

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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March — April 2013

Bob Warren, Editor (bmbobwarren@comcast.net)

Visit the B&MRRHS on the web at: www.bmrrhs.org

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

B&MRRHS CALENDAR

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

The January Membership meeting saw Justin Winiarz take us railfanning in the Greensboro, N.C. Roanoke, Va., Altoona and Scranton, Pa, areas along with the Delaware & Hudson in NY, Maine Eastern in Brunswick, Me. and various spots on the former Boston & Maine now PAS West End.

November Membership Meeting

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!

Submitted by: Jim Nigzus

April 14th – Please note that the Joint Meeting featuring Alan MacMillan speaking on “Snow Trains and the Boston & Maine’s Conway Branch” will be on Thursday, **April 18** at 8:00 PM at the Union Church in Waban (their regular meeting time and place), NOT on April 13 as previously noted.

May — Meeting with the Nashoba Valley Model RR Club in Shirley. Date TBD

June – Society trip with the CSRR Budd car. Details to follow.

July — Folk Festival No Meeting

August - No Meeting

Sept- Oct – Nov - TBD

Dec 8th - “Members Nite”

Directions To The Rogers Hall Society Meeting Location

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

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

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

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

NEXT ISSUE

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

The editor reserves the right to edit any submitted material.

MEMBER INFORMATION

Newsletter

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

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

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

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

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

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

Society Officers, Directors and Staff

President	Wayne Gagnon
Vice President	Michael Basile
Treasurer	Paul Kosciolek
Clerk	Michael Basile
Secretary	Wayne Gagnon

Board of Directors

Carl Byron	Dave Hampton	Rick Hurst
Dan Hyde	Gerry Kelly	Paul Kosciolek
Jim Nigzus	Mal Sockel	Buddy Winiarz

Alternate Directors

Brian Bollinger & Richard Nichols

Staff

Archives Chairman	Frederick N. Nowell III
Hardware Archives Chair.	Vacant
Bulletin Editor	Andrew Wilson
Distribution	Buddy Winiarz
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410 Chairman	Jim Nigzus
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Membership Secretary	Buddy Winiarz
Modelers Notes	Bruce Bowden, Bob Warren
Model Projects Coordinator	Vacant
Newsletter Editor	Bob Warren
Program Chairman	
Jim Nigzus, Buddy Winiarz	
Show Coordinator	James Nigzus
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www.bmrrhs.org	

MEMBERSHIP

- Please renew your membership within the ninety-day renewal period or you will be deleted from the membership list. • All renewing members are provided a preaddressed renewal envelope, containing your membership data on the flap. Please

DO NOT over tape the flap.

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

Membership

c/o B&MRRHS, PO Box 469

Derry, N.H. 03038-0469

Buddy Winiarz, Membership Sec.

B&MRRHS Membership Dues

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

Please send membership requests to:

B&MRRHS - Membership

PO Box 469

Derry, NH 03038-0469

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

**Approved Minutes of the December 8, 2012
B&MRRHS Meeting
Lowell, Ma**

In Attendance:

Gagnon, Kosciolk, Nichols, Nigzus, Kelley,
Nowell, Hyde, Basile, Hampton, Hurst, Byron,
Winiarz

Call to Order:

1:45PM at 196 Rogers St., Lowell, Mass.

Approval of the Minutes:

Motion by Byron, seconded by Hampton.
Motion carried.

President's Report:

Gagnon reported that he is assisting Blodgett in
research for second B&M book. There will be a
book signing on 12-15.

No reports from Vice President, Clerk, Bulletin
Editor, MacDonald Book.

Membership Secretary:

Winiarz reported that we have 1004 members.

Archives Committee:

Nowell reported he will send out an annual
report. Their last meeting was held on
November 17, 2012; 17 in attendance. A cash
gift of \$200.00 was received from a donor
for whom we supplied a CD of Vanishing
Vapors recorded by Preston Johnson. A recent
donation from a deceased member included a
large number of Boston & Lowell Time Tables
from the 1850's and 1860's and a few hundred
small format photos of New England railroad
subjects.

At the archives in Lowell we have been
working to make more room available
for archive materials by moving off-topic
periodicals out for sale. Nearly 60 periodical
titles still remain on our shelves in Lowell.
We think that the roof work completed this
past summer may have solved our water leak
problems. Custodian service has also improved.
At our storage facility we have made good
progress in organizing records by issuing
department. This has enabled us to find
materials more easily. Rick Hurst has helped
in the effort by labeling storage boxes and other
Archive Committee members have helped
move the boxes around. Nowell and Winiarz
picked up a blue enamel Sterling Junction sign
from a donor in Norfolk, Mass.

The next Archives meeting will be held on
December 15, 2012.

Newsletter Editor:

Winiarz reported that the newsletter should be
at the printers.

410 Committee:

Nigzus reported 410 is decorated and a
Christmas Tree is located in the combine area.

Shows Committee:

Nigzus reported catalogue sales are brisk
with 1 item orders the norm. We have a new
Minuteman Clock out for sale.

Springfield show will be held on January 26 &
27th, 2013.

Next Meeting will be January 12, 2013 at 1:00PM

Adjournment:

Motion by Gagnon, seconded by Hampton.
Adjourned 2:29PM

Respectively Submitted

Paul Kosciolk Secretary-Pro-Temp

Restoration Help Needed

By Ted Anderson

Years ago (1992) two wood Boston and Maine passenger
cars came from Mechanicsburg to the Illinois Railway
Museum in trade for a steel diner. They are work train
BM3285, 1907 B&M Pullman Palace Car diner 1090
and BM3288, 1906 B&M Pullman cafe-coach 1094. The
cafe coach immediately went inside because of a badly
deteriorated roof but BM3285 (B&M 1090) with a better
roof went outside where it sadly remains today.

With a lot of outside donations and inside donations from
the IRM Used Bookstore we managed to pay off \$6000 of
their track space charge but today as inside barn storage costs
keep increasing, to keep the one inside and to get the other
indoors, we have to raise \$200 per ft for the two 80 ft cars.
Listed on the books as BM3285, the diner is nearly halfway
there. Between volunteer Jack Biesterfeld and myself, we
have managed to continue restoring B&M 1094 to the point
where it steadily increases its display beauty and therefore
buys us time to prevent it being booted out the door by those
cars with indoor storage paid off. So this is a holiday request
to help us keep the lights on in 1094 and to rescue BM3285
before it is totally gone (the ceilings are starting to go despite
my work to recoat the roof). Contact me off list if you need
a mailing address to send help.

Thanks! Ted Anderson, Pullman Library curator and
transplant from Waltham MA.

**BOSTON & MAINE RAILROAD HISTORICAL SOCIETY
REPORT OF ARCHIVES COMMITTEE
FOR THE YEAR ENDED DECEMBER 31, 2012**

To the Board of Directors and Members of the Boston & Maine Railroad Historical Society:

The Archives Committee is pleased to submit the following report for the calendar year ended December 31, 2012.

Our archives collection is housed within the Center for Lowell History, 40 French Street, Lowell, and occupies an area of about 1,000 square feet including shelving, cabinet storage, and workspace for researchers. The collection is open to the public on weekdays and Saturdays. We also have an annex in North Chelmsford that is used for document storage and cataloging. Access to materials housed in the annex can be arranged by appointment.

The collection consists of books, records, documents, photographs, and mechanical drawings related to the Boston and Maine Railroad, its predecessors and successors, and other New England railroads. The collection is owned by the Society and managed by the Archives Committee, made up of volunteers who are interested in railroad history and the preservation of historical materials. Active committee members are David Ashenden, Len Bachelder, Vin Bernard, Brad Blodget, Carl Byron, Al Campbell, Rick Conard, Bob Farrenkopf, Bob Fuller, Rick Hurst, Alan LePain, Rick Nowell, Charles Ricci, Mal Sockol, Henry Taves, Ellis Walker, and Buddy Winiarz.

At Lowell, the visitor will find materials that are in regular demand: photographs, slides, negatives, right of way and track maps, valuation surveys, timetables, periodicals, and a wealth of data organized by subject. At our annex in North Chelmsford we house a variety of B&M records and drawings, including material from the Executive, Accounting, Engineering, Law, Operating, Traffic, and Mechanical Departments.

The committee held 11 meetings in 2012, as compared to 10 meetings in 2011, and 12 in 2010. In addition one meeting was canceled due to inclement weather. The average attendance at our meetings, inclusive of guests was 6. The average was also 6 in 2011, and 7 in 2010.

The work at our meetings consists of researching requests for information, organizing our collection, and processing and filing new acquisitions. Our meetings always include a lively exchange of railroad information.

In addition to helping out at our monthly meetings, committee members have given assistance at other times. Len Bachelder has responded to requests involving Maine railroads. Al Campbell has given us valuable assistance with freight car questions. Carl Byron and Rick Conard have helped answer a variety of historical inquiries. Rick Hurst and Buddy Winiarz helped us pick up donations for processing. Ellis Walker and Robert Fuller have helped answer research

questions. David Ashenden continues his work on an index to the Maine Central Employees Magazine. Your chairman is, as always, impressed and inspired by how much can be done by volunteers.

We logged in a total of 106 donations in 2012, as compared to 59 donations in 2011 and 73 in 2010, including material or cash contributions given by FEMA, Friends of Bedford Depot Park, Bob Warren, Tommy Thompson, R. Richard Conard, Larry Kiss, Robert F. Wilner, Henry V. Taves, Nancy Morrison, Paul Morrissey, Preston S. Johnson, William L. Patton, Walter J. Hilsenbeck, Carol S. McShane, Donald LeJeune, Robert H. Decelle, Jr., Kris Wonson, Wayne Slayton, Frederick N. Nowell, III, David Ashenden, Richard K. Hurst, Louis Edmonds, Chris Mckinley, Rich Goodwin, Simone Blake, Sid Mann, C.A. Baughman, Francis Winiarz, Helen Olive King, courtesy of William and Shannon O'Brien, Joseph J. Podgorski, Jr., Mary Amarillas, Donald Keirstead, Thomas C. Pearson, Volker Antoni, Lloyd Adams, Dennis Coffey, Clayton Thompson, the family of John A. Goodwin, Southern Railway Historical Association, courtesy of Frank Greene, the Danvers Rail Trail Committee, Paul Slye, Elizabeth Stump, Peter Bond, Joseph M. Crowe, Henry Thayer, and Edwin R. Hiller.

Without the generous support of our donors, our collection would not extend, as it now does, into every facet of the history and operation of the B&M.

We responded to 211 requests for information in 2012 as compared to 164 requests in 2011 and 125 in 2010. Among the users of our collection are railfans; historians, surveyors, engineers, genealogical researchers, modelers, lawyers, and rail trail planners.

Other activities during the year have included

- *the purchase of 400 B&M steam locomotive negatives commencing the organization of B&M records at North Chelmsford by issuing department

- *moving less-used materials from Lowell to North Chelmsford to make room for in-demand materials. Our aim is to make the most commonly desired materials, such as photographs, available at Lowell, with materials of lesser interest being kept in NC.

- *picking up hardware items from donors on behalf of hardware committee

- *consulting with the MBTA's engineers concerning historical value of equipment and documents at Tower A.

- *updating our catalog which now has 11,707 entries

- *updating our employee data base which has 16,389 entries as of this date

- *adding materials to our on-line Archives

The staff at the Center for Lowell History gives assistance to researchers and allows us to offer a level of accessibility to our collection that is rarely matched by other railroad historical societies. We are very appreciative of what they do for us.

Our committee welcomes new committee members. We need researchers, catalogers, and organizers. No experience required—just an interest in railroad history. Get started by attending one of our monthly meetings. Contact the chairman for details and times.

Respectfully submitted,

Rick Nowell

Frederick N. Nowell, III
Chairman, Archives Committee
Boston & Maine Railroad Historical Society
fnowell3@yahoo.com

The results of the recent election are:

Officers

President	Wayne Gagnon
Vice President	Michael Basile
Treasurer	Paul Kosciolk
Clerk	Michael Basile
Secretary	Wayne Gagnon

Directors

Carl Byron	Dave Hampton	Rick Hurst
Dan Hyde	Gerry Kelly	Paul Kosciolk
Jim Nizgus	Mal Sockol	Buddy Winiarz

Alternate Directors

Brian Bollinger
Richard Nicholes

Beverly Station Parking Garage

People have been talking about the MBTA building a parking garage near the Beverly train depot.

Finally, the garage will be built next to the Depot Square condominiums on Rantoul Street on land that now contains a closed gas station, two former apartment buildings and an MBTA parking lot with 88 spaces.

The garage will have 500 parking spaces on four levels.

Residents were generally happy with the cooperation of MBTA officials, who agreed to incorporate many of their suggestions over the last two years.

For example, the garage will have a brick facade, which many residents and officials had said they preferred in order to fit in with the surrounding streetscape. The building will

have two elevators, eight charging stations for electric cars, a bike-storage area, solar panels on the roof, and security cameras that will photograph the license plates of every vehicle that enters and exits. There will also be a covered pedestrian walkway from the garage over Pleasant Street to the train station, which is a block and a half away.

Jack Armstrong Railpace Magazine

Two 1906 / 1907 80 Ft Wood Cars At The Illinois Railway Museum In Need Of Repair

By Ted Anderson

B&M 1094 (latest MOW number 3288) and B&M 1090 diner, currently listed as MW3285. Fortunately 1094 is indoors, a decision made in 1992 as the roof is very deteriorated and therefore it would have not been long before the car turned into a mushroom.

On the other hand, 1090 is still outdoors and despite my periodic repainting and roof recoating it is steadily getting the worse for wear. Much of 1094's interior survived while 1090 is referred to as a "bowling alley" and currently is filled with coach department passenger car seats. The coach folks are working hard to publicize its plight so eventually funds would be raised from donations to cover both cars for indoor storage, 1090 for the new barn that will be built within the year.

Donations may be sent, earmarked for "B&M diner 3285" or "B&M cafe coach 1094" on the check to:

Illinois Railway Museum

P. O. Box 427

Union, IL 60180.

Thank you one and all!

1921 B&M RR Caboose Project

B&M Railroad Park Alton, NH

Our caboose, C-52, is one of 50 ordered by the Boston & Maine RR in 1921 from the Laconia Car Company of Laconia, NH. Originally built of wood on a steel frame, the remaining 38 were refurbished in 1959 with a steel body on the existing frame by the International Car Division of Kenton OH and numbered C-100 through C-137. In 1975 the Billerica Shops, Billerica, MA did an extensive rebuild of 37 of these and renumbered them again, starting with C-51, but



because of their age they were designated as restricted to local use only, designated by an "R" after the number on the body sides.

In 1992 the Simplex Corporation of Newington, NH donated caboose C 52 to the Town of Alton and it was moved behind the Town Hall temporarily until a place could be readied for it in Railroad Square

It never made it to Alton Bay. It languished behind town Hall, on the ground, until 2005 when it was made part of the Downtown Revitalization's B&M Railroad Park being built on the former site of the B&M RR station and freight yards behind Town Hall. It was moved off the ground to a section of track next to the existing freight house.

The caboose is in dire need of a face-lift, inside and out. It needs the broken windows replaced; replace a section of burned out flooring and a new paint job. We need some funds to do this. We are asking your help to save this piece of railroad history and make it available for kids of all ages to tour the inside and marvel at a bygone era. It is not going to cost much to spruce up the C-52, so any donation would be much appreciated.

Make donations to:

Caboose – Town of Alton NH Alton Town Hall Monument Square/PO Box 659 Alton, NH 03809

Call: Marty Cornelissen (603) 875-5456 with any questions. Thank you

Brooks Preservation Society Awarded The 2013 H. Albert Memorial Preservation Award

Massachusetts Bay Railroad Enthusiasts, Inc. congratulates the Brooks Preservation Society of Brooks, Maine, on winning the 2013 H. Albert Webb memorial Railroad Preservation Award. The \$10,000 grant associated with the Award will support stabilizing the foundation of the existing Brooks Station building. This Award winning project is an essential part of the Society's larger plan to restore the historic Brooks station building on the route of the Belfast & Moosehead Lake Railroad. In addition to its building restoration efforts, the Brooks Preservation Society operates tourist trains on a portion of the famed B&ML.

The Preservation Society received the Award at the 2013 Amherst Railway Society's Railroad Hobby Show

Pam Am Update

President David Fink reviewed several aspects of his Railroads approach at the autumn meeting of the North East Association of Rail Shippers in Boston, MA. Railroading in New England used to be "hardscrabble, things held together with bubble gum and baling wire". Now with NS, CSXT and government investing, significant amounts of money, "things are running much better". Workers are changing too. At Pan Am, "38% of the people have been here there than five years;

it is a new railroad. Of Pan Am's one thousand workers, 58% have been there less than ten years". We have improved transit times since our meeting in Providence where Verso Paper praised the Pan Am improvement. He attributed that to higher number of people "on the train and engine side" (T&E) and an improvement in their training. Now Pam Am a senior T&E employee, "who know the railroad and the customers", train new hires. In the fourth quarter, "we have another large group coming on line.

Fink was asked about the value of using consultants. He answered with the classic joke, "a consultant is a person who borrows your watch to tell you what time it is". Pam Am does not use consultants. Fink said for Pan Am "the boxcar equation is most important. Everyone is heading to the 60-foot car. The paper guys are nervous because they like the 50-footers. We need to figure out as a railroad how to load those 60-footers in a safe way. We are investing in boxcars. The #1 business growth potential for Pan Am is "pulp and paper growth. The paper companies are coming back to us" as service improves. Fink said "we have happy customers right now. We are taking care of their needs and appreciate their business".

Atlantic North East Rails & Ports via The 470 The 470 Railroad Club

Pan Am To Charge Fees On Private Road Crossings

Belgrade, Maine residents are upset that Pan Am Railways proposes to increase the fees they now pay at railroad crossings at private roads to their residences and would also be required to have liability insurance. Crossing fees now are for annual maintenance and cost, on average \$75. The proposed rate could jump as much as \$1,500. Others not now paying a fee received a letter stating they would have to pay \$490 a year. A recent meeting at North Belgrade with residents and Pam Am representatives turned into shouting match. Some residents described the Belgrade proposal as a pilot program that would eventually see fees at all private crossings along the 1,200 miles of Pan Am track.

Some comments from a disgruntled property owners; Dick Bickford received a letter from Pan Am stating that he owed fees associated with the railroad crossing over his private road. Many years ago, he said, "railroad companies made agreements with homeowners for a \$75 annual fee on private roads to help pay for the maintenance of the crossings. Now they are hauling out these old agreements with the intent of charging exorbitant fees". Further, he states, "when I want heating oil delivered I must call the railroad 3 days in advance and pay by the hour to have 2 flagmen stand there while the oil truck crosses the track's". Rep. Dennis Keschl, R - Belgrade said property owners who had crossing agreements received the letter announcing fees would increase many times more

then they were currently paying. It's raised all kinds of property issues and right-of-way issues and has become very complicated. Also at issue is a 1981 state law that says railroads may not charge a fee for private crossings if the railroad takes a sales tax exemption for iron, rock, rails, ties, switch plates and switches for improving tracks.

At "a recent meeting in North Belgrade, Executive Vice-President Cynthia Scarano apologized for the letters and "the surprise" and explained the company is primarily concerned about potential lawsuits and wants to work with state lawmakers to find a solution. As it stands now, state law exempts liability for accidents that occur at crossings used for recreation. Scarano said the railroad estimates that they need to charge residents at least \$350-\$500 a year per crossing to cover maintenance costs. Some property owners have deeded rights-of-way, others have farm crossings and some are seasonal, making it difficult to charge a set amount. The railroad recently completed upgrades to that section of line enabling increased capacity and higher speeds as they move oil and other goods.

The Callboy via The 470 The 470 Railroad Club

Memories of the Boston & Maine in Keene, New Hampshire

By Mal Sockol

The loud ringing of a warning bell would bring all traffic on America's widest main street to a complete stop. A B&M RR was about to enter the scene. The crossing tender sitting in the small structure in the middle of the street by the two tracks actuated the bell and a red light whenever a move would be made across Main St.

During my formative years in Keene, (late 1945 to mid 1957), that bell was frequently heard. Keene offered only one railroad, but it was truly busy. The relatively short Cheshire Branch, from Bellows Falls, Vt. to South Ashburnham, Ma. was Boston's direct route into southern Vermont as well as the only connection with the Rutland RR. Keene was the one large community on the branch, and a source of much traffic. Another short route left Keene and, following the Ashuelot River, went southerly to a junction with the B&M Connecticut River line at East Northfield, Ma. Interestingly, this location was on the west side of the Connecticut River across from Northfield Center. So, East Northfield was west of Northfield. Go figure! The small junction was only a few hundred feet from the Vermont state line, and to add more interest, the Central Vermont RR mainline went right through the junction, using crossovers to separate its track from the B&M.

A gas-electric provided two round trips a day for Keene folks wishing to go by train to places in the U.S. without first going to Boston. My father took the "Doodlebug" when he went on a business trip or attended Army Reserve courses

at various posts around the country. The gas-electric ceased running on the Ashuelot early in the 1950s.

Why the bell, red light and crossing tender house in the middle of Main St.? The large passenger station, freight house, roundhouse and beginning of the Ashuelot branch were on the northwest side of Main St., while Keene's freight yard was on the southeast side. Many spurs went into businesses on either end of town. So, the Keene switcher, 44-tonner No.115 or 118, was constantly crossing Main to switch the yard and sidings on the southeast part. Add to this the numerous passenger trains, with milk and local freights in the mix, and the folks in town just kept hearing bells!

There were no heavy freights, just local jobs on the Cheshire Branch. These consisted of four or five freight cars and caboose. The heaviest freight was actually on the Ashuelot line, as nearly all loads and empties moved by way of E. Deerfield yard, accessed from the E. Northfield junction. Typically, the Ashuelot job had a dozen or more cars with an Alco S-class switcher for power. This outbound train made up a few tracks across from the passenger station, and seemed to leave in late afternoon. I understand that modern high cars unable to fit in the tight Bellows Falls tunnel on the Conn River line, would be routed E. Deerfield-Keene-Bellows Falls (or reverse).

In reality, passenger trains kept the Cheshire busy. Until the mid 50s, two trains for North Station came through in the morning and two more in the afternoon. An equal number returned from the Hub. Consists were usually one to three milk cars, a mail-baggage, full baggage and two or three coaches. There were notable exceptions: (1) No.5500-solid milk cars from Bellows Fall Co Op and Vermont creameries, (2) The last pm train from Boston, and (3) "The *Cheshire*, only name train on the branch after *Green Mountain Flyer* and *Mount Royal* were gone.

I never viewed No 5500 as it moved in the pre-dawn hour. My one recollection of its counterpart, No. 5511, coming through around 10:30 pm was approximately a dozen empty milk cars, a baggage car and one coach. Power was an F3 or F7A and B. The *Cheshire* originally used 3-car streamline Unit 6000, now called the "Flying Yankee". Some time after 1950, it was withdrawn and replaced with a conventional consist of older head-end cars and coaches. However, one stainless streamlined coach was included all the way from White River Jct to Boston. Rumor was that a high level B&M executive rode the *Cheshire*, which was a priority run on the branch. The Boston bound *Cheshire* departed Keene around 8:30 a.m., returning from the Massachusetts capital about 6:00 p.m., allowing for a day's business or shopping in the big city. I did ride the three-car streamliner once with my parents.

After the weekly Saturday matinee let out at the Scenic Theater, (double feature, cartoon, news, previews, and a serial

(for 12 cents!), my young friends and I would stand close to the Main St tracks as the 4:45pm train for Boston left the depot. It was scary to be close to the big driving wheels of the 4-6-2 as it pounded by us. During the dark afternoons of winter, with illuminated car interiors quite visible, we marveled at the side arms of mail clerks sorting mail in the RPO. After diesels replaced steam, we all lost interest and simply went home.

Passenger locos were typically Pacifics, many of the P4A class. Freights were probably Consolidations or Moguls. These were displaced by Alco RS2/3s on all passenger and freight except for a short period when E7As were utilized. The unique RS2 No.1500 made an appearance with a passenger job one weekend en route Bellows Falls. Including the Ashuelot S class units, Keene was an Alco diesel town (except for the G.E. 44-tonner). After I moved away, some RDCs were on passenger schedules as milk and passenger traffic declined.

The B&M was well regarded in Keene. Sidings, some extending to the back of large stores on Main St., served the newspaper, machine tool factory, meat, food, gas, coal, oil, automobile, feed and lumber businesses in town. The station was open all day, seven days a week, and staffed with friendly people. It was common for a class from an elementary school to ride from Keene to Troy on a local passenger train, so as to become familiar with rail travel. Once, I saw a class of second graders boarding at the depot; Oh the yelling and screaming! Pity the teachers!

After I moved to Boston in 1957, milk shipments were lost, passenger traffic went down, then the mail, express and, finally freight. As a rail venue, Keene withered and died. All tracks are now gone as is the splendid station. Surprisingly, the old roundhouse survives as a commercial location. The truss bridge over the Ashuelot River still stands on its namesake abandoned line.

A retired B&M dispatcher once remarked to me that Keene is the largest community in New England with no railroad at all. Hard to perceive, but as a well-known NFL coach often says, "It is what it is"!

I referenced Brad Blodget's *Marium Foster's Boston and Maine Railroad*; the 1950 edition of *Official Guide of the Railways*; and Scott Whitney's *Modeling Boston & Maine's Ashuelot branch*; (June 1997 Railroad Model Craftsman. The Society's archives were also quite helpful.

Pfaudler, General American Update and Corrections

Ref: Pfaudler and General American Milk Cars

January – February 2013 B&MRRHS Newsletter

By Don Valentine

General American and the Pfaudler Corp. never merged into one company as stated. In fact Pfaudler celebrated its

125th year in business in 2009 and this year celebrates the 110th year at its present location in Rochester, NY. In recent years it was for a time part of the Sohio Group and is now part of the Robbins Myers Group.

