completed in 1990 with a lovely green lawn, brick walks, park benches, period lamps, historic markers, and a relocated 19th century house and - to make it unique - a railroad track. The track is inoperative, but it remains as a monument to the far-sighted men of 150 years ago, and to the generations of railroad men who built, maintained and operated this New England Town's link to the mighty system of rails and trains, which once bound our country together.

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The author wishes to express his appreciation to Vivian Wood, curator of The Arlington Historical Society, for her invaluable assistance in locating and copying early documents and information, and to Glenn Swans, for his help, photographs, maps and encouragement.

PSNH's Bow Power Plant Temporarily Shuts Down

Public Service of New Hampshire suspended operations at its flagship, coal-fired power plant in Bow because it is cheaper to buy the electricity it needs to serve its estimated 500,000 customers on the open market. An oversupply of natural gas and steep drop in natural gas prices are the primary driver behind the Merrimack Station going off-line. It has evolved from being a base load plant to being an as-needed plant. The company so far invested at last \$360 million on a mercury scrubber at the Bow plant to help bring it in compliance with state and federal pollution standards.

N. H. Union Leader - via Mike Lennon via The 470 The 470 Railroad Club

Maineline - Chicago

The two railroads, Pan Am and CSX, announced "Maineline - Chicago" as a fast, reliable and price competitive rail service from Portland, ME, to Chicago ... and beyond. The CSX website introduced it for paper, pulp and fiber product shipments and states:

The operating schedules between CSX and Pan Am Railways have been optimized to promote a seamless service product that minimizes terminal dwell, while taking advantage of superior routes. The beneficial results are compelling - reduced transit time, increased reliability, and competitive pricing.

Pan Am will gather the product from Maine mills and deliver it to Portland every day. The Pan Am CSX combination will then run direct to Chicago (setting off traffic for New York City, Port Newark, Philadelphia, Baltimore, Richmond, and Cincinnati) in 5.5 days. One industry consultant who asked not be named said "MaineLine" could grow, depending on consistency. The service Pan Am is currently providing to Verso Paper is showing excellent consistency, as Verso recently reported.

Atlantic Northeast Rails & Ports Via THE 470 470 Railroad Club

B&M 1094 Update

By Ted Anderson

I am reporting on the latest developments on the 1906 cafe-coach Boston & Maine 1094 in Barn 4 at the Illinois Railway Museum. The car's fund is down to \$150, not enough to begin covering our costs for this summer's work. Jack Biesterfeld had worked diligently last year on the car, with the passenger and dining sections done well enough for visitors looking in along the elevated walkway. The north exterior is back to Pullman green with faux gold lettering beginning to be applied this season. The stripped kitchen section from work train service is returning to varnished mahogany walls with

kitchen window replacement or total window reconstruction underway. This will include one new upper sash of leaded, stained glass. The Coach Department crew has come to our aid, having removed two 1950's water storage tanks. They are about to begin removing the furnace's oil storage tank located in a former toilet (those doors are still intact). Unfortunately, outdoors in the yard, 1907 diner B&M 1090 is having the ceiling starting to cave in, and it desperately needs about \$3000 more, half-way to the goal for interior storage, or it will be a goner. I no longer have the balance and energy to put another coat of roof sealer on the car, only good for 5 years, so help is desperately needed to get it into the next barn, which is to be built in the near future. All equipment has to pay its own way at IRM. We paid for track space several years ago but despite 1094 inside, neither car has sufficient funds to guarantee indoor storage in the future. Our continuing efforts have resulted in 1094 being enough of a show piece and that is how currently it is earning its way inside the barn.

My best wishes go out to all those who have helped in the past. If making a donation to the Illinois Railway Museum, either put in the memo line "for B&M 1094" or "for B&M 3285" (B&M 1090). Be assured your past efforts have done much to save this piece of B&M history!

Ted Anderson, volunteer in the IRM Pullman Library & as needed in the Coach Department

Deerfield Rail Yard Cleanup To Take Different Approach

By The Daily Hampshire Gazette

Pan Am Railways has changed its plans for monitor and cleaning contamination at the East Deerfield Rail Yard.

The company originally proposed to address what they believed was the potential source of the contaminants, the soil under the engine maintenance building, through soil vapor extraction. In this process, the contamination is removed from the soil, typically through air or steam. It is then separated into a liquid, which is treated.

In July 2011, the state Department of Environmental Protection, requested Pan Am and its consultant hired to clean up the mess, Environmental Resources Management, to focus on the groundwater.

"Our approach was to address the highest concentrations of soil and anticipate a drop in groundwater contamination," ERM consultant Lyndsey Colburn said at the public meeting at the Deerfield Town Hall. "The DEP weren't convinced that the soil was the source for the groundwater."

The new plan to address chlorinated solvents is bio-remediation, an enhanced natural breakdown process. The process involves injecting a carbon substrate to break down the chlorinated solvents in the groundwater. The groundwater concentrations will then be monitored. If concentrations decrease toward the amount safe for drinking, no further

remediation is needed. If the concentrations do not decrease, ERM can revisit the idea of soil vapor extraction.

The new plan will achieve results five years faster than the original proposal.

Excavation was also chosen as the best option for petroleum products affecting the soil and groundwater. In this step, ERM will stockpile, analyze and sample soil to determine limits of excavation. The soils will then be dug up and transferred to a treatment facility. For the following two years, the groundwater will be monitored.

This is the third of four phases required by the DEP to clean up the rail yard.

Phase IV will provide details for the design, construction and implementation of the excavation of the petroleum products. Specifics on the schedule and injection locations for the carbon substrates to breakdown the chlorinated solvents will also be addressed.

New England Depot

Bemis Branch Switch Retired

Mid-March, the power switch at Waltham to the Bemis Branch was retired. The branch only existed about two car-lengths behind Waltham Tower and was a convenient place to duck a Sperry car or track car in the clear.

Jack Armstrong – Railpace magazine

Boston Transit Agency Seeking Bids For Commuter Train Operation

The MBTA has sent out a request for bids for companies to operate commuter train service out of Boston. The system carries an average of 144,000 passengers per day on 14 lines, operating out of Boston's North and South stations.

The agency is considering a longer contract period – up to 15 years – instead of the more standard five to eight years. A longer contract might also allow for private companies to purchase equipment. Currently, all capital purchases are made by the agency while the Massachusetts Bay Commuter Railroad handles operations. An alternative arrangement could reduce state costs.

The bidding process will cost \$3 million. A decision on a winning bidder is expected next summer.

Trains magazine submitted by Wayne Gagnon



Lexington 4/16/27 Bob's Photos

MBTA Commuter Train Derailment in Belmont MA

By Jonelle DeFelice

At approximately 8:25AM Tuesday, August 14th, outbound MBTA commuter train #455 derailed just west of the Clark Street overpass in Belmont MA.

The train was accelerating westward around a curve after making a station stop at Belmont when the first coach behind locomotive #1123 left the rails. It stayed upright, but its position made uncoupling of the locomotive difficult. At around 11:30AM the locomotive was freed, and continued west light.

At 12:07PM MBTA work engine #3247 was waiting just east of Belmont station to take the train back to Boston as soon as it was back on the rails. In the meantime east and westbound commuter trains were given slow orders and crept past the disabled train.

At 1:18PM a large MBCR crane arrived and was attached to the derailed coach.

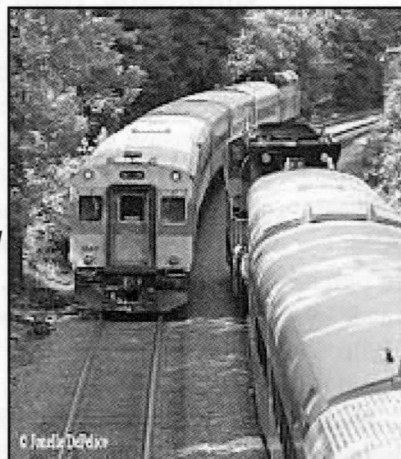
At 1:39PM, the train's locomotive came back eastward past its train.

As of 5:10PM, track work was being done at the derailment location. Word was a few hours ago the cause of the derailment was a heat-kink in the welded rail just west of the Clark Street Bridge, but that could not be



**Loco uncoupled
and heading west**

**Westbound
passes
disabled
train**



**MBTA work
engine
#3247 waits
to work**

Union Railroad Station Gets A Restoration

By Larissa Mulkern

Union Leader Correspondent

Wakefield Heritage Commission members and volunteers brought history to life when they hosted a dedication ceremony for donors, an open house and guided tours at the meticulously restored Union Railroad Station and surrounding Heritage Park.

Established in 1993, the Heritage Commission's first endeavor was to save the Garvin Building in Sanbornville. The commission purchased, renovated and sold the building, and utilized the funds to buy the Boston and Maine Railroad Station and the adjacent Freight House property in Union.

The jewel in Heritage Park includes the restored 1911 Union Station. The station, which at one point was a private home, has been returned to its original state. Restorers found that much of the original paneling was still in tact under the sheetrock. The commission members also found the original blueprint of the station from 1911 and used it as a guide. The station houses artifacts from the region's past, including many items associated with railroad operations and the big local industry of the late 1800s — ice harvesting.

Presenters described how the Union Station was the "end of the line" of the Eastern Railroad for 17 years before the line was extended to Sanbornville, then known as Wolfeboro Junction.

Union was a bustling town with mills, hotels and factories, said presenter Phil Twombly. The station house itself was built in 1911. But aside from industry, the town's thriving business of between 1880 and 1930 was ice harvesting. Ice was harvested from nearby Lovell Lake, cut into 44-inch chunks and loaded into railroad ice cars directly from the lake. The ice was cut using a horse-drawn scribe, he said. And they cut a lot of ice. Twombly said they would fill 20 train-car loads with ice and ship it south to Boston. Two ice companies building six, 3,000-ton capacity ice houses to store the ice before it was transported to Boston for use in making ice cream, cooling drinks and preserving food in a home's ice house, according to information provided by the Heritage Commission.

The exhibits at Heritage Park include a restored 1902 Russell Snow Plow on permanent loan from Acton, Maine, residents Terry and Patty Gammon. Built in British Columbia is one of five of its kind. The plow cleaned tracks between Sanbornville and Wolfeboro for many years. It was retired in 1972.

Roger Robar: It's my understanding that Wakefield station was called 'Union' station.

My First Run

By Charles W. Tyler

A lot of smoke has gone up the stack since I tried my hand at **railroading** on the Fitchburg Division of the Boston & Maine, back in 1912-13. Things were booming then, as they are now, and it was easy to get a job on the road.

I don't know about student railroaders now, but back in the "good old days" they were pretty terrible. A lot of them hired out, and most of them quit before they knew what it was all about.

Many young fellows got the notion that railroading was a soft romantic life, but they were quickly disillusioned, and went back to their old jobs, feeling that if they never saw an engine and a string of freight cars again it would be too soon.

Railroad men came to regard a student fireman or brakeman with the same distaste exhibited by your Aunt Emma when she cast her eye on something the cat had dragged in.

Looking back on those hectic times, it strikes me that a lot of grief might have been avoided if the old-timers had explained to the student a few of the fundamental facts of life as they apply to the gentle art of railroading. On the other hand, I suppose the harried conductor or engineer figured that it would be love's labor lost to waste breath on some wild-eyed, sooty young squirt, who stood poised and ready to flap his wings and fly away on the slightest provocation.

The first night I climbed aboard an engine on my own, there in the East Fitchburg yards, a young engineer examined me by the light of his torch, and what he saw, I'll warrant, filled his weary soul with sadness. I don't remember his name, and it doesn't matter. He was a great guy, and he had a heart of gold, but they'd done him wrong. It developed that I was the fifth green fireman who had graced the deck of that old 2400-class hog since it had pulled out of Northampton, Massachusetts, some fourteen long hours earlier.

When the runner had looked me over, to high heaven and said, "Judas wept!"

I didn't weigh one hundred and forty pounds soaking wet, and I had been dodging switch engines and falling over booby-traps out there in the yards, trying to find the right engine, until I was pretty wild-eye and skittery.

I never saw so many men in a locomotive cab---and they were all mad. When I stumbled in they looked at me as though I were to blame for the woe that filled their souls. There was the conductor, head brakeman, night yardmaster, the engineer, another guy---and yours truly.

Apparently the engineer took it for granted I was to be his fireman.

"How long have YOU been firing?" But he wasn't asking---he was accusing me.

It began to dawn on me that there was something wrong. The night before I had gone out for the first time as a student fireman. We had made two trips up "the hill" as a helper.

Roy Rines, who was later killed when Number 2 hit the light engine at the Fitchburg depot (old-timers will remember that) was the fireman.

On the second trip up the hill, Roy let me shovel in a little coal, but the Mogul being used as a helper "chowdered" her fire and he had his troubles without bothering with a green-horn, so I didn't get to do any more firing. I just sat up there on the seatbox with the flagman and watched Roy, who was one of the best firemen I ever saw.

Tonight I had supposed, of course, that I would again go out with the regular fireman. At that time, on the Fitchburg, a new man made three student trips before he was turned loose on the spare board.

"I'm just a student, I said, in answer to the engineer's question. "I was never on an engine until last night."

The engineer looked at the conductor, and the conductor looked at the yardmaster, and the fire in that old 2400-class freight engine wasn't half as hot as the language.

"We're on short time," yelled the conductor. "We'll be canned before we get to Lawrence. We've got to have a fireman!"

"You've got one!" the yardmaster retorted. "Take your blank-blank string of freights and get out of here. You're tying up the yard."

I spoke up finally: "Where's the regular man?"

I was really scared. There was some mistake; I was supposed to make two more student trips. The crew dispatcher had merely told me to go out on the 2423 (I think that was the engine number), which was down in the east-bound yard.

"This so-and-so of a job hasn't had a regular fireman since I caught the blank-blank run," said the engineer.

The skipper looked at his watch, and then at me. "You're the fireman," he growled, "so bow your back and have at it."

"Where's your water jug? Said the head man.

I didn't have a water jug---just a pair of fancy leather gauntlet gloves that were supposed to be the last word in firemen's regalia. I jerked at the chain that swung the fire-door and cast a glance inside. That firebox looked as big as a boardinghouse living room. There was no arch, and the fluesheet had "doughnuts" around the flues. These so-called doughnuts were little clinkers that formed on the lip of the flue openings, partly choking them off.

The head brakeman---they called him "Aroostook"---took a look, also the conductor, who tried to knock off the doughnuts with the hook, but it was too short. Aroostook took one of the torpedoes that he had clamped to the bail of his lantern and threw it against the fluesheet, where it exploded.

This brought a shout from the engineer.

"Hey, you backwoods lunk!" He yelled, "Do you want to start the damned old teakettle to leaking?"

Muttering "The hell with it," Aroostook went out on top.

The engineer dropped the Johnson bar down in the corner

and went about the business of getting underway. The conductor gave us a parting benediction and climbed out of the gangway to wait for the buggy to come along.

In those days, if a fireman wanted a decent scoop and fire hook, he had to rustle around and steal them off another engine before he started out. The scoop on this 2423 was a number five, as I remember it, and a number five holds enough coal to last a frugal family through a hard winter.

We chuffed and pawed out onto the east-bound main, and were off for Lawrence, Massachusetts---wherever that was.

I heaved in coal, and hoped for the best. The steam pressure dropped, but we managed to keep going. The engineer hung out of the window, and apparently forgot all about me.

At last I noticed that we were picking up speed. I never gave a thought to whether we were going up hill or down. The cab was starting to sway around, and the steel deck was so slippery that I had hard work keeping my footing. I figured the faster we went the more coal it was going to take.

It seemed that they had taken on coal at East Fitchburg, so there was plenty of it within reach. I loaded that number five scoop and made a pass at the firedoor just as we hit a curve. My feet flew out from under me, and the coal landed in the engineer's lap. I tried again, and missed the door by a foot. It was impossible to stand up on that slippery deck.

I fixed that, shoveling coal on the deck, a good six inches deep. The exhaust wasn't making so much noise now, and the fire-box had a funny, clouded look, but that didn't mean a thing to me; I knew only that we were battling along like a run-away team.

When we pulled into Ayer Junction, the runner said, "Well, I guess you've got enough coal in that damned firebox to last us to Lawrence." He seemed quite happy about it.

Some bird came up out of the blackness and said, "What job is that?"

My boss answered, "Mister, this is the Bull-tail Flyer." Those aren't his exact words, but they're near enough.

We had to wait about an hour for some job coming up the branch from Lowell, with the result that we never did get to Lawrence that night. The dispatcher tied us up in Lowell.

That was where I found out what kind of a guy the engineer was. When I hired out, I had just money enough to pay a week's room rent in Fitchburg. A friend vouched for me at an eating house, and I got a meal ticket, but it was no good in Lowell. I had exactly ten cents in my pocket.

I told my troubles to the engineer. He took me under his wing, and we ate. I bunked with him at a hotel, and when our eight hours' rest was up he bought my breakfast. We picked up our engine and caboose and went on to Lawrence, where we turned and coupled onto a drag, heading back to Fitchburg.

When we took coal and water at the East Fitchburg round-house, I went into the crew dispatcher's office, thinking I was done with this job, but was told that I would have to go back to

Northampton, where 2423 had started her run. I pleaded then for a loan, but I guess the dispatcher figured he'd never see me again, considering the way student firemen were quitting. Anyway I didn't get any money, and I sure was discouraged.

Why I didn't quit right there, I don't know. But I got back on the 2423 and we highballed out. I don't remember how many times we stalled on Ashburnham Hill, west of Fitchburg, but that old engine just curled up her toes and died for want of steam all over the road.

It was then that I found out what a snare and a delusion those fancy leather gloves were. When I hooked the fire, that steel hook would get red hot for half its length, and the heat back toward the handle fried those leather gloves to a crisp.

Before we finally tipped over the hump at East Gardner, I had petered out, and I was sure sick of railroading. Going up the hill, everybody in the crew but the flagman took a crack at firing the old 2423---the engineer, the conductor, and Aroostook.

They shoveled over coal on the tender, and dumped the ashpan and dug out clinkers. They cursed and blew her hot, and we staggered on. It was mostly downhill from Gardner to East Deerfield, and I was feeling a little better when we pulled into the yards.

Here we picked up some more cars, and finally headed up the branch toward Northampton. When we pulled in, we'd been on the road close to sixteen hours.

The engineer said, "Well, you know a hell of a lot more about firing than you did last night."

My arms ached, my back ached, my face was black with coal dust and my hair was full of cinders, and all I wanted was to crawl away somewhere and die a peaceful death. I had even forgotten about being hungry.

Freight Cab Units With Steam Boilers

John S. Horvath: Vapor-Clarkson units rated at 2500 lbs/hour of steam production appears to be somewhere in the low-to mid-range capacity-wise for such things. For reference purposes, V-C units used in B&M and MEC locos ranged from a low of 1600 lb/hr (e.g. ALCo road switchers) all the way up to 4000 lb/hr in the E8, with the majority of units somewhere in the middle. When one looks into the subject it appears that there was surprising variability in steam-generation capacity in the B&M/MEC fleet, which must have been a consideration operationally given the severity of winters back then. I know from reading the Dean and Hanna book about CPR motive-power purchases that steam production was a major factor in their decision-making process for passenger units as apparently not all builders offered comparable steam capacity (even though the generators themselves were from an independent third party, Vapor-Clarkson for the most part). In any event,

something I know I've never thought about before.

It appears these boilers were very fussy pieces of equipment to operate and maintain. No surprise that boiler failures up to and after Amtrak were so common, and no surprise that HEP has been embraced by all since then.

The three A-B sets of 'passenger' EMD F2s, road #s 4224-4226, were indeed delivered with relatively low-capacity 'road-switcher' size steam generators ('boilers') in both the A and B units. Furthermore, after 4225A(1st) was wrecked in 1949 a boiler (possibly salvaged from the wrecked unit) was installed in the former 'freight' F2A, #4263, that was renumbered 4225(2nd). However, by late 1953 all F2 sets had been modified so that only the B units had steam generators of a new, larger capacity that actually exceeded the steam output capacity of the original pair of boilers combined.

Photos indicate that #4224A-B had a steam generator as late as 1952 but not by October 1953.

An unexpected wrinkle is that the retired small boilers from some of the F2s may have been reused in ALCo RS-2s #1501-4 that were originally delivered without steam generators but got them in 1953. This seems plausible time-wise, there's a match on the Vapor-Clarkson boiler model numbers, plus the F2s freed up six boilers total and only four were needed in the RS-2s.

With regard to the two A-B sets of 'passenger' F3s, #s 4227-8, it appears that only the B units on these had steam generators as delivered.

Tom E Thompson: The B&M installed a boiler in former freight unit 4263 when they renumbered it 4225A, only to remove it sometime later.

Dated photos clearly show a steam generator on B&M F2A locos 4224, 4225, and 4226. B&M 4224A July 1950; B&M 4225A November 1951; B&M 4226A December 1949

I also note that a page from the B&MRRHS "B&M Diesel-Electric Locomotives, Description and Classification," (Reprint) has a page published, but without dates clearly indicated, showing B&M 4225A as the last F2A with steam generator; both 4224A and 4226A have no steam generator listed at this date TBD.

Scott J. Whitney: In the B&M units, they had an auxiliary water tank in the back of the A-units.

John S. Horvath: some information that suggests at least some of the A units had a steam generator initially but had it removed in the early '50s in favor of a larger water tank to supply the steam generator in the B unit.

Scott J. Whitney: One item not to overlook is that the freight only 4265B and 4266B were given boilers from the other B's as they were retired so they could pick up the slack, the FT's also had small boilers for use as standby heaters but they were rather short lived.

A History Of Deerfield Yard

By Jeff Rose

The 1800's

Dividing Vermont's Green Mountains and the chain known as the Appalachians, the Housatonic range cuts through Massachusetts from north to south, slicing through the Hudson River and Connecticut River watersheds. Meeting the challenge of Hoosac Mountain's double peaks and five-mile base was to be crucial to the success or failure of the railroad in Western Massachusetts.

By 1841 the Western Railroad extended from Worcester, Massachusetts to Albany, New York, going through Springfield and Pittsfield. This left the rest of Western Massachusetts without service while the Boston and Worcester Railroad received two million tax dollars to build a connecting section of the western route.

By November of that same year, facing stiff opposition from the Western Railroad, the capable businessman and most influential advocate, Alvah Crocker, gathered backers for his Fitchburg Railroad. He was successful in acquiring a charter for the new railroad and, through the passage of legislation, began construction in March of 1842.

In 1844 Crocker and his business group then added the Vermont and Massachusetts Railroad from Fitchburg to Millers Falls and a branch to Greenfield. This acquisition included the land in Deerfield that would one day become the East Deerfield rail yard, bordered by the Connecticut and Deerfield Rivers.

By 1848 there was finally a charter for the Troy and Greenfield Railroad. This project met with many obstacles - geological, environmental, financial, and political - some because it posed direct competition with the Western Railroad.

In the ensuing years, the Hoosac Tunnel was constructed.

In the 1880's the Fitchburg Railroad ran east and west through the Deerfield Yard. The Northampton and Springfield Railroad ran north from Springfield through Greenfield, ultimately to Vermont and then to the Canadian border. They were independent of each other.

In 1883 the Northampton and Springfield Railroad came under the new Boston and Maine Railroad (formerly the Fitchburg Railroad.) At the turn of the century, approximately five percent of the 129 acres owned by the railroad at Deerfield Yard was being utilized.

The 1900's to the Present

With the connections now in place east to Boston and west to New York via the Hoosac tunnel, south to Springfield and north to Vermont, the Deerfield Yard began its emergence as a major interchange for the railroad. And it was in the 1920's that the yard doubled in size, utilizing about ten percent of the property.

At the time of World War II, the railroad's passenger and freight service had peaked. After World War II, the Federal

Government began to build the interstate highway system across our country and the related infrastructures to our cities and towns. This allowed for families to switch over from rail to personal vehicles for their daily mode of transportation and led to the eventual demise of passenger service through Deerfield Yard. Furthermore, as the highway system grew, more of the freight traditionally hauled by rail was being drawn off by an emerging trucking industry.

In order for all railroads to remain competitive, changes needed to be made. A new diesel electric engine was designed which was much more fuel-efficient. With the ever-rising cost of fuel, this translated into substantial savings for customers. In later years, through creative marketing such as moving containers and trailers by unit trains between terminals for trucks to disperse locally, railroads were able to recapture large portions of that lost business. Deerfield Yard continued to grow as a major facility, undergoing regular upgrades in order to best handle the needs of the different departments of the railroad. In the mid 1970's, the railroad redesigned and constructed a new classification yard as well as separate tracks for receiving and departing trains. The main line was moved from the middle of the yard to the south, outside of the yard tracks. All of this resulted in an enlarged capacity for the number of cars in the yard; it also streamlined the movement of trains in and through the yard.

In the early 1980's, with the completion of the yard tracks, the focus was turned to the modernization of the fueling facility. At the time of construction, the existing fueling facility consisted of a wooden sand house and fueling stanchions capable of fueling only two locomotives at a time. Upon completion of the makeover in 1985, a year after Guilford Transportation Industries took over the Boston & Maine, a new concrete fuel island with tracks on either side now stood. In addition, there were now three fueling stations, three new oil and water stations, and two metal sand towers now capable of completely servicing six locomotives at a time. Today the fuel island is served by a 100,000-gallon fuel storage tank and a 5,000-gallon lube oil storage tank, while the two sand towers can potentially hold twenty tons each of sand.

Immediately upon completion of this project in 1985, the focus turned to the renovation of the existing engine house. In the end, only the shell of the building was preserved. On Tracks One and Two, new jacking pads were built into the floor for locomotives as well as for use by the car shop. These tracks also benefited from a new drop table for the removal and repair of wheels and traction motors. Tracks Three through Five were dug out, resulting in a depressed floor with the tracks set on pedestals, and ran the length of the building, which granted workers access from each side and underneath, and provided a better working environment which translated into quicker repair times. Furthermore, Tracks Three through Six today have high platforms that run

the length of the building, providing easy access to work on the locomotive engines and cab areas.

Each of the six tracks has an overhead crane on trolleys that runs the length of the building, allowing for easy removal and replacement of engine parts.

On the heels of this construction, a new addition to the outside north wall of the engine house took place. The west end of this building currently houses a new computerized wheel-truing machine that is capable of truing wheels while on the locomotives, no longer requiring them to be removed and shipped out.

The last stage of the yard rehabilitation, completed in the early 1990's, involved the construction of the new waste treatment facility. Leading to the new facility and included were the existing gravity oil separators that treat the wastewater chemically to crack/treat the emulsified oil and soap.

Depending on the time of year, the yard is home to thirty Engineering Department personnel, fifty Mechanical Department Work Equipment personnel, as well as forty Operating Department personnel working in and through Deerfield Yard in a 24-hour period.

The construction of the new engine house and Fuel Island, and the streamlining of the yard tracks, has resulted in a functional fluidity between each of the railroad's departments. This translates into minimized time for Operations to reclassify their inbound and to set up their inbound consists, which maximizes savings to customers along our line. It also decreases the interchange time between railroads: east through Maine to Canada and the Canadian Pacific Railway (CPRS); north through Vermont to the CPRS; south to Springfield and the CSX; and west to New York State and the Norfolk Southern (NS).

The Future

At the turn of the last century, five percent of the 129 acres of Deerfield Yard were in use. Today the yard is operating on approximately eighty-five percent of available land. Pan Am Railways, through its continued commitment to modernization and the streamlining of Deerfield Yard as a major hub, has secured the future of the railroad as the major mover of freight throughout the Northeast, Canada and points west.

PanAm Clipper Employee Magazine



Downeaster Expansion Continues

Right on the advertised, an Amtrak Downeaster train arrived in Brunswick, Maine, at 11:30 a.m. Monday May 14, 2012, to mark the official opening of the new passenger platform and facilities that will load and off load passengers from the popular train later this year.

Federal, state, local and railroad officials were on board the train that stopped initially at Freeport, Maine, the first Downeaster stop on the line owned by PanAm Railways that is the former Maine Central Railroad Rockland Branch. The morning run from Freeport to Brunswick was not at the planned train track speed that can reach 79 mph on the Portland to Boston Downeaster service; the Amtrak locomotive, three AmCoaches and an unpowered ex-F4OPH cab control (Cabbage) unit were limited to 10 mph speed as PanAm crews continue to upgrade the current freight only Portland-Brunswick right-of-way. Railroad crews from the Maine Eastern Railroad, operator of the Brunswick to Rockland passenger and freight service, met the train at grade crossings to red-flag road traffic. Welder rail, new turnouts and fresh crushed rock ballast has been installed from Portland to Brunswick, and work that remains includes track signaling and new grade crossing apparatus.

According to the Northern New England Passenger Rail Authority, operator of the Downeaster service in Maine, "The Downeaster Expansion Project, a \$38.3 million construction project being managed by NNEPRA to upgrade the tracks to support passenger service, has been underway since August 2010. The project is proceeding within budget and on schedule. It is expected that two of the Downeaster's daily round-trips will begin service to Brunswick and Freeport in the fall of 2012."

Ron Palmquist via THE 470 The 470 Railroad Club

Lowell Folk Festival

July 28 & 29, 2012

The B&M Railroad Historical Society once again participated in the annual musical festival in Lowell. It is hard to believe we have been involved in the Lowell Folk Festival for over twenty years. It is a great opportunity to showcase the society and our accomplishments to a broad spectrum of people. Director Jerry Kelley brought a new exhibit, a model of the central shaft of the Hoosac Tunnel, custom-built by himself. This incredible model generated much interest from the visitors, and Jerry was happy to explain the details of this model. Thank you Jerry! The locomotive and railroad car sparkled that day due to the efforts of Fred and Quesen Brown, power washing and cleaning both engine and railcar. So much goes on "behind the scenes" to make the exhibit a success. This year we had approximately 2000 people visit the #410 locomotive and combine. Society shirts and hats sold well to the general public that weekend, and the jug for

donations to the exhibit also did well. Many visitors were surprised to learn there was a historical society for the Boston & Maine Railroad. Many questions were fielded by our volunteers generating interest in our society and enlisting new members.

The exhibit would not be possible without the help of our volunteers for the weekend. Thank you to all participants this year: Fred Brown, Quesen Brown, Carl Byron, Rick Conard, Dave Hampton, Donald Hampton, Rick Hurst, Dan Hyde, Jerry Kelley, Paul Kosciolk, Russ Monroe, Richard Nichols, James Peter Nigzus, Sandy Shepherd, Peter Victory and Buddy Winiarz.

Jim Nigzus, Chairman

Engine Dispatcher

By John Hollner,

Some of his own experiences in dispatching engine and train crews for the Boston & Albany out of Selkirk and Albany.

"Last February," he writes, "when the Boston & Maine had a derailment in Hoosac Tunnel, Mass., that road ran a train over the B&A, the Delaware & Hudson, and the Green Mountain Ry. It didn't take long for B&M trains to accumulate at Selkirk while awaiting crews or power to run them. This was complicated by construction work, in the new Alfred E. Perlman yard, where much trackage had been taken out of service. We were getting trains from the D&H, which would ordinarily turn over to the B&M at Mechanicville, N.Y., as well as B&M trains out of Mechanicville. We were also using D&H's 5000 series units, which worked fine over the Berkshires on their first trip but not so well on the next, nor the one after that. Meanwhile, not only B&M but also regular B&A, Hudson, River, and Mohawk division trains of the New York Central were tying Selkirk into a big knot that kept the phones and myself busy for a couple of days. It also gave my friends and me a chance to photograph diesel power on 'foreign' territory.

"Last August 28th I spent the afternoon photographing out BA-10. When I went to work the next afternoon, I learned that the same engines had been derailed east of Chatham, N.Y., and all our trains had to run via Mechanicville to Springfield over the B&M. Since many of my crews were on the road trying to return to Selkirk, covering all the jobs with our limited extra lists was difficult. When I couldn't dig up a second brakeman to relive the steam crane working on the east end of the wreck, I went out and covered the job myself. Just about the time I arrived, even the crane was derailed. Our crew tried rerailing it but to no avail; it only became worse, and we finally wound up taking the wrecking train back home minus the big hook. Another crane had to reraill it after the track was reopened."

December, 1967 Railroad Magazine submitted by Steve Vallee

How It's Made!

By Ye Editor

Like the TV program of the same name, have you ever wondered how the Newsletter comes about and appears in your mailbox periodically?

Like all publications, the editor has to have material to print—either original stories or articles from a variety of sources such as exchange of exchange newsletters, from the Internet or material supplied by a society member.

As each item is received, it goes thru a spell check, change of font type and size as appropriate so the NL is consistent each month.

After each item has been properly formatted it is placed in an electronic file till time to create the next NL.

The day arrives to create the 'new' NL. This is started by using a file that contains all the overall formatting such as headers – publication name and page no. This basic file is called a DTP file (desk top program) that allows me to place articles on appropriate pages that make up the NL.

Photographs, called graphics, are placed where appropriate – as an accompanied to an article or as a stand-alone items. A border is added to each graphic so that the graphic will stand out.

After all pages of the NL are filled to the extent possible, each article is spaced from the previous article by a separator or black line. Again, this is done for consistency for each issue.

A draft copy is printed and reviewed to make sure that everything is the editor's satisfaction. At that point any changes, etc. are made and the issue is considered 'done', except for the printing phase.

A copy of the NL including graphics is then sent to the printer. A preprint version of the NL is then sent to the editor for approval. If no changes are required, an OK is sent to the printer to commence printing.

From that point in time, the editor is out of the loop as the society has made arrangements to have envelopes stuffed with the NL, Modelers Notes along with flyers, etc. that are waiting to be sent to the member

At the end of the current year, a disk containing all copies of the Newsletter released during the year is sent to the archives.

The source of all articles used in the OB is listed at the end of the respective article.

Now you know how it's made!

SUPPORT THE SOCIETY!
DON'T FORGET TO
VOTE

Mass Bay Railroad Enthusiasts

Tickets now on sale for Mass Bay RRE's 'Willimantic Special' Excursion on the Providence & Worcester Railroad
Sunday, October 14, 2012!

Mass Bay RRE's '**Willimantic Special**' train excursion over the Providence & Worcester Railroad's Willimantic Branch offers the public its first opportunity to ride this line from Worcester to Willimantic in over two generations.

The '**Willimantic Special**' departs from the P&W's operating headquarters on Hammond Street in Worcester, MA at 9:00 AM. After picking up passengers at Worcester's restored Union Station, we'll travel down the P&W's Norwich route through Putnam to Plainfield, where we'll turn onto the P&W's newly-restored Willimantic Branch for the westbound run to Willimantic, following the valley of the Shetucket River for much of this route.

At Willimantic, our train will stop adjacent to the grounds of the **Connecticut Eastern Railroad Museum**, where passengers may visit the museum's collection of rolling stock and vintage railroad buildings, including a six-stall roundhouse, and ride over a 0.6 mile segment of the famed NYNH&H "Air Line," the route of the legendary white-painted "ghost train". Our excursion train will then return to Worcester, arriving around 6:00 PM. Two or more photo stops are planned along our route during the day. Our train will consist of the P&W's fleet of refurbished former Amtrak passenger cars. In addition to standard coach seats, *Deluxe Coach seating* is available in the parlor car "*Massachusetts*" for a modest additional fare. Box lunches are available for advance purchase, or you may bring your own food. Also, the snack counter in the dining car of our train will offer freshly-cooked hamburgers, hot dogs, chips, snacks and beverages.

Tickets are now on sale for this unique excursion. For complete trip details go to our web site: '**Willimantic Special**'

Telephone orders for the '**Willimantic Special**' are accepted at 978-470-2066 with Visa, MasterCard or Discover between 9:00 AM and 8:00 PM Monday through Friday.

Note: The Mass Bay RRE extends to members of the B&MRRHS the same fare structure that Mass Bay RRE members pay.

MaDOT To Buy 50 Miles Of Conn River Railroad

MADOT has voted to spend \$17M to purchase the 50 miles of former B&M/Connecticut River Railroad, from Pan Am Southern, from Springfield north to the Vermont border. Also ties are now being laid out along the line and monies appropriated to continue the track rebuilding.

Submitted by Alden H. Dreyer