

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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January — February 2013

Bob Warren, Editor (bmbobwarren@comcast.net)

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**In case of inclement weather on a meeting day, please call the  
Society phone number as of 11:00 AM.**

## B&MRRHS CALENDAR

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

Saturday, November 17, 2012 Membership Meeting

By Jim Nizus

John Golden took us on a very unique journey to experience railroading using turn of the century techniques in photography. When it comes to viewing photos, John has a vast collection of stereoscopic slides and a very interesting manner in which he presents them. All in attendance were given 3 -D glasses to view the show. We experienced fascinating photos which included a wide series of photos from the Kilburn Brothers who were famous photographers from Littleton, NH, and photos of the building of the Mountain Division Railroad through Crawford Notch. Photos of the Cog Railway along with some more modern railroad slides were also shown. John showed us all the unique tricks that can be played on your eyes during one of his shows. This was indeed a very informative and interesting presentation. Thank you John!

## Events In The Coming Months

- Jan. 13th** – Justin Winiarz will take us on a rail journey featuring New England railroading and beyond. Justin has captured photos of many unique train operations in his endless travels.
- Feb. 9th** - Our old friend Gary Gursky returns with stories and movies of his vast railroad experiences.
- March 9th** - Louis A. Barker, Railroad Planner from the New Hampshire Department of Transportation will do a presentation with topics including NH rail plan, synopsis of current railroad operation in NH, recent developments and summary of recent improvements, and the Flying Yankee.
- April 14th** – April joint meeting with MassBayRRE at their meeting location. Alan MacMillan is scheduled to be the presenter.

### 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 mile 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

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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(1) vacancy to be filled later in 2012

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- Please renew your membership within the ninety-day renewal period or you will be deleted from the membership list. • All renewing members are provided a preaddressed renewal envelope, containing your membership data on the flap. Please **DO NOT** over tape the flap.
- Write any address changes on an additional piece of paper and include within the renewal envelope
- Payment is by check or money order **ONLY**... please do not send cash. You may pay by cash if you attend a Membership meeting or train show at which the society has a presence.
- If you do not get society publications after renewing contact the society at the address below.
- Prior to moving, please notify the society to insure continued receipt of society publications, etc. Failure to do so requires additional expenditures to have returned mail forwarded to you if your new address becomes known.
- A RED DOT on your address label indicates that this is the last item you will receive from the Society, as you have not renewed within the allotted timeframe.
- All questions regarding your membership should be addressed to:

**Membership**

c/o B&MRRHS, PO Box 469

Derry, N.H. 03038-0469

Buddy Winiarz, Membership Sec.

**B&MRRHS Membership Dues**

All values in US dollars. Dues are payable by check, money order, postal money order or cash. Sorry, but we are unable to accept charges. Please allow 4 to 6 weeks for processing.

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Basic	\$35
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Corporate	\$500

## Old Orchard Beach Considers a Year Round Downeaster Train Stop

By Kate Irish Collins Staff writer

There's a strong desire among business owners, town leaders and town staff to make Old Orchard Beach a year-round stop for the Downeaster train.

To reach that long-discussed goal, however, will take money, as well as figuring out a way to meet the requirements imposed by Amtrak, Pan Am Railways and the Northern New England Passenger Rail Authority, which operates the train.

During a meeting, the Town Council discussed whether it would be the best and easiest solution just to enclose the current platform, located on First Street, which is now open to the elements.

Jeffrey Hinderliter, the town planner, was also told to explore the option of having the Downeaster stop at only specific times of day instead of keeping a full-time, year-round schedule.

To have a year-round stop, the town, which owns and operates the train platform, must meet three basic requirements, he told the council.

It must provide access to Quik-Trak ticket machines from about 5 a.m. until about 9 p.m. every day; it must provide adequate parking; and it must find a way to keep the so-called exclusionary zone clear of snow and ice.

Hinderliter hopes to have the train stopping year-round in Old Orchard Beach by the fall. But, he said, stumbling blocks include the cost of meeting all the necessary requirements. Right now the town has about \$25,000 left from the money it set aside to build the train platform more than a decade ago.

Despite these issues, Hinderliter said, in a previous interview, "I have confidence we will have a year-round stop by October. The Downeaster is a wonderful service and it would certainly be of great benefit to have the train stop here year-round."

Last week he said "the primary benefit for the near future" would be the additional transportation options having a year-round train stop would provide. Going forward, Hinderliter said, it would also make it easier to promote the town as a year-round destination, instead of just a summer haven.

During last week's council meeting he outlined the specific requirements for making Old Orchard Beach a year-round stop for the Downeaster.

In terms of the Quik-Trak ticket machines, Hinderliter said, the machines must be located in a climate controlled, protected location. Currently one ticketing machine is located at the Chamber of Commerce but that machine is removed during the winter months because the chamber is open only limited hours and the train doesn't currently stop from November to mid-April.

This means, Hinderliter told the council, that the town would either need to retrofit an existing location or construct

one that meets the requirements set out by Amtrak and the rail authority. He also said it would be important for this area to include some type of theft proofing.

In terms of parking, there must be a designated parking area for Amtrak customers, which must be cleared of ice and snow at all times.

In terms of keeping the exclusionary zone, where passengers step off and onto the train, free of snow and ice, Hinderliter said the town would need to develop a work and safety plan in coordination with Pan-Am, the rail authority and Amtrak.

