

19 *Incorporated* 71

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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July — August 2013

Bob Warren, Editor (bmbobwarren@comcast.net)

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## B&MRRHS CALENDAR

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

**July** — Folk Festival - No Meeting

**August** — No Meeting

**Sept 21st** — The B&MRRHS will be traveling to Plymouth, NH to the former Boston & Maine station, now the Senior Center for a presentation by Ray Belanger on “Railroading in the North Country from the 1960’s to the Present.”  
*The meeting will start at 1 PM...we hope to see you there.*

**Oct 12th** — Rick Conard speaking at Rogers Hall about the Central Mass.

**Nov 9th** — Justin Winiarz returns for “An Encore of Northeast Railroading.”

**Dec 8th** — “Members Nite” Bring some of your favorite slides or video no more than 15 minutes in length.

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

## NOMINATIONS

Nominations for officer or board member are due at the Society mailbox no later than August 15<sup>th</sup>.

If you are nominating some one other than yourself, be sure to get an OK from that individual prior to submitting their name to the Society’s mailbox.

B&MRRHS

PO Box 469

Derry, NH 03038

### 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 Kosciolik
Clerk	Michael Basile
Secretary	Wayne Gagnon

**Board of Directors**

Carl Byron	Dave Hampton	Rick Hurst
Dan Hyde	Gerry Kelly	Paul Kosciolik
Jim Nigzus	Buddy Winiarz	

(1) vacancy to be filled later in 2012

**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
Historian	Russell Munroe, Jr.
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Modelers Notes	Bruce Bowden, Bob Warren
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Newsletter Editor	Bob Warren
Program Chairman	
	Jim Nigzus, Buddy Winiarz
Show Coordinator	James Nigzus
Webmaster	Andrew Ryan

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:*

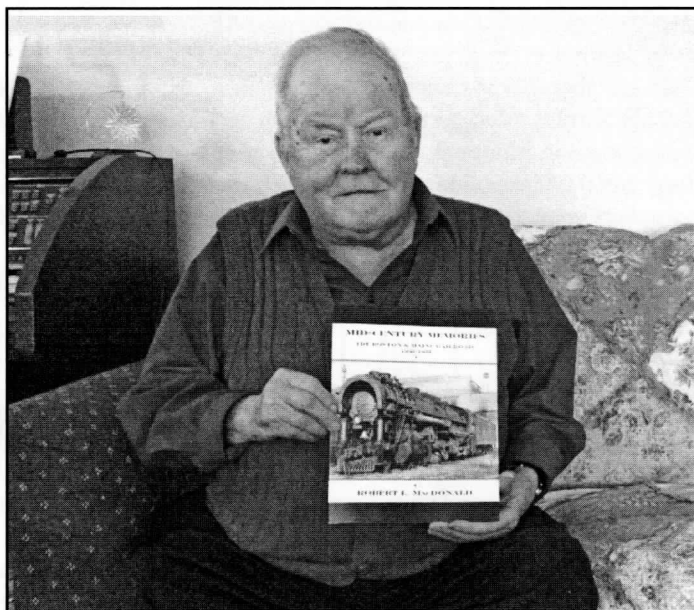
B&MRRHS - Membership  
PO Box 469

Derry, NH 03038-0469

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

## Society Publishes New Book

When Robert L. MacDonald passed along the manuscript of his memoirs, with a few envelopes of photos, to the B&MRRHS, he was approaching 85 years old. How, then, could he predict that he might be approaching 90 before he saw the results of his contribution to the B&MRRHS, in the form of the book *Mid-Century Memories, The Boston & Maine Railroad: 1936-1950*. After five years of volunteer effort, that is, in fact, what he was recently able to hold in his hand, a glossy 131-page book containing his lifetime of railroad memories and over 165 photos straight from the heart of the steam era, published by the Society in May, 2013.



“A trove of unpublished B&M steam images that large doesn’t come along every day,” said general editor Andrew Wilson, who also edits the *B&M Bulletin* for the Society. “And when it came to editing the text, we wanted to make sure that Mr. MacDonald’s voice came through.” MacDonald, who was raised in Stoneham, Mass., followed the B&M’s iron horses through his youth, and, following stints in college and military service during World War II, as an adult, until departing the Boston area in 1951 for railroad work in Portland, Me., where he had a thirty-year career on the Grand Trunk.

