

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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November - December 2014

Bob Warren, Editor (bmbobwarren@comcast.net)

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

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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.

December 13th: "Member's Night" Bring some of your favorite slides or video/DVD, or PowerPoint presentations. No more than 15 minutes in length.

January 10th: Mal Sokol will take us back to the late 1970's to early 1980's on the D&H from Binghamton to Mechanicsville NY. Plenty of Alco's and PA's. Also locomotives and rolling stock of the B&M in the 70's and 80's.

February 14: Our charismatic friend Gary Gursky will take us on a railroad trip across the country visiting different railroads. Also "What was featherbedding?"

March 14: Gregg McFarland will entertain us with a program of the B&M in the Dover NH area in the mid 1980's. In addition, views from Rigby Yard and the D&H Railroad. Special treat: The Northern Railroad in the late 1960's

From the October meeting:

Russ Monroe took us on a journey on the B&M. Featured were many unique equipment moves, trolley cars going to Seashore Trolley Museum, branch line scenes no longer possible and RRE trips. Thank you Russ for a great show.

Plymouth, NH Membership Meeting

For the second year in a row we have travelled north to the Plymouth Railroad Station to host our September members meeting. Now housing the Plymouth Senior Center, the station is a perfect place for our North Country meeting. From the tracks of the Hobo/Winnepesaukee Railroad outside (former B&M White Mountain Division) to the meticulously maintained railroad themed interior, the area was quite welcoming.

Bob Sheridan of Lyndonville, Vermont treated us to a spectacular afternoon of railroad slides. Bob took us on a journey featuring the St. J & LC Railroad, CP/BM on the Newport line, Lamoille Valley Railroad and of course the Boston & Maine.

Plymouth con't on pg. 3

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.

SPECIAL NOTICE

Charlestown's Railroad History
Sunday, November 16, 2014, at 2:00 PM in the
Charlestown, NH town Hall, 11 Summer St.
Charles Andrus, author of the railroad section in
the "Third History of Charlestown" will relate
the history of railroading in Charlestown and the
surrounding area.

MEMBERSHIP NOTICE

Members, when giving a change of address
PLEASE write it on a separate piece of paper if
sending with your renewal. Do Not write it on
the label as it may not be copied correctly.

Thank you,
Buddy Winiarz, Membership Secretary

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

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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