This plan would include providing specialized training for all employees who would be conducting winter maintenance activities, along with providing protective equipment and written maintenance procedures.

Hinderliter told the council that the preferred option for getting rid of ice and snow would be one that other stations along the line use - a heating mat. Initial construction and materials costs would likely exceed \$25,000, though. In addition, he said, there would be ongoing costs, particularly for electricity.

If the town used its own personnel for snow removal, there would be no requirement for "a significant up-front monetary investment," Hinderliter said, but it would see an increase in its labor costs.

He also pointed out to the council that the Old Orchard Beach train stop consists of both an upper and lower platform and he's unsure whether both must be kept clear of snow and ice.

He suggested one option for the council to consider would be using manual labor to remove ice and snow for a test period of two to three years to determine if a year-round station is needed and economically feasible.

"Doing this will not require the initial upfront costs and would allow time for more thorough planning to address long-term needs," Hinderliter said.

"As much as I am in favor of a year-round station, I believe the council must look at how realistic it is, including a cost-benefit comparison," he added.

*Sun Chronicle submitted by Jonelle DeFelice*

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## Phil Nash Is Hoping To Turn His Old Grain Building At The East Deerfield RR Yard In Incubator Space For Small Businesses And Artists.

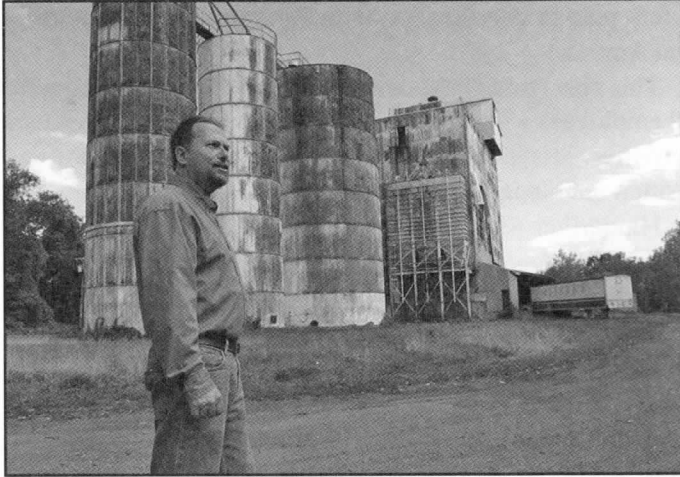
By Kathleen McKiernan The Recorder

In one year a brewery may make malt, an artist may craft sculptures and farmers might store crops within a 40,000-square-foot business complex beside the East Deerfield Railyard.

Phil Nash, originally from Amherst, is bringing the 6.7-acre former grain plant at 6 Railroad Yard Road back to life and turning it into the Deerfield Innovators Mill.

Nash's plan is to turn the site into 20,000 square feet of warehouse space and 20,000 square feet of finished space for offices stretching up to five stories.

"It's a business model in that a guy can start off with a small 20-by-20-foot space rather than renting a stand-alone facility," Nash said.



Deerfield Innovators Mill will take the place of the grain plant, where local farmers bought grain and feed for 50 years.

Six years ago, Nash bought the then-abandoned grain plant and turned it into a facility that bagged wood pellets railed in from Canada and used as for fuel for stoves. The wood pellet plant was a spin-off for Nash's other business, Nash Hearth and Leisure in Whately. He owned the Whately business for 25 years before it closed last year.

For its next life, Nash envisions "infinite possibilities."

Possible tenants might be a light manufacturing, machine shop, contractors, brewery, bakery, small office, artists, dance/yoga studio with views of the working rail yard.

He hopes to have five to six studio offices per floor, which could amount to 10 to 30 businesses using the space.

The East Deerfield yard used by Pan Am Railways offers a chance for businesses to use rail cars to unload material. Nash may also turn a small plot of land by the grain silos into a place where rail cars can reload propane.

The crisscrossing rail cars in the backyard offer aesthetics as well. Nash will also paint the two rusting white silos, which formerly stored grain and corn.

"There is an interesting industrial flavor," Nash said.

Though the rail yard has been a source of contamination investigated by the state Department of Environmental Protection and subject to a cleanup by Pan Am Railways, Nash is unperturbed by the contamination.

The site gets its water from Greenfield.

Over the next year, at a cost of \$1 million, Nash will gut the mill by removing grain bins, replacing them with floors

and clearing out the grain.

The bins reach four stories and contain 50,000 square feet of vintage pine lumber, which will be reclaimed and used as flooring in the building. They once held up to over 200 tons of grains and feed on massive 24-foot I-beam steel.

So far, the mill has attracted the interest of 10 potential tenants.

Nash plans to receive building and zoning permits and begin construction in the spring. Nash hopes the project will be completed in phases.

*Submitted by Kelley Manson*

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### ***Digging Up The Past Old Railroad Roundhouse Uncovered At Train Station***

By Tom Dalton Staff writer

An industrial ghost from the city's transportation past was unearthed under the Salem commuter rail station.

On the first day of an archaeological dig, a construction crew uncovered part of the Salem Roundhouse, a large structure that stood on this location a half-century ago.

"We knew it was here," said Erin Timms, an industrial archaeologist. "They had done ground-penetrating radar" several months ago as part of the preliminary site work on the MBTA's proposed \$31.8 million Salem station and parking garage.

Even though radar had indicated a structure was buried underneath, there was no guarantee it would be the roundhouse, or engine house, Timms said. After a backhoe dug a hole more than 4 feet deep, workers spotted an old set of tracks and the outline of a stone and concrete foundation, which appears to be part of the roundhouse or an old locomotive turntable that was part of the structure.

"Most days, it's not this easy," said Timms, an employee of Public Archaeology Laboratory of Pawtucket, R.I., as she stared into the hole on Monday at a skeleton from the great age of trains.

The archaeological dig, a required part of a construction project still in the planning stages, will take about two weeks, Timms said.

They will excavate a series of test pits searching for evidence of the roundhouse, turntable and any other buildings that may have been on the historic site.

Since the mid-1800s, the Salem station was a major railroad junction, where trains headed off to Peabody, Danvers, Lowell, Wakefield and other destinations.

The future parking garage is expected to be built over part of the foundation of the old Salem Roundhouse.

***Salem News***

## Nashua Looks At Buying Two Pan Am Railways Parcels

By Kimberly Houghton  
Union Leader Correspondent

City officials have recently negotiated with Pan Am Railways to acquire two railroad parcels near the East Hollis Street fire station.

According to Alderman Wilshire, Nashua has \$280,104 available in federal funds to buy the parcels for the city's ongoing Rail Trail Parcel Acquisition. The two sites currently belong to Boston & Maine Corp.

The city, in conjunction with the New Hampshire Transportation Advisory Committee, has used transportation enhancement funds for previous projects, Wilshire said.

They include the 1.3-mile Heritage Rail Trail, as well as the construction of the Nashua River Rail Trail, a former railroad right of way that travels more than 10 miles into Massachusetts and is used by bicyclists and pedestrians.

There was no discussion as to what would be done with the two railroad properties if they are acquired by the city.

The mayor has said that two train stations could be built in the Nashua area to accommodate a future rail system.

She believes that a multi-modal transit center could be constructed off a newly formed Exit 36 just south of Nashua at the Massachusetts border into Tyngsborough.

She has also said a second, smaller train station could be built somewhere in the downtown area, possibly on land near Crown Street or East Hollis Street.

*Union Leader*

## RDC 6929 Resurfaces



*Scott Whitney:* To MBTA 12/76, then sold 1990 to Melvin Best (Beaufort, N.C.). Donated to Eastern Carolina Chapter, NHRS (Bonsal, N.C.) and stored in a warehouse in Raleigh, NC. Reported 3/22/06 to eventually be moved to the Red Springs & Northern in Parkton, N.C.

*From Dave Santos via the Budd RDC list*

## Propane Rail Terminal Under Construction In Biddeford

By Gillian Graham

CHS Inc, an energy, grains and food company, is building the terminal in the Biddeford Industrial Park on land leased from Westfield Inc. of Kennebunk. The terminal will have the capacity to move 20 million gallons of propane annually.

The terminal will be served by Pan Am Railways and is expected to be fully operational by fall.

The Biddeford Industrial Park is located west of Route 1 near the city's turnpike exit.

*The Portland Press Herald*

## BAR Red White Blue Potato Cars

*John Horvath:* It appears that the use of the familiar BAR red-white-blue scheme may have originated ca. 1949. While it did use "POTATOES" and not "PRODUCTS" such use was apparently short-lived as the first batch of new steel plug-door insulated/heated boxcars arrived in either '50 or '51 and used "PRODUCTS". They must have been successful because a second batch came in '53 and the NH's cars were in that second batch. As already noted, all of these cars and later ones too used "PRODUCTS".

Now as for the cars that got the "POTATOES" in '49 and '50, it's unclear how many there were.

Now as to why one would use reefer hatches on a potato car keep in mind that conventional U.S. railroad practice at the time was to place charcoal heaters in the end bunkers of conventional ice reefers when heating of the contents was required. In this way the fans that many cars had in later years could circulate the warmed air throughout the car and its contents. The cars have warning placards concerning heater usage so that someone entering the car would not be overcome by carbon monoxide. It was more of a Canadian design and practice to use underslung charcoal heaters such as were used on the BAR and NH steel cars built new in the early '50s.

*Roger Hinman:* Potato service on the BAR started in 1923 (plus or minus a year) when MDT convinced the management that ventilated refrigerator cars using heaters were a superior solution.

Prior to that time BAR had been using normal boxcars. Similar heated service refrigerator cars were used on the B&M in the 1920s and possibly later.

At the end of the second WWII, the BAR did not believe MDT could muster up enough cars for their service and agreed to purchase approx 350 second hand cars that MDT had ready to scrap.

These were initially in service in late 1950 with the white/blue potato scheme later changing to orange/black. They

ran till the end of the decade and none were ever painted in RWB blue scheme that I am aware of.

At the same time, they commenced on a multiyear purchase of new equipment that was leased to other roads in the off-season, PFE the one most mentioned.

1953 40' insulated plug door (maybe some slide door?) steel cars with charcoal heaters underneath. New Haven also got 100 of these. "Products" was the bottom line on the cars, not potatoes. In fact, all we could find from '53 on said "products".

And why reefers, since the 1953 cars, according to one source, used the heaters to keep the potatoes from freezing in New England winter and were used for paper products in summer.

**John Horvath:** ca. 1949-50 the BAR was perhaps investigating how they might deal with the possibility that MDT could not supply sufficient reefers for their seasonal potato traffic as they had in the past. It appears that, as a test to explore options, the BAR rebuilt no more than several old single-sheathed boxcars (both nominal 36' and 40' cars) into insulated boxcars with provision for heating. I'll extrapolate further that the BAR concluded this experiment was either not worth the cost or did not give them what they wanted or the MDT reefers were simply too good a deal so they purchased the surplus MDT reefers and eventually the steel cars built new in 1951-2 and again in 1953. I don't believe the MDT reefers lasted all that long (the BAR had steel reefers built new in the '50s as well).

Four of the five (all except 2901) received ventilators and underslung charcoal heaters. I'm guessing the BAR saw such heaters on Canadian cars and decided to try the design. The BAR must have liked these design details as their new steel cars came with both ventilators and underslung heaters. One of these rebuilt cars was a nominal 40' car and the other three nominal 36' cars. It appears that different door types were tried as well, both nominal 6' as well as 4'. I'm guessing plugdoors were used for both sizes.

Bottom line is that as I suspected this fleet of RWB cars with "POTATOES" lettering was likely not very large but was clearly very memorable, especially at a time when there weren't a lot of colorful freight cars around. So it's possible these relatively few cars got a lot more press and attention than their numbers suggest, similar to other rare cars that modelers love such as the Chateau Martin wine cars and Heinz pickle cars.

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### The Rumford Press

I have commented on the amount of express cars leaving Rumford Press as the operation at one time was the largest printer of the magazines our folks and most of us as youngsters read each week, including most of those now controlled by the Time-Life group. I can recall being stunned the first

time I was in the office there back in the mid-1970's to see covers of so many, many different magazines posted on the walls of the waiting room, with copies of the latest issues on tables there. It was easily the largest business in Concord for many years, the name of which came from the original name of Concord. By the mid-1950's it was quite common to see the phrase "*Handles storage cars from Rumford Press as offered*" in the train make-up listings, particularly for trains such as No. 316, which was a daily except Sunday operation. Never having seen mention of such cars going TO the Rumford Press one can only surmise that they were handled in regular freight trains and set by the Concord switcher just as were the cars of paper used.

*Submitted by Don Valentine*

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### Pfaudler And General American Milk Cars

In the 1920s, the Pfaudler Company and General American Car Company manufactured hundreds of 40' wood sheathed, insulated milk cars. Designed as bulk milk carriers, the cars were built around two 6,000 gallon glass lined tanks and a brine cooling system, designed to keep the milk at a constant 38 degrees Fahrenheit. Riding on passenger car trucks, these unique wood sided cars were often painted Pullman green to match the color of the most common passenger cars of the era. These specialty cars hauled bulk milk into the early 1950s.

In 1932, Pfaudler and General American merged and became the General American Pfaudler Corporation. Reporting marks became G.P.E.X. instead of the earlier G.A.R.E. of General American.

According to the General American Car Company brochure of 1928 these cars are used for:

- Transporting whole sweet milk from country receiving plants to city distribution plants.
- Hauling concentrated milk from "feeder" plants to main condensing plants for "finishing off" the product.
- Shipping sweet cream from rich dairying sections to the metropolitan markets.
- Transporting ice cream "mix" from the milk producing regions to the city plants for freezing.
- Transporting skim milk from country plants to various users.

General American cited a number of advantages that this design had over the traditional "milk can" cars: Loading Advantages and Savings

- Milk is loaded directly from the cooler to the car through sanitary piping.
- Can washing is eliminated.
- Avoids spillage which is incurred in can shipping.
- Elimination of cans reduces investment.
- Labor is reduced in every step of loading and unloading.
- No icing is necessary, eliminating cost of ice and labor.

- One refrigerator milk car has a capacity equal to three of the usual milk can cars.
  - Eliminates losses due to frozen milk adhering to sides of cans in severe winter weather.
  - There is approximately one fifth the surface in a refrigerator milk car as compared to cans required to carry a like amount.
- Consequently, the spillage of milk in refrigerator cars is but a negligible fraction of the usual loss in cans.
- Quality and Safety
  - Authorities agree that glass lined receptacles are ideal for storing or shipping human foods. Quality is maintained.
  - Bacteria count is controlled, not merely influenced as under the old transportation methods.
  - Average variation of temperature of milk in transit has been negligible during periods as great as one hundred hours under the most severe climatic conditions.

#### Economic Advantages

- Dairy products can be shipped distances many times greater than under the old methods.
- Dairying regions are benefited because the output of the producers is maintained at higher quality in shipment and this is reflected in their financial returns.
- Because of the money savings and improvement in quality of product through use of the refrigerator milk car, the dairy industry profits. The benefits are cumulative.

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### Necktie Party

Back in 1868, when public hangings were regarded as a form of entertainment, the Boston, Concord & Montreal (now part of the Boston & Maine) ran a special excursion train between Laconia and Haverhill, N.H., for the benefit of morbid citizens who wanted to see a convicted murderer named Mills mount the gallows and "dance on air."

A bulletin issued at Plymouth, N.H., on May 4 of that year gave the schedule says:

*NOTICE. By request of Persons who wish to attend the Execution of MILLS, at Haverhill, on WEDNESDAY NEXT, an Extra Train will run as follows, for fare one way: Leave Laconia 6:00 a.m., Plymouth 7:20, Warren 8:30, arrive Haverhill 9:10, Returning, leave Haverhill at 12 o'clock noon.*

The extra consisted of two open-vestibule wooden coaches with hard wooden seats and an eight-wheeled wood-burner whose flaring balloon stack belched great clouds of smoke. It must have been quite a picnic. The passengers carried lunch baskets well stocked with food and drinks. Presumably the train and engine crew took advantage of the layover of nearly three hours to join the crowd watching the death struggle in the town square.

Thus a "necktie party provided amusement for Mr. Mills' neighbors as well as revenue for the BC&M. Extra trains

which took people to witness executions were not so uncommon as you might think.

*December, 1960 issue of Railroad Magazine submitted by Steve Vallee*

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### A Brief Overview Of Local Railroad History

#### Railroading in the Lincoln area and the Pemigewasset Valley

Began as a necessary out growth of the Lumber Industry in the early 1800's. Prior to 1840 and till 1850, the only methods of getting logs out of the forest and to the mills were the use of horses, oxen, and river drives. Much of the dragging or skidding had to occur during the winter months when the ground was frozen and snow covered. Eventually the larger operators realized that reaching into the forests, back away from the larger streams that supported the log drives was going to require better transportation to keep up with the growing nationwide demand for the native white pine, and spruce, Bill Gove, in his book "Logging Railroads

Along The Pemigewasset River", reports that between 10 and 12 million board feet of lumber were driven down the Pemigewasset in 1852. The natural answer was to adapt the "Iron Horse" to this task.

The Civil War had established the legitimacy and value of railroads in moving large quantities of goods (and troops), and the "Iron Horses" were working their way north. In the late 1800's, several logging railroads were built in the area. From The Beebe River

Railroad, south of Lincoln, to the Upper Ammonoosuc Railroad to the north, nearly 20 logging railroads were built and operated. The vast majority were standard gauge due to the ease of meeting and connecting with the main line railroads. Also, standard gauge equipment was far easier to acquire. Engines available to the early logging railroads were mostly of local (New England) manufacture (Portlands, Bloods, Masons; and possibly Brooks, Rogers, Manchesters, and Tauntons), they were light and rod driven, either 4-4-0 or 0-4-0. Later Baldwins, Shays and even Climax Engines appeared. As with all industries, as the railroads became more entrenched, they "grew up", becoming year round operations with better roadbeds, better ties, and heavier rails, although sophisticated braking systems and safer couplers were yet to come.

The industrial age to the south had created not only an increased demand for New Hampshire's forest products, but the need for vacation spots for the successful mill owners, industrialists and their families. Tourist and vacation hotels started to appear in the "Pemi" Valley, Waterville Valley, and up in the Notches as well.

By 1850, the Boston, Concord, and Montreal Railroad had reached from Concord (NH) as far as Plymouth. From there,

tourists would travel by coaches to their final destination. Soon after, the railroad was extended to Lancaster, cutting the coach travel even further, and in 1870 the line reached Bretton Woods and the Crawford Notch Area. The BC&M was now able to deliver passengers and provisions (with refrigerated cars) to the Grand Hotels. It was now possible to have breakfast in Boston, board the train and have a sumptuous evening meal at the Profile House in Franconia Notch! At the same time, the Portland and Ogdensburg (later to become the Maine Central) was working west from Portland towards Crawford Notch. The P and O's cut through Crawford Notch is still considered to be an engineering marvel. By the mid 1870's several other main lines from the "outside" world were heading to capture their share of the lucrative Northern New Hampshire freight and passenger traffic. Among them were The Concord & Maine (later the Boston & Maine); The Montreal and Portland, and the Atlantic St. Lawrence (later to become the Grand Trunk). In 1874 the Pemigewasset Railroad was chartered with trackage rights from Plymouth to Franconia Notch, with branches up the Mad River, and the East Branch of the Pemigewasset. Construction never started until 1882, with rails reaching into North Woodstock in 1883. At that point, the "Pemi" was leased to the Boston Concord & Montreal; the lease provided the "Pemi" with 2 new locomotives, 2 passenger cars, and several flatcars and boxcars. In 1889, the BC&M combined with the Concord Railroad and became the Concord and Montreal. Although the Pemi Branch was able to build large and profitable passenger business providing 3 or 4 round trips daily between Plymouth and North Woodstock, freight, particularly lumber was its primary business. In "Logging Railroads Along The Pemigewasset River" Bill Gove states that in 1884 the "Pemi" transported 400,000 board feet of pulpwood. Due to reported financial problems associated with its rapid expansion, the C&M was leased to the Boston & Maine in 1895 (by 1919, the C&M was fully owned by the B&M).

About 1892, the outward appearance of the lumber industry in the Pemi Valley area began to change. The many smaller mills gave way to fewer larger mills. Lumber barons with huge acreage holdings, operating companies with smaller branches, and real estate speculators appeared. There were eventually five separate logging railroads in the Lincoln area. Perhaps the most infamous of the group was J.E. Henry who moved his crew and operation down to Lincoln from the Zealand Valley after conducting some extensive and much criticized logging operations there. Indeed, the decimation of the White Mountains was finally addressed by Congress and from that attention came the Weeks act. A milestone in US conservation history. Mr. Henry erected one of the areas largest sawmills, built up the Town of Lincoln, and established a paper mill that lasted about 90 years. Some of the paper mill can still be seen today. James E. Henry was also

responsible for building and operating the "East Branch and Lincoln Railroad". The "East Branch" was probably one of the best constructed of all the logging railroads in New Hampshire, some of the railroad was still working the paper mill in the early 1950's. The "East Branch even had its own shops where log cars were repaired and built. Some of this equipment has been preserved and is on display at Clark's Trading Post.

The fore going is but a brief snapshot of the logging and railroad history of the area where you will be spending the weekend.

For far more interesting reading and details, the following books are highly recommended:

"Logging Railroads of the White Mountains" By C. Francis Belcher. Published in 1980 by the Appalachian Mountain Club. ISBN 0-910146-32-2

Logging Railroads Along The Pemigewasset River By Bill Gove. Published by Bondcliff Books, Littleton, NH ISBN 1-931271-19-4

Any of the "Tour Guides" published by the Mass Bay Railroad Enthusiasts to accompany their Fan Trips are interesting and fact filled.

Any of Bruce Heald's books on The Boston & Maine are well worth reading.

"Life by the Tracks" by Virginia C. Downs; Phoenix Publishing, West Kennebunk, Maine. ISBN 0-9146669-60-X. is an excellent insight into a railroad section gang and Railroad families in the Notch when steam was king.

Prepared for the "White Mountain Railroad Festival" booklet, June, 2010. By Stephen Taylor Acting Chairman of the Flying Yankee Restoration Group



### **A New Look For Old Freight House In Wayland Center**

By Rick Conard and Gretchen Schuler

For as long as anyone in Wayland can remember, the old wooden building between Wayland Library and the Wayland Historical Society's Grout-Heard House has had the appearance of an old forlorn weather-beaten shed. Without any paint and with boarded-up windows, it has gone unnoticed



by most and certainly has not contributed to the appearance of historic Wayland Center.

The long-neglected Freight House has an interesting history. It was built in 1881 in the same year the Wayland Depot was constructed when the Massachusetts Central Railroad line opened connecting Boston and Hudson (it was later extended to Northampton).

The Depot was then known as the Passenger Station.

The Freight House was used to store items of freight that had arrived or were to be sent from Wayland by train. All types of merchandise for businesses and private individuals would arrive or be sent by train.

The daily freight train from Boston would stop on the side track next to the Freight House and the train crew would unload items of freight.

The station agent would notify the recipient (consignee) that their articles of freight had arrived and they would come by wagons or trucks, pay the station agent for any freight charges, sign a delivery receipt, and pick up their items at one of the large loading doors on the north side of the Freight House.

This was a daily event in Wayland from the 1880s to the early 1950s, when the Boston & Maine Railroad (successor to the Mass. Central RR) discontinued the delivery and pickup of what was called "less than carload" freight shipments to Wayland.

*GateHouse News Service*



### Union Station Name Clarification

By Dwight Smith

Ref: Pg. 6 of Sept-October 2012 Newsletter.

The Wakefield Heritage Commission is in error by referring to "Union Station" and "Union Railroad Station". The correct description should be, in my opinion, the Boston & Maine's station at Union, NH. I claim that using capital letters other than in the word Union is an error.

The B&M's Conway Branch traversed the town of Wakefield and had five stations within the township. From south to north they were Union, Sanbornville, Wakefield, East Wakefield (later named Burleyville) and North Wakefield

(later named Matthews). Wakefield Township is located between the towns of Milton and Ossipee. The village of Union is where construction of the PGF&C RR stopped because of the Civil War, and resumed its march towards North Conway after the war.

I hope this clears up any confusion regarding the railroad station at Union, NH.

Note: Portsmouth, Great Falls & Conway, later became part of the Eastern RR, then Boston & Maine.

### Freight House Addition At Union Station Complete

*Gardner News 100 Years Ago October 2, 1912*

W.N. Pike & Sons of Lawrence have completed the addition to the Boston & Maine freight house at Union station, and the additional space is already being used by the office force. Station Agent William N. Kimball said today that with his present accommodations work will go along faster and more satisfactory.

The measurements of the addition are 25 by 30 feet. The main room was made almost twice its original size, and a hallway separates it from the office of Agent Kimball. There are two rooms on the first floor for the employees, and new closets and sanitariums will be installed in a few days.

On the second floor Mr. Kimball has arranged for the record room which when put in order will not have an equal on the division.

*Submitted by Dennis Lyons*

### Tunnel History

In 1856 work began on the tunnel. On the west side crumbling stone required six to eight layers of brick in tube form to support the tunnel. Eventually 7573 feet of the tunnel would be built with a brick lining, and 6690 feet would have brick arching. In all 20 million bricks were used; the first train used it in 1875. In 1997, with the financial assistance of NS, the tunnel was cleared for 19'6". That permits fully enclosed auto racks, two 8'6" international boxes stacked but not 9'6" domestic boxes. No one really knows what is behind those bricks. At the time they really didn't want to find out.

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

### Pittsfield RR Station

Standing for more than 130 years, the historic train depot in Pittsfield has plenty of history to tell. It sits about half-way between Burnham Jet. and Newport on the Pan Am track from Waterville and Bangor. Right now, it's screaming for a new roof and other renovations. Town Manager Kathryn Ruth and the Pittsfield Historical Society, which is housed in the building, have applied for a Historic Preservation Grant

to fix the structure. The estimated cost of the renovations is \$167,370. The town's share is \$42,370. The town has \$22,370 set aside but is still \$20,000 short. The town has until March to raise the money.

The building, built in 1880, houses many historic documents and artifacts of Pittsfield's history. It's also one of the last remaining train depots in the state. Everyone from train enthusiasts to people interested in historical items visit the train station, which has a restored caboose behind it.

*Bangor Daily News via Tracy Hastings via THE 470 The 470 Railroad Club*

### No Unnecessary Whistling

The Boston & Maine railroad has issued Instructions that all unnecessary whistling in the vicinity of the west yard must be stopped and any engineer caught doing any unnecessary whistling will be summarily dealt with.

The nuisance must be stopped at once.

It must be said, however, that when trains stop on this grade, a flagman must be sent back to protect the rear end. When the train is ready to proceed, four whistles calls in the flagman of an eastbound train. Sometimes two or three trains stop on this grade at a time from Putnam street to the tin bridge, and it can easily be seen that in these cases there must necessarily be considerable whistling.

*The Fitchburg Sentinel 11.14.1903*

*Submitted by Dennis Lyons*

### Boston & Maine - Maine Central Stainless Steel Passenger Cars

By Leroy C. Hutchinson

At the end of World War Two, the Boston and Maine and Maine Central Railroads placed a \$2,000,000 order with Osgood Bradley Car Corp., and Pullman Standard Car Mfg. Co., of Worcester, Mass., for 24 ultramodern passenger cars.

The order was broken down as follows: four restaurant lounge cars, four combines, and sixteen coaches.

After a brief tour of exhibition through the northern New England region on B&M-MEC, the new equipment went into service on the "Flying Yankee," "Pine Tree," and "Kennebec." They provided service between Boston, Portland, Lewiston, Brunswick, Augusta, Waterville and Bangor.

These cars provided the ultimate in passenger comfort with porter service, fluorescent lighting, picture windows, air conditioning, and "Sleepy Hollow" chairs. These were designed after Professor Hooten of Harvard University measured over 1 000 travelers in the North Station to secure specifications with which to make a coach seat ideally comfortable for the average passenger.

The seats in the combines and coaches provided nine different adjustments at the push of a button. Each seat also had adjustable footrests. Also, the combines and coaches had separate glass enclosed smoking lounges, and roomy toilet facilities with running hot and cold water in both women's and men's compartments. For the ladies there were mirrors and powder tables.

The restaurant-lounge cars provided 24 seats in the diner, 18 in lounge. Reasonably priced meals were. Available in the dining section, while drinks and sandwiches were available in the lounge section.

All 24 cars had restful interiors, with soft colors in seats, walls and ceilings. There were also large mural depicting New England scenes at the end of each car. Northern New England grammar school children named all of the cars, each car side affixed with the car's name and that of the pupil who named it.

Roster of names and numbers, as follows:

B&M		
70	"Bald Eagle"	Restaurant-Lounge
71	"Hermit Thrush"	Restaurant-Lounge
3800	"Purple Finch"	Combine
3801	"Blue Jay"	Combine
4800	"Bobolink"	Coach
4801	"Robin"	Coach
4802	"Hummingbird"	Coach
4803	"Black bird"	Coach
4804	"Bluebird"	Coach
4805	"Oriole"	Coach
4806	"Chickadee"	Coach
4807	"Snowbird"	Coach
MEC		
15	"Merrymeeting"	Restaurant-Lounge
16	"Arundel"	Restaurant-Lounge
240	"Alamoosook"	Coach
241	"Webhannet"	Coach
242	"Katahdin"	Coach
243	"Parmacheenee"	Coach
244	"Sagadahoc"	Coach
245	"Abernaki"	Coach
246	"Kineo"	Coach
247	"Passamaquoddy"	Coach
540	"Lumber King"	Combine
541	"Forest Queen"	Combine

### One Of A kind





From the society archives come Mystery Photos to challenge your knowledge of the B&M and it's many locations over the years.

If you know the reason for the above engine move, send either an email or snail mail message to the editor. This information is listed on page 1. If submitting your 'guess' via email, enter 'Mystery Photo' in the subject line.

### Eastern Railroad. MA

The Eastern Railroad was a railroad connecting Boston, Massachusetts, to Portland, Maine. Throughout its history, it competed with the Boston and Maine Railroad for service between those two cities, until the Boston & Maine finally put an end to the competition by leasing the Eastern in December 1884. Much of the railroad's main line in Massachusetts still serves as the MBTA Newburyport/Rockport Line.

The Eastern Railroad was first built in 1836. The line hugged the Massachusetts North Shore, as opposed to Boston & Maine's more inland route, and served such cities as Lynn, Salem, Beverly, and Newburyport. Coming along the shore, the Eastern Railroad chose to place its Boston terminus in East Boston, a short ferry ride from the city itself, rather than complete the long, circuitous route around the Inner Harbor and Mystic River into Boston proper. By 1843, the Eastern and the B&M entered into an agreement to share already-existing tracks in Maine controlled by the Portland, Saco and Portsmouth Railroad, which would allow them to begin providing full Boston-to-Portland service.

On November 3, 1848, an accident occurred at Castle Rock in Salem, Massachusetts. A southbound train heading for Marblehead missed an unattended switch and was routed into the path of a northbound train. The two engines collided head-on, with six people being killed on the Marblehead train. About 40 people were injured in the wreck. An employee was supposed to be stationed at the switch to stop the northbound train if necessary, but had failed to change the switch or stop the train. By the 1850s, the Eastern was experiencing difficulties because of the out-of-the-way location of its Boston terminal. Already in 1845, the Boston & Maine had completed their own tracks into Boston (to avoid having to use the Boston and Lowell Railroad's tracks), including a terminal right in the heart of the city, just north of Haymarket. Several independent companies sought to take advantage of the situation by building branch lines that would connect the Eastern Railroad's North Shore tracks with the B&M line going into the city. In 1850, the South Reading Branch Railroad opened,

connecting Eastern tracks at Salem to the B&M at Wakefield, and in 1853, the Saugus Branch Railroad opened, connecting the Eastern at Lynn to the B&M at Medford. The Eastern Railroad was quick to buy up these branch lines in an effort to keep down the competition and divert the lines to its own use. But the real boon for the Eastern was the Grand Junction Railroad, chartered in 1847, which would connect the East Boston waterfront to the Boston and Maine, Boston and Lowell, and Fitchburg railroads in Somerville. The Eastern leased the Grand Junction in 1852 and quickly incorporated it into its main line, building a cut-off from Grand Junction tracks in Chelsea straight to its own northbound tracks and constructing its own terminal in downtown Boston, approximately on the site of the present North Station, directly connected to Grand Junction's tracks in Somerville. Moreover, this allowed the Eastern Railroad to cut off the Saugus Branch from the Boston & Maine at Medford, instead re-directing its course south to meet up with the Grand Junction in Everett. When the Boston and Worcester Railroad bought the Grand Junction Railroad in 1866, it allowed the Eastern to keep its track rights for the sections it used as part of its main line.

On August 26, 1871, a series of dispatching errors allowed the *Portland Express* to collide with the rear of a stalled local train at Revere, Massachusetts, telescoping the rear cars of the stopped consist. Coal-oil lamps ignited the wreckage, and 29 died while 57 were injured. Several prominent Boston citizens were killed, bringing much national publicity to the accident. It remains the deadliest railroad accident in Massachusetts history.

Near the end of 1884, the Eastern Railroad was leased by the growing B&M, and the competition between the two railroads ended. Instead, the B&M incorporated the Eastern tracks into its Portland Division as an alternative route to Maine and an access to North Shore cities. In 1893, the North Station union station opened, essentially consolidating under one roof the Boston terminals of four different railroads—the Eastern and the Boston and Lowell (which were by now both controlled by the Boston & Maine), the Boston & Maine itself, and the Fitchburg Railroad (which the Boston & Maine would buy in 1900). In 1905, the Grand Junction and Eastern Railroads combined their East Boston terminals.

In the 1970s, the MBTA acquired the Eastern Railroad tracks along with the rest of the B&M, and it currently runs Commuter Rail service to Newburyport on the Eastern's old main line, with additional service to Rockport via the Gloucester & Rockport branch line (Newburyport/Rockport Line).

### Wikipedia



*Fresh From The Factory Shop*

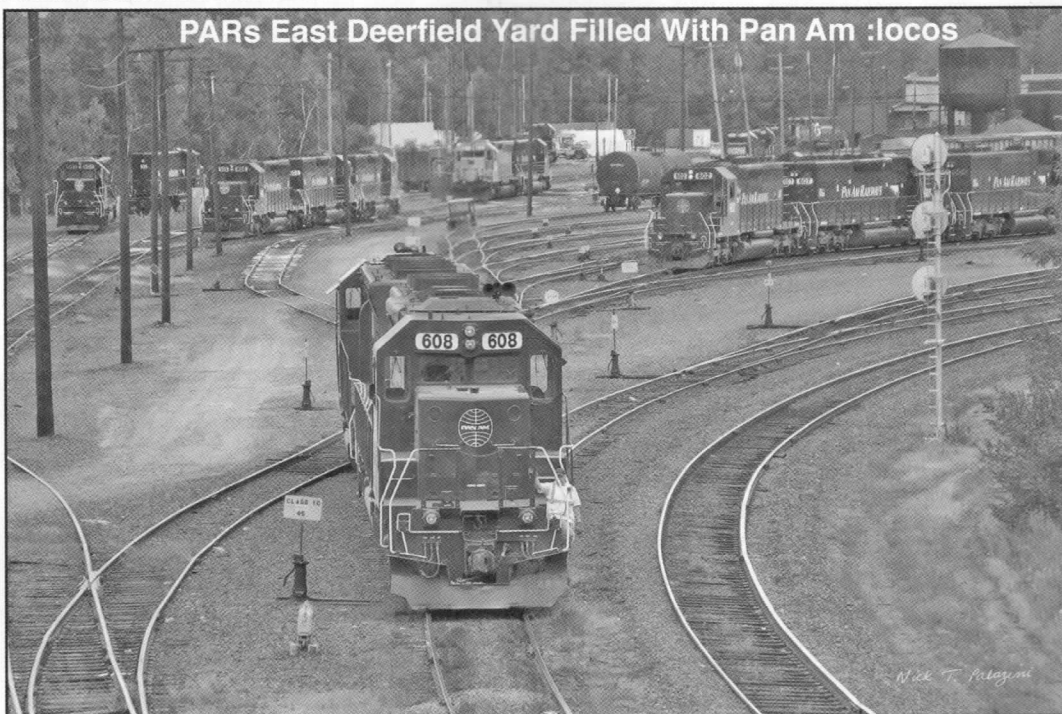
**Bird's Eye View Of North Station**



FAIRCHILD AERIAL SURVEYS, INC. N.Y.

**What's the date of this photo?**

Nick Palazini collection



**PARs East Deerfield Yard Filled With Pan Am :locos**

*Nick T. Palazini*