Pfaudler's relationship with General American began nearly a century ago as the supplier of glass-lined tanks for General American constructed milk tank cars. Ultimately the two companies formed a joint venture for the construction and leasing of such equipment eventually converting to stainless steel tanks but both companies remained independent of one another otherwise.

For many years Pfaudler supplied tanks for the construction of milk tank cars were of 3,000 gal. capacity, only with two tanks used per car. Thus the 6,000-gallon figure is for the total capacity of the car, not the tanks used.

The use of a brine cooling system. While it was originally thought such a system would be needed, and it is probable that a very few cars were constructed with such a system, it was quickly found that it was unnecessary. Thus there is no record of any cars being constructed with any form of built in cooling system after 1925.

Milk cars constructed to haul milk in 40 qt. cans averaged a capacity of 250 such cans per car, or 2,500 gals. when full. Thus a 6,000 gal. milk tank car could carry 1,000 gals. more than two average milk can cars. Even some of the earlier cars could carry somewhat more as some cars that ran into GPEX ownership were constructed by others and used tanks from other suppliers than Pfaudler. Thus a few cars with a capacity of roughly 7,250 gals. are known to have been used.

In 1947, some of the larger users of these cars i.e., H.P. Hood & Sons, Bowman Dairy and Embassy Dairy are known to have acquired cars that were equipped with two 4,000 gal. tanks, thus increasing the total capacity to 8,000 gals. These cars were constructed in the same way as the 6,000 gal. cars then being built but had an extra panel on each side of their door giving them a length of 52 ft. Indeed, the last milk tank cars in regular use were of this type and were being used until 1972 by H.P. Hood & Sons to transport concentrated orange juice from Florida to Boston. Their last use in milk transport is believed to have been in 1968, also by Hood's carrying milk to Boston.

St. Kitts Stamp Depicting U.S. Railroad

"The Dover", a 4-4-0 built by Hinkley and Drury in 1854 was acquired by the United States Military Railroads from the Boston & Maine during the Civil War. While working on the Orange and Alexandria Railroad she was fired upon by Confederate soldiers.

The Orange & Alexandria was used to assist General Pope's retreat in the War of 1812."

St.Kitts is a Caribbean Island.

Submitted by **Buddy Winiarz**

F. Nelson Blount

F. Nelson Blount (1918-1967) was president and founder of Blount Seafood Corporation. He was a millionaire and a collector of vintage steam locomotives and rail cars. He founded Steamtown, USA, which was operated by the non-profit corporation, the Steamtown Foundation. Steamtown was a steam train museum that ran steam locomotive excursions out of Bellows Falls, Vermont, from the 1960s to 1984. Because of air quality regulations in Vermont, the collection was relocated to Scranton, Pennsylvania, in the mid 1980s. The Steamtown Foundation declared bankruptcy in the mid 1980s and was acquired by the National Park Service. Some of Blount's collection is still on display at what is now Steamtown National Historic Site. Blount died at the age of 49 on August 31, 1967 in a small aircraft accident.

Biography

Blount's family was involved in the shellfish industry since the 1880s. After a 1938 hurricane devastated the oyster business in Narragansett Bay in Rhode Island, Blount helped introduce the bay quahog (a hard-shell clam) as a source of protein during the Second World War. In 1946, he consolidated several smaller shellfish firms to found Blount Seafood Corporation, which provided chopped clams to soup manufacturers throughout the United States, including Campbell Soup. His family still owns and controls the company.

Railroads

Blount used some of the money he made in the seafood industry to purchase the narrow gauge Edaville Railroad in South Carver, Massachusetts, in the mid-1950s. The Edaville Railroad had narrow gauge engines from Maine, but Blount soon began acquiring standard gauge steam locomotives and cars, in part to save a vanishing technological heritage. Some locomotives were initially displayed at 'Engine City', a part of Pleasure Island amusement park near Wakefield, Massachusetts. Space constraints soon forced Blount to look for a new home for his collection, and in 1959 he purchased an engine house and railroad yard from the Boston and Maine Railroad in North Walpole, New Hampshire, with equipment arriving there in late 1960. Blount called his collection and museum 'Steamtown', and the first train ran in 1961. Problems with leasing railroad track and federal regulators led to Steamtown trains running out of Keene, New Hampshire, in 1962. Promised support for Steamtown from the state of New Hampshire never materialized, leading to yet another switch, back to North Walpole, in 1963. This was the first year the collection was open to the public (as opposed to just train rides), and soon the North Walpole site was seen to be too small for the many visitors who came.

In 1964, Steamtown began the move to Bellows Falls, Vermont, to a site recently abandoned by the Rutland Railroad. Work was more or less complete there by 1966, but

the next summer Blount died in an aircraft crash. Without his funds, Steamtown fell on hard times, and the harsh winters helped speed deterioration of much of the collection. It moved to Scranton, Pennsylvania, in 1984 but did not do well there either. In 1986, the federal government stepped in and established the Steamtown National Historic Site, which officially opened in 1995.

Steamtown, USA

(Established 1964; Dissolved 1983) was a steam locomotive museum that ran steam excursions out of North Walpole, New Hampshire, and Bellows Falls, Vermont, from the 1960s to 1983. The museum, which was founded by millionaire seafood industrialist F. Nelson Blount, was operated primarily by the non-profit Steamtown Foundation following his death in 1967. Because of Vermont air quality regulations that restricted steam excursions, declining visitor attendance, and disputes over the use of track, some pieces of the collection were relocated to Scranton, Pennsylvania, in the mid 1980s, while the rest were auctioned off. After the move, Steamtown, USA continued to operate in Scranton but failed to attract the expected 200,000–400,000 visitors. Within two years the tourist attraction was facing bankruptcy, and more pieces of the collection were sold to pay off debt.

In 1986, the United States House of Representatives, under the urging of Scranton native, Pennsylvania Representative Joseph M. McDade, voted to approve \$8 million to study the collection and to begin the process of making it a National Historic Site. As a result, the National Park Service (NPS) conducted historical research on the equipment that remained in the foundation's possession. This research was used for a *Scope of Collections Statement* for Steamtown National Historic Site and was published in 1991 under the title *Steamtown Special History Study*. The report provided concise histories of each piece of equipment and made recommendations as to whether or not each piece belonged in the soon-to-be government-funded collection. Historical significance to the northeast quarter of the United States was a criterion of the recommendations.

By 1995, Steamtown had been acquired and developed by the NPS with a \$66 million allocation. Since the government acquisition, several more pieces have been removed from the collection. A part of the Blount collection is still on display at the Steamtown National Historic Site in Scranton, while several other pieces have been sold or traded and are located in various locations throughout the United States and Canada.

From Wikipedia, the free encyclopedia

Flying Yankee Preservation Group Update

The project has gained some headway and "thinking" with the change in New Hampshire state government representatives, some of whom are in favor of expanding commuter rail in the state. The Clark family and the Morrell* family (the original buyer of the #6000 from Edaville) are especially committed in bringing back #6000 to life and are actively seeking grants, working on foundation paperwork, and lobbying for the cash flow that would permit re-installation of the trucks and brake gear that would allow the #6000 to be moved south from Lincoln, NH to a more open and potential patron accessible site where the public would have a greater access just based on the level of population.

Education programs and tourist open house dates would be more forth coming as well as the train being more accessible.

Also in the plan is the development of a prime mover, traction motor, and main generator compatibility package in lieu of the doomed Winton engine experiment. This "package" could be floated to engineering students at universities in the area as a project interwoven into their studies. Still working on the aspects of it. All are working to "take the blinders off" the public. It is amazing how many people have flown in airplanes but have never ridden any type of train. Multiple generations! Bringing the trainset south and making it open to the public for viewing and lectures should present some future leads, it is believed.

Submitted by **Wayne Gagnan**

* Bob Morrell was a 10th Mountain Boy during WWII training and fighting along side Bud Phillips, Peter Seibert and many others from the White Mountain area.

Modern Power For The B&M

Boston & Maine has recently taken delivery at Mechanicville, N.Y., of the highest-hp locos it ever had: 18 new GP-40-2 300-hp units from LaGrange, Ill. All of them hauled freight en route from the GM plant. The new engines have been painted blue with the road's name lettered in white on the sides. They weigh about 256,000 pounds, are 59 feet 2 inches long, 10 feet 3 inches wide, carry 3600 gallons diesel fuel, 275 gallons of cooling water, and 243 gallons of lubricating oil. Each loco has 4 driving (traction) motors and 4 pairs of 40-inch driving wheels. Each engine is equipped to operate two or more locomotives from one cab. Power is generated by 16 cylinders with 9-1/16 bore and 10-inch stroke.

These are the first new locomotives for B&M since the railroad received twelve GP-38's in December, 1973. The GP-40's were acquired through a lease arrangement and each cost \$464,785. They will be used in freight service, usually assigned between Portland and Mechanicville.

March, 1978 issue of Railroad Magazine submitted by Steve Vallee

Manchester and Lawrence Railroad

The Manchester and Lawrence Railroad was a railroad company that was chartered in New Hampshire by businessmen from Manchester, to build a rail line from that city to the Massachusetts state line.

The Manchester and Lawrence was chartered in 1847 and opened in November 1849. It leased the newly built **Methuen Branch** from the Boston and Maine Railroad, which opened in August 1849 and ran from South Lawrence through Methuen to the state line where the two lines met.

The B&M tried to lease the M&L, but the company leased itself to the Concord Railroad in 1850. This still helped out the B&M as the railroad opened up a second Manchester to Boston route that helped the B&M compete with the combined Nashua and Lowell and Boston and Lowell Railroads. By 1887, the contract was terminated, and the B&M gained control of the line.

In the 20th century, the line was relegated to just local freight. Passenger service on the line dropped to just one round trip per day until 1953 when regular passenger service ended. Special summer trains ran to Rockingham Park in Salem for the horse races until 1960 when that service stopped.

Despite rapid growth in Rockingham County in the 1970s, rail traffic declined. In 1984, Guilford abandoned the line between Salem and Londonderry, and three years later the line in Londonderry to Manchester Airport was abandoned, leaving the line split in two. Service from Manchester down to the airport continued until the mid 1980s when the Manchester segment was taken out of service and freight service between Manchester and the airport had ended.

Freight ran from Lawrence through Methuen up to the Salem depot until December 1993. Service from Lawrence to the Rockingham Racetrack run-around sidings continued until March 1999, and all service past the Lawrence/Methuen line ended in June 2001. Today, a small stretch in Lawrence is used as a short freight line that services a customer about once a month. The portion of the line in Massachusetts (Lawrence and Methuen) is currently owned by the Massachusetts Bay Transit Authority (MBTA)

Most of the track on the former line has been replaced with recreational walking and cycling paths both paved and unpaved in Londonderry, Derry and Windham.[1] As of June 2012, there is still 2.5 miles of track in place in Salem; the inactive rail in Methuen and Lawrence has been removed and replaced with recycled asphalt.

Wikipedia

From The B&M To The B&O

Ref: Nov – Dec Newsletter, pg.6

All the B&M 4100 series locos that went to the B&O were all off-roster by the end of 1957.

Submitted by Peter Roehm

Clearance Project For Hoosac Tunnel New Or Old News?

By Jerry Kelley

According to a recent press release from the US Transportation Department, there has been a 2 million dollar grant set aside for a study to raise clearances in the Hoosac Tunnel in Western Massachusetts. This study would also include the Hoosac's little brother in North Adams.

I must admit that when I first read this headline, I thought, "again?" It would seem that history does in fact, repeat itself. This is not the first height project in Hoosac's long history, but I hope it will be its last.

When the tunnel was first constructed, it was common practice to remove just enough material to get men and materials to and from the work face. The tunnel would then later be hollowed out to meet the needed clearances. In fact, the Report of the Commissioners upon the Troy and Greenfield Railroad and Hoosac Tunnel, dated 1863, has a chart of the measurements of the excavated portion taken every 100 feet showing progress as well as what rock would be removed later.

There was some minor roof work done during the years 1910-1911 to accommodate the catenary supports when the tunnel was electrified, but this was very minor compared to what was to come.

The January 1927 copy of the Boston and Maine Employees' Magazine has an article on Hoosac Tunnel enlargement. As soon as I read about the current study, I went scrambling through my Hoosac collection to re-read this article.

Dimensions of the trains of the day were getting larger, so tunnel clearances had to be increased. According to the article, "With the maximum clearance of 16 feet 3 inches between top of rail and battery wire, the enlarged tunnel will be 5 inches higher than the highest car on record, 15 feet 10 inches..."

The work commenced on August 11, 1926 and was completed by November 25. In the areas that were not brick lined, the rock was blasted from the roof and the catenary wires raised. It is interesting to note that although the power was turned off on the section being worked on, the wires were never removed, just raised. However, the adjacent track was



still energized and in service.

Where there was not sufficient clearance in the brick lined west portion of the tunnel, 4,000 feet of track was lowered as was 500 feet of track to the west of West Portal. This was done in a most interesting way. First, the track was taken out of service and a power shovel was backed in, heading east. The track was then removed in 16 ½ foot sections [half a rail length - Ed.]. After the material was shattered, it was removed and a 3' narrow gauge track was laid on the lowered floor. The material was then placed on narrow gauge flatcars with "scale boxes" on them. Each box had a capacity of about 2 cubic yards and was hauled out of the tunnel by a heavy-duty narrow gauge gasoline powered motorcar.

When the small cars left the tunnel, the boxes were lifted by cables powered by a steam hoisting engine to a cableway that delivered the debris about 200 yards east, where it was dumped into two piles just to either side of the tunnel. A hike up the old Tunnel Brook Road, now all but a trail, crosses over the tunnel at the still visible piles of debris. The work continued 24/7; it took 178 men to accomplish this task with only a few minor injuries. All of this work was done while between 40 and 44 trains were using the other track each day!

It was a sunny day in April 1998 that I decided to visit the tunnel and its most recent clearance project. A large high rail excavator and dump truck were doing the work. The truck would take the lead and the excavator would grind the roof



of the tunnel, swinging left and right to create the correct notch in the roof. The company performing the work came from British Columbia and it was rumored that they lost their shirts, as it took much longer to complete that predicted.

At this point I would like to engage in a bit of speculation: to gain the clearance needed for domestic and European combinations of double stack containers, some floor excavation and/or roof work will be necessary. This is rather obvious, but when one gets over to the west end of the project, it gets more interesting.

I would think that it is time that the layers of brick arching holding back who-knows-what materials should be removed. A steel liner grouted in place would be the logical way to go. The six layer brick arch, although a beautiful piece of work,

has seen its day. The freeze/ thaw cycles that the tunnel has seen for the last 137 years have taken their toll.

I only hope that this is the last time that the Old Bore in Florida Mountain needs to be addressed.

Jerry Kelley is an avid railfan and Hoosac Tunnel historian. His work has been chronicled on the History Channel's *Modern Marvels* show "Drilling" as well as National Public Radio's "Engines of Our Ingenuity" show. He has lectured on Hoosac history and has written several articles on the subject. Jerry also hosts tables at area train shows, displaying models that he has built depicting various aspects of the tunnel's construction. For more information on the Hoosac Tunnel, visit Jerry's website, *Hoosac Tunnel Then and Now* at www.jkrails.net.

This article previously appeared in *Mass Bay Railroad Enthusiasts Callboy* newsletter.

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.^[1]

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