Plymouth con't

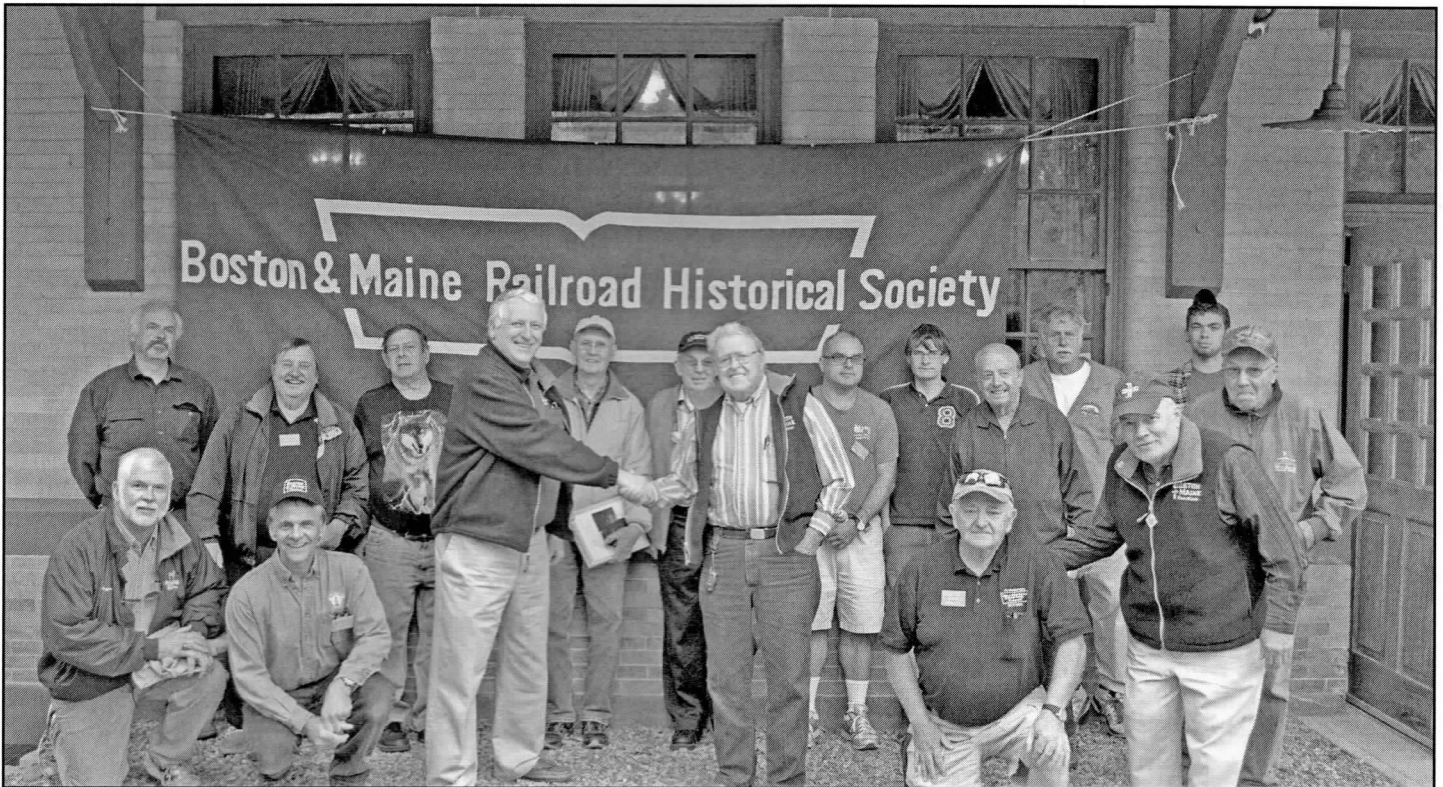
A special treat was a collection of slides showing the CN wreck that took place in Stewartstown, NH back in the early 1990's. A building was completely destroyed, luckily with no fatalities.

All in attendance were treated to a terrific presentation, thank you Bob. We had a table of free railroad items from the society and New Hampshire Operation Life Saver, thanks to Don Provencher and Mike Lennon. Sales of society merchandise were brisk.

Having our meeting in Plymouth seems to be a popular event for our North Country members who do not get a chance to visit Lowell. What a nice gathering with many friendly conversations and stories. Hopefully we can continue this type of event in the future.

A special thank you to Bob Sheridan and also the kind folks at the Plymouth Senior Center for letting us use their building. See you next year.

Jim Nizus



President Carl Byron thanking Bob Sheridan outside Plymouth Railroad Station.

Also pictured are Jim Nizus, Dan Hyde, Paul Kosciolk, Dave and Don Hampton, Don Provencher, Gary Gurski, Wayne Gagnon, Mal Sockol, Roger Robar and several other Society members.

Photo by James Nizus 9/20/14

How Locomotive Headlight Numbers Were Illuminated?

Ken Akerboom: looking at pictures, it appears that all the electric headlights used on steam engines had the engine number on both sides (either angled out or parallel to the rails)

Were these number lit (to be visible at night)?

Scott Whitney replied: Yes, they were. They had separate light bulbs for such with a separate switch.

What Is It About Railroaders?

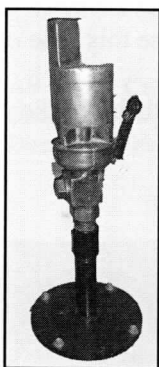
Was a job, good retirement, hated the hell of working out in the weather, why are we doing this, they want me to do WHAT, froze my butt and hands off, thought I married it, thought I'd gotten it out of my system by retiring- so what do I do when I'm retired, I take the damn train...!! Once in the blood...