The process of turning his three-ring binder of text and envelopes of prints stretched into five years, as different people worked with the materials. Member Martha Chase, who has experience in the printing industry, worked with the early manuscript, translating it into a text file. Carl Byron made a crucial first pass at copy editing by the time that *Bulletin* Editor Andrew Wilson was able to devote enough time to the project to sustain the effort through publication. The real magic was the work on the photos by *Bulletin* Photo Editor Jim Lethbridge. While Mr. MacDonald’s wonderful photos were skillfully made, they had not always been

kept in archival condition, and Jim, a retired printer who lives in Rochester, N.Y., spent countless hours cleaning and sharpening them in Photoshop, evening the tone, and otherwise making them ready for publication. The Society chose the *Bulletin* printer, Uni-Graphic in Woburn, Mass., for the job, and they delivered another quality product for the members. It may have taken a while, but the Society wanted to produce something of which Mr. MacDonald could be proud.

In celebration of the publication of *Mid-Century Memories*, a copy was sent to every B&MRRHS member in good standing, and copies are still available to members at a discounted price, while non-members can order it directly from the B&MRRHS at the cover price. B&MRRHS Photo

Leafing through the book for the first time, Mr. MacDonald declared, “I want this to benefit the B&M Society, and I want to preserve my memories. I am so happy to see this beautiful book.”

**IMPORTANT NOTE:** *We have heard reports that the mailing envelopes used to send copies of Mid-Century Memories to the membership have been failing. If you did not receive your copy, received an empty envelope, or got a damaged copy of the book, please contact the Membership Secretary for a replacement copy. Thank you.*

Pacific, No. 3719, was named “CAMEL’S HUMP” in 1937 by my son, Charles C. Marsh, then 8 years old, youngest in the group of school children who picked names for those engines. Charles made his choice from Camel’s Hump, 4,083 feet high, the second highest peak in Vermont’s Green Mountains. To celebrate the naming of locomotives, each of the pupils involved, with a parent and a teacher, was given free transportation to Boston’s North Station. After brief ceremonies and picture taking, the children and guests were given lunch at the hotel in the station. No. 3719 stood outside all day for public inspection. Charles christened her with a bottle of melted snow from Camel’s Hump Mountain. Then Engr. Bill Somers gave us a cab ride to the yards. Mrs. Charlotte C. Marsh, South Burlington, VT.

*June ‘72 issue of RAILROAD MAGAZINE Submitted by Steve Vallee*

## Williows Signal Bridge Soon To Be Replaced.

This remnant of better days will be replaced with a new signal mast.

*Andy Kirk Railpace*

## Still Standing Eastern RR Engine House

The engine house in Revere is owned and used by a roofing company and stands in good condition.

*Submitted by Buddy Winiarz*

## MINUTEMAN POWER IN CANADA

By Bruce Curry

During the fall and winter of 1969-1970, I was a student at Althouse College of Education in the western Ontario city of London. In addition to being well established as the home of Electro-Motive Division's Canadian locomotive manufacturing operations, London was also the midway point between Toronto and Windsor on both the Canadian National, and Canadian Pacific railway mainlines.

Back then, as I recall, General Motors Diesel Limited was a very busy place, with large orders of SD40-model road locomotives under construction for Canadian National Railways. A late-week visit to the Oxford Street plant in the east end of the city was almost sure to yield a newly outshopped CN SD40 from the 5076- 5125 series.

By the fall of 1969, Canadian National had acquired 126 SD-40s, and 44 Alco-design Century 630s constructed by Montreal Locomotive Works (MLW). Canadian Pacific added 65 SD40s to its roster, and further orders were placed for an additional 74 locomotives of various models from MLW. The latter included the C-630M, M-630, M-636, and the (unique) M-640.

I did not realize it at the time, but the winter and spring of 1969-1970 would see an "invasion" of Canada by dozens of leased locomotives from several U.S. railroads, as both CN and CP went shopping south of the border for motive power to offset critical shortages. An upswing in freight carloadings, coupled with the retirement of many first-generation locomotives, had left both carriers in an unanticipated motive power crunch. Canadian National had retired a large number of its Fairbanks-Morse CLC fleet in 1968, along with numerous Alco (MLW) RS-3s and RS-10s (the latter an RS-3 derivative). Canadian Pacific had retired over 50 Alco (MLW) FA-series diesels, and had also begun to trim its considering roster of Fairbanks-Morse models.

When I returned home from college in May, I realized that Canadian Pacific was also doing business with an old favourite of mine, the Boston and Maine Railroad. Several B&M RS-3s had been leased to CP the previous December, but they had not, to my knowledge, frequented London and were used primarily in the Toronto-Ottawa-Montreal triangle, and on trains to Saint John, New Brunswick.

By 1969, the B&M was in desperate financial shape. The former "Route of the Minuteman" had lost money every year since 1958, and its management was searching for sources of revenue to stave off bankruptcy (which occurred in 1970), and to avoid inclusion in the Norfolk & Western-backed Dereco Corporation (with Erie-Lackawanna and Delaware & Hudson). The number of carloads handled on the B&M had declined from a daily average of 1,600 in 1957, to just 1,200 in 1967. The B&M simply had too many locomotives on its roster (at 197 units, the B&M's locomotive roster was well down from the high water mark of 284 in 1957).

In actual fact, the B&M had first begun to lease its surplus locomotives to Canadian railroads in September 1965, with Canadian Pacific Railway the most willing client. Item: several other U.S. railroads actually beat the B&M to Canadian Pacific's doorstep, notably the Lake Superior, Bessemer & Lake Erie, Soo Line, Duluth, Missabe & Iron Range, Chicago Great Western, Union Pacific, and even the Delaware & Hudson, which leased

numerous Alco S-4 switchers to CP as early as January 1964.

The first group of B&M locomotives to be leased were four Alco RS-3s delivered to the CPR at Wells River, Vermont. These units were:

NUMBER	MODEL	BUILT	START LEASE	END LEASE
1511	RS-3	10/54	9-16-65	6-11-67
1595	RS-3	1/52	9-16-65	6-11-67
1511	RS-3	1/52	9-16-65	6-11-67
1511	RS-3	1/52	9-16-65	6-11-67

These four units wore the traditional B&M maroon and gold "Route of the Minuteman" livery, and although they appeared to be dirty and under maintained, the four imports nonetheless blended in well with CPR's own maroon and grey MLW-Alcos, and gave reliable service.

In October, B&M negotiated another deal, this time with CN for six surplus Alco yard switchers which CN quickly pressed into service in Montreal. These engines were not kept by CN for long, but B&M was able to negotiate their transfer to CP where the switchers were assigned to Cote St. Luc yard service in Montreal for several months. This series of locomotives included:

NUMBER	MODEL	BUILT	START LEASE	END LEASE
1178	S-3	2/52	9-16-65	6-11-67
1179	S-3	3/52	9-16-65	6-11-67
1181	S-3	4/52	9-16-65	6-11-67
1283	S-2	6/45	9-16-65	6-11-67
1268	S-2	8/50	9-16-65	6-11-67
1270	S-2	8/50	9-16-65	6-11-67

NOTE: all the above units were transferred from CN to CP in June 1966.

At the same time that CP was accepting the Alco switchers, ten additional B&M locomotives were leased - ten GP7s which were coming off a two-year stint with the New York Central. The 1555-1577 series of GP7s had been constructed in three orders between 1950 and 1953 to dieselize the B&M's commuter operations in the greater Boston area, and they featured a modified long hood that housed train lighting equipment. In 1962 however, the B&M had begun to scale down its commuter operations in order to stem the flow of red ink, resulting in many of the GP7s becoming surplus to the service requirements. Hence the lease to the New York Central.

Delivery of CP's SD40s, numbers 5500-5564, began in July 1966, and was completed in April 1967. Although these locomotives were assigned to western Canada, CP was in a position to handle its traffic without the requirement for leased units. The B&M power went back home in June to await an upturn in traffic that came in the spring of 1968 when construction of Interstate 95 in Massachusetts led to a major increase in gravel business between Bow, New Hampshire, and the road construction site at Revere, Massachusetts. After a hiatus in 1968, CP once again faced a major locomotive shortage in early 1969. Orders were placed with Montreal Locomotive Works in February for 51 high horsepower road units (subsequently increased to 74 units by September), followed by an order to General Motors for 20 GP38AC locomotives. Since neither builder could promise delivery until mid-1970, the railway once again looked south for help. The call went out far and wide, and the result was a veritable parade of leased power, the like of

which has not been seen in Canada since. Among the locomotives recruited were the following:

The GP7s started to arrive on the CP in January 1966, and they became a common sight on Eastern Region freight trains, along with the RS-3s. Some of these Geeps were assigned to Winnipeg, Manitoba, for maintenance (in particular numbers 1557 And 1558) and most of them likely ventured as far west to Winnipeg during the period of the lease. The GP7 units were as follows:

NUMBER	MODEL	BUILT	START LEASE	END LEASE
1556	GP7	9/50	1-16-66	6-16-67
1557	GP7	9/50	2-15-66	6-16-67
1558	GP7	9/50	2-15-66	6-16-67
1559	GP7	9/50	1-16-66	6-16-67
1561	GP7	12/50	1-16-66	6-16-67
1573	GP7	4/53	1-16-66	6-16-67
1574	GP7	4/53	1-16-66	6-16-67
1575	GP7	4/53	1-16-66	6-16-67
1576	GP7	5/53	1-16-66	6-16-67
1577	GP7	5/53	1-16-66	6-16-67

Delivery of CP's SD40s, numbers 5500-5564, began in July 1966, and was completed in April 1967. Although these locomotives were assigned to western Canada, CP was in a position to handle its traffic without the requirement for leased units. The B&M power went back home in June to await an upturn in traffic that came in the spring of 1968 when construction of Interstate 95 in Massachusetts led to a major increase in gravel business between Bow, New Hampshire, and the road construction site at Revere, Massachusetts.

Once again, the Boston and Maine did not. Even though many of the locomotives that the B&M had to offer were old and nearing the end of their service life, CP was desperate for most anything on flanged wheels, and the price was right (reportedly, the B&M locomotives were leased for \$70 to \$85 a day). In December 1969, B&M RS-3s made a return appearance to Canada to use on CP's Eastern and Prairie Regions. Aside from No. 1536, the Alco visitors the second time around were a new batch, and included some examples in very tired maroon paint, and others in an economy version of the 1957-era McGinnis bluebird paint scheme. The specific units were as follows:

NUMBER	MODEL	BUILT	START LEASE	END LEASE
1508	RS-3	5/54	12/69	7-14-72
1512	RS-3	10/54	12/69	7-14-72
1513	RS-3	10/54	12/69	7-14-72
1515	RS-3	10/54	12/69	7-14-72
1516	RS-3	5/54	12/69	7-14-72
1517	RS-3	5/54	12/69	7-14-72
1518	RS-3	5/54	12/69	7-14-72
1519	RS-3	5/54	12/69	7-14-72
1536	RS-3	5/54	12/69	7-14-72

Two B&M F7s were also leased to CP: luring this same period and were often overlooked as lease units because the B&M and CP had pooled motive power, including B&M F-units, for many years on Train 904/917 between Montreal and West Lebanon, New Hampshire, F7A 4266A, and F7B 42658 were both high mileage units and were running out the last days of their active lives.

The 4266 were particularly interesting because, although it wore the economy Bluebird paint scheme and was fairly respectable in appearance, it was missing two-thirds of the Farr Air grillwork on its right-hand side, and looked "incomplete". George Matheson, a Canadian Pacific employee based in Lennoxville, Quebec, particularly remembers the 4266. According to him "the 4266 was

so clean you could eat off the floor, while our own FP7As left a lot to be desired in cleanliness. It was in super shape when it arrived on the CP, loading, and working A-1".

This same locomotive turned out to be a true survivor. Consigned to the deadline behind B&M's Billerica, Mass. locomotive shop for several years in the late 1970s, No. 4266 was rescued from the torch in 1981 by The 470 Railroad Club of Portland, Maine. It was delivered to the Conway Scenic Railroad in September 1981, where members of the club began the extensive rehabilitation of the only surviving serviceable B&M F-unit. Today "B&M 4266" is stored and maintained at North Conway, N.H., and sees operation on Conway Scenic Railroad excursion trains.

A.t one point during the winter of 1971-1972, Canadian Pacific

NUMBER	MODEL	BUILT	START LEASE	END LEASE
4266A	F7A	9/49	12/69	7-14-72
4265	F7B	7/50	12/69	7-14-72

had 100 leased locomotives on its property, including units from Bangor & Aroostook, Bessemer & Lake Erie, B&M, the B&O, Bellequip (which was subsequently bought out by Precision National Corp), DM&IR, LS&l, Precision Engineering Co. (also absorbed by PNC), and Precision National Corporation itself. However, the delivery of 94 new model SD40-2s (including 30 built by GMDD parent EMD in La Grange, Illinois) quickly ended CP's motive power shortage and the parade was over. The B&M's elderly Alcos and EMD covered wagons went back home to Billerica to face uncertain futures in the face of new orders by the B&M for twelve GP38-2s in 1973, and eighteen GP40-2s in 1977.

CP (and CN as well) continued to meet short-term motive power requirements throughout the early 1970s by tapping into the U.S. leasing market. The Boston and Maine Corporation had an opportunity to do business with the CP one last time in the early winter of 1974.

Four B&M GP7s arrived in February 1974 and were used on general merchandise trains throughout the Eastern Region. Their stay was a short one because the arrival of 50 new SD40-2s in the latter half of the year allowed CP to release the veteran Geeps in July and send them back to Massachusetts. So ended an interesting chapter in B&M motive power history. The four GP7s were as follows:

In all, the Boston and Maine leased 34 locomotives to the Canadian National, and Canadian Pacific during the period 1965

NUMBER	MODEL	BUILT	START LEASE	END LEASE
1562	GP7	12/50	2/74	7/74
1565	GP7	2/52	2/74	7/74
1567	GP7	2/52	2/74	7/74
1569	GP7	6/45	2/74	7/74

to 1974. Only one locomotive, RS-3 1536 paid a second visit to Canada. Aside from the GP7s, very few of the other B&M visitors saw much service after their return to home rails, and most were retired and set aside for scrapping by the late seventies.

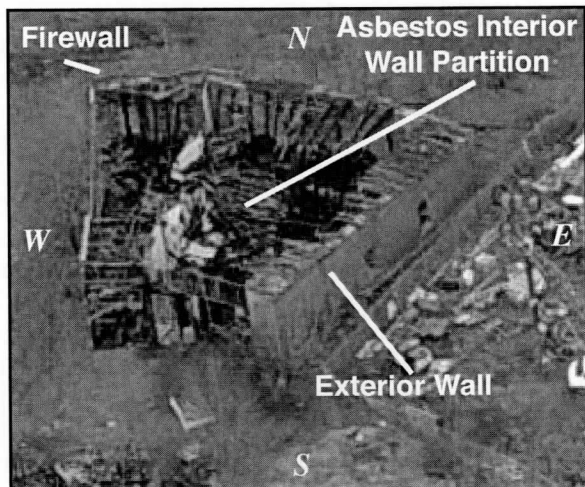
*Branchline Bytown Railway Society*

## Porsmouth Engine House Destroyed

Photos by Ron Garand

The former Eastern RR/B&M engine house in Portsmouth was recently destroyed by fire. This building was one of last remaining structures that were built by the Eastern Railroad.

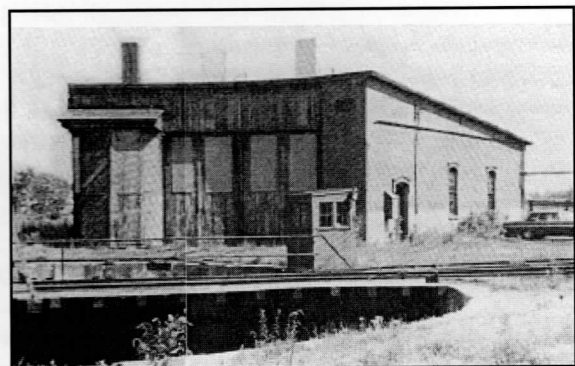
Last three bays standing



Bricked in doors



Looking West - despite the condition of the wood, the turntable is in excellent condition. There is still sand in the turntable cabin Traction ring hopper. The controller is missing.



The engine house as it stood in the 1960's.



Looking south at back wall. Beautiful brick detail.



As it appeared before the end.



Looking northeast into Bay 1  
Old highway plows and junk

## CLEARING THE AIR FOR HOOSAC

By Jerry Kelley

The Hoosac tunnel has had many nicknames over its long existence. The one that always intrigued me was "the Old Smoke Hole." Ventilation had been a problem long before the tunnel was even completed. Early blasting, dust and smoke were problems that plagued the miners working the old bore. It was not until the Burleigh air drill was introduced with its resulting exhaust air did things start to get a little better.

I recently read an old article authored by Hoosac Civil Engineer, Thomas Doane published in Van Nostrand's Eclectic Engineering Magazine of April 1877 that was most interesting. It seems that Mr. Doane was charged with the responsibility of defending the need for the Central Shaft as a ventilation shaft. He was also responsible for figuring out the best way to ventilate the 4 ¾ mile long tunnel.

Let us not forget that one of the chief reasons for the Central Shaft construction was to give two more faces to work from and a central point for the survey line to assure that the tunnel continued in the exact proper direction. A slight mistake with the survey could prove to be a financial disaster.

It seems obvious today that a powered fan at the top of the shaft would be a most practical and efficient way to go in solving the ventilation problem but you may be surprised with the methods that were seriously considered as a solution.

First, please let me state a most interesting fact. Both east and west portals sit at the same altitude above sea level. The tunnel rises about 60 feet from either portal to its center at central shaft. This was done to help with the great water problem that plagued construction efforts. The most efficient way to drain water from the tunnel is by gravity. A level line drawn from the roof at east portal will strike grade at a distance of 4376 feet within east portal and a level line from the roof of west portal will strike grade at a distance of 4542 feet within.

What this all means is that beyond these two measurements, there is an "attic" of sorts, like a peaked roof that cannot be ventilated without the central shaft. This can be compared to the modern day ridge vent used in most house roof construction today.

Now, let's get back to some of the methods considered:

There was interest in just letting nature take its course. Thomas

Doane's article states in part: "but aside from the above objection, it must be remembered that during the winter, the shaft will be an up cast and during the summer a downcast." It was also suggested that a partition that would separate the shaft into two shafts would help with both upward and downward air movement.

Some skeptics wanted to close the trap door in the shaft all together and seal it off. This obviously met with great complaints from the tunnel workers as air quality was soon reduced to zero. Others suggested that a fire placed at the bottom of the shaft would produce the needed draft to remove the smoke laden air. I wonder if this method were used, what would be the fuel cost for keeping a fire burning for one hundred years or more?

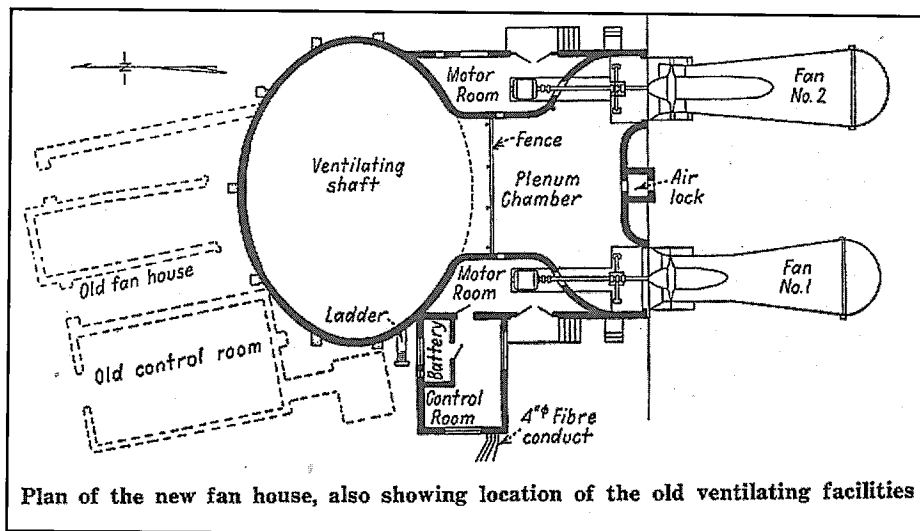
There was also some thought given to ventilation at the east end with the compressor house equipment. Doane figured that if compressor no. 1 were used, it would take 22 days and 4 hours to ventilate it once through! This was provided that all trains were stopped for this amount of time. As one can see, this method was not going to work.

Often in single-track tunnels it is the practice to let the train push the air and smoke through but in the Hoosac, this was not the case. Thomas Doane wrote:

"The ventilation of the tunnel will not be beneficially, but rather prejudicially effected by the movement of trains. They will not push a column of air before them through the entire tunnel, nor up the shaft. The Hoosac tunnel is too long and its open area too large to permit this. The cross section of a moving train will not exceed 110 square feet, while the tunnel section exceeds 464 or more than four times as much. The air temporarily pushed before the train, will return overhead and along the sides in an eddy. To supply the vacuum left behind."

Let's fast forward to the year 1900 or so. A Railway

Age Magazine article of 1946 stated: The railroad installed a reversible 15-foot long and 8 foot in diameter paddle wheel fan. It was powered by a motor that ran on 2,300 volt, 3 phase, 60-cycle power. I believe that this was done for obvious reasons, which would later be



Plan of the new fan house, also showing location of the old ventilating facilities

addressed by electrification of the tunnel in 1911.

Circa 1946: The railroad still seemed to have ventilation problems and decided to totally renovate the fan house at Central Shaft. The top of the shaft is the semi-elliptical shaped concrete structure that forms a plenum room and is attached to the exhaust tube portion of the building.

The rest of the building is built in brick and houses the control room and motor rooms that power the fan blades.

The new fans were 90-inch Jeffery Type-8H Aerodyne mine fans each with a capacity of 260,000 cu. ft. per minute. The B&M once boasted that these fans could clear the tunnel in as little as 25 minutes. I would wager that every train crew since wishes that this were true.

The years have taken its toll on this 1946 structure and it has had its share of problems. The power for the central shaft fan house comes from West Shaft Road and continues over the hill and on to the central shaft. In fact, if one drives on West Shaft Road and can see the power line that heads over the mountain, he will be looking at the exact tunnel alignment.

I am hearing that the railroad is considering re-feeding the electricity from Rt. 2 in on Central Shaft Rd. This would replace the pole line over the mountain, which is well past its life expectancy and would be very expensive to continue to repair. Another source has reported that improving or rebuilding the fan house should happen sometime soon.

As with all railroad projects in New England, you just never know. Let's wait and see.

*"This article previously appeared in Mass Bay Enthusiasts"*

### North Conway Model Railroad Club's Public Open House

The club is open every Tuesday - Thursday - Saturday from May to October 18th between 10 AM and 4:30 PM at their operating HO layout located in the freight House at Conway Scenic Railroad's yard in North Conway, NH. The club's 500 sq. ft. layout features selectively compressed replicas of CSRR's North Conway station and yard, Frankenstein trestle and Crawford's station in Crawford Notch. Other features include a logging railroad, a large paper mill complex, a granite quarry, and a seaport city with a large steamship tied up at a pier. Mainline operations are conducted over a full-length upper level loop and a shorter lower level loop. Additional trains are operated over a logging branch, a trolley line and a special section of track devoted to Thomas the Tank Engine. As many as seven trains operate concurrently. All operations are conducted by an all-volunteer crew. Admission is free but donations are gladly accepted.

Contact: Dwight Smith, Secretary/Treasurer, North Conway Model Railroad Club.

e-mail: geebud@roadrunner.com; Web site: www.ncmrrc.com.

U.S. Mail: P.O. Box 218, Kearsarge, NH 03847.

### Hampton Branch No More

During April and May, a scrapper was pulling up the rails on the Hampton branch, working east toward Portsmouth. Someone has gone ahead and disconnected the joiner bars with a wrench and torch if need be. All rails seem to have been measured and marked.

*submitted by Arthur Hurd*

### What Signaling Was In Place Along The Eastern Route In The Fall Of 1956?

*James Van Bokkelen:* Per ETT #63, October 28 1956: It was all ABS except for the Salem - Northey Point CTC single track and the associated CTC from Northey Point to Beverly Draw. The latter allowed bi-directional operation on the Eastward track only, for moves to and from the Gulf Oil terminal spur.

By that time, I think the main line was all searchlight signals. There were spring switches at the ends of double track at Salem and Northey Point on the main and on the Danvers Branch, as well as Newburyport and Emery. All grade crossings from Boston to but not including Railroad Ave. in Rowley had automatic protection for movements on either track in either direction. There were inward station signals at Chelsea and Everett.

*Bob Warren:* Reading JVB's comment regarding signals along the eastern route reminded me of when we went to service the Industrial Siding (as I recall it being called) in Everett. Since access to the siding was from the inbound main and we being on the outbound main we had to use a nearby crossover to gain access to the siding, we'd drop off a crew member at the Boston end of the crossover who would operate that turnout which turned all signals to the east of the cross over to red. Then roll up to the grade crossing so the gates could be raised while we waited the five minutes from the time the crossover switch was operated till we could cross over to the inbound main and then into the siding. Operating the switch to the siding also set all signals to the east red.

The five minute wait was to allow any inbound movements to clear the crossover and of course, to prevent any 'incidents'. Once the crossover movement had been made, the turnout on the outbound track was returned to normal with signal indication controlling any such movements.

Course in the middle of the night, there were virtually no inbound movements but still had to obey the timetable.



*Scott Whitney photo*