Contributed by Wayne Gagnon

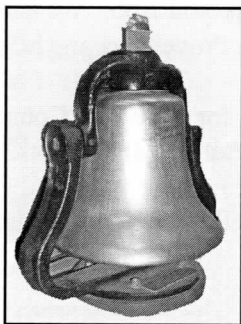
Lisbon NH Railroad Station And Museum Receives Steam Locomotive Bell And Whistle

A 300-lb. brass bell and the bronze whistle are now on display at the Station.

The bell and whistle came off of the last operating steam switcher of the Patapsico & Back River Railroad at



the Sparrow's Point, Maryland plant of the Bethlehem Steel Co. At one point this steel mill was the largest in the world and employed over 35,000 people. The bell and whistle from this locomotive was a gift to the last engineer, the late Carl Haines in 1947.



His son, Ed Haines of Littleton, NH wanted to find a 'proper' place for the bell and whistle

to display for everyone to see and what better place than the Lisbon station.

A brief history of the P&BR Railroad: never carried passengers and its 200-miles of track were contained on the steel mill property. The Railroad's name is reflected in its location on a neck of land between the Patapsico River and the Back River on the western shore of the Chesapeake Bay near Baltimore, Md.

Submitted by Roger Robar

Conn River Comeback

In South Deerfield, the present switch from the main to the old southbound (western track) will be replaced with one that branches the main in a southward direction, not the old crossover that required a northward move, then reverse through another switch to access several customers on the west side of the tracks in South Deerfield. This will eliminate one switch. All new switches with electric locks on the Broadway. Possibly, but not certain, is another switch to move from the south end of the siding back out to the main.

At CPR33, the Greenfield Runner (old south-bound main) will be reactivated with clearance improvements north of the Cheapside Bridge up to CPF385, and beyond to what will become CPR36 just south of the Arch in Greenfield. The line will have double track up to Wason Avenue in Springfield, double track from Mt. Tom power plant to CPR18 just north of Northampton, and then double track again from CPR33 just south of Greenfield to the Arch just north of Greenfield.

Submitted By Jack Armstrong / Railpace

The Story Of Kimball's Castle

Kimball's Castle in Gilford has recently been in the news as the historic Lakes Region landmark has been declared unsafe and, according to town of officials, must be tom down or enclosed by fencing.

The following story is a compilation of past stories of the Castle in the Weirs Times as well as added recent history.

When the Lady of The Lake first began to haul passengers and freight from Alton to Center Harbor the owner almost immediately began to realize great profits since there was no competition. This state of affairs came to the attention of Ben Kimball and other directors of the Concord, and Montreal R.R. So that it was not surprising to discover that ownership of the ship had quietly passed to the Concord and Montreal. At that point the Boston & Maine decided to join the fray with the DOVER, owned by Boston & Maine Went into service. But Kimball's line controlled the docking faculties at the Weirs and so held the upper hand until the B&M acquired as facility at Meredith.

From then on it was a hot race. The Lady of The Lake Vs The Dover, the Chocorua and the Jim Bell. Competition got keener until the B&M determined to top it all off with at boat to end all competition... the Mt. Washington, the biggest and fastest thing on the lake, it signaled the beginning of an era of rivalry which lasted eighteen years. Finally, the largest and fastest won out.

In 1893, the Lady of the Lake made her final trip from Wolfeboro to the Weirs. In 1894 she was towed to Glendale Where she was pulled up on the beach to provide living quarters for the workmen building Kimball's Castle.

It was during these years when Kimball was busy expanding the Concord and Montreal holdings on land and in the water's of the Big Lake that he became familiar with the beauties of the area around Gilford. It must have occurred to him that from Locke's Hill it would be a pleasant view to keep an eye on his marine activities while at the same time contentedly relish the chuff- chuff of his locomotives passing through Glendale.

Work was started in 1897, and 'took two years to finish. Nothing was spared to make the Castle a fitting place for a railroad tycoon.

As a prerogative of the chief executive of one of New England's most flourishing railroads, a spur was built from Lakeport to Dover and the name of the Concord and Montreal was changed to Concord Montreal and Lakeshore. One branch just happened to run past the construction site.

His private car would be hooked on for the trip to his office and return at civilized hours.

Ben was happy with "The Broads", as he called it, looking out over the panoramic view he frequently queried his guests on "where in the 'world could one find a more superb view that lies before us?"

Further as he looked across the Lake he could recall with satisfaction that back in the days when it counted he was right there with a piece of the action.

The building site was seven hundred feet above lake level and it is conceded to have one of the Lake Regions most spectacular views. The outside Walls for the castle are made entirely of stone from Locke's Hill. The parapets were cut granite slabs. The interior of the house presents a German flavor with most of the Woodwork being of oak and the furniture of dark cherry.

On the first floor there is a combination dining-living room, which includes most of the main floor. There is a great brick fireplace with polished tile hearth

Wide stairways lead to the second floor where there are four bedrooms, one in each corner. There can Phyfe tub. . A beautiful stained glass skylight hangs above everything so that one can have an unobstructed View from first floor right up to the skylight. A great stone porch stretches entirely across the lakeside of the building.

According eminent local historian Gilbert Center, in 1906 Mr. Kimball changed the appearance of the famous landmark by applying a coat of white paint to the stone castle. There is no record of how well this was received by local castle watchers of the time.

Outside there is a gardeners cottage, several car garages, a Workshop and other associated building on the property Comprised about 280 acres with as much as 100 acres maintained and landscaped; Steps stretched away from the castle down the " hill toward the lake. One of Mr. Kimball's pleasures was to visit the gardens and rest on his way down the hill,

So far as is known Mr. Kimball never made any effort to participate in the affairs of the Town or to become involved socially with area neighbors or acquaintances.

Benjamin Ames Kimball died in July of 1920 at the "Breads at the age of 86 in Gilford.

The outside walls for the castle are made entirely of stone from Locke's Hill. The parapets were cut granite slabs. The interior of the house presents a German flavor with most of the woodwork being of oak and the furniture of dark cherry. On the first floor there is a combination dining/ living room, which includes most of the main floor. There is a great brick fireplace with polished tile hearth. Wide stairways lead to the second floor where there are four bedrooms, one in each corner. There is one bath with a "Dun- can Phyfe" tub.

A beautiful stained glass skylight hangs above everything so that one can have an unobstructed view from first floor right up to the skylight.

The estate remained with the family until 1960 when Charlotte Kimball, Benjamin's daughter-in-law and last heir, died. The estate was willed to the Alvord Wild Life Sanctuary of Bear Island. It was felt that if the public wished the castle

and its 250 acre park of flowers and shrubs restored and preserved for their study, the society was the most likely to inherit this line property for proper restoration.

After being abandoned for several years, the inevitable finally happened; vandalism! What could be carried; was stolen, Windows broken, wrought iron that wasn't too heavy, removed; stacks of very rare green bull's-eye glass replacements from the windows, smashed.

The preserve was never created and in 1981 the New Hampshire Attorney Generals Office took control of the land and offered it to the Town of Gilford if they could save the Castle and create the preserve. Various town committees studied the site for years but voters decided they did not want town money spent restoring the Castle. Finally, the Attorney General threatened to take the property back if the Town did not make some progress. In 1990 the Town convinced the Attorney General that the best way to carry out the goals of Charlotte Kimball's will was to remove the stipulation against commercial development on the land surrounding the Castle and subdivide it off.

The Weirs Times & The Cocheco Times
Submitted by Wayne Gagnon

East Kingston Depot

Depot was built when the B&M came into town in the 1840's. Always had an apartment for the agent and family on the upper floor. Downstairs was used as agency, freight and passenger, later telegraph office. A man named Dearborn was the first tenant/agent, assisted by a lad named John Morrill. When Dearborn left the agency, Morrill was promoted to agent, moved into the apartment, his work assisted by his son, John Junior. Sometime during a period before 1900, the agent's quarters were enlarged to half the bottom floor. John senior worked the job until he retired in 1912, his son after moving on to other railroad jobs, bid on the East Kingston job after his father vacated it and held it until 1928 when he died.

The York Beach Branch just having been abandoned, one of the agents displaced bid the East Kingston job. His name was John Morrill, no relative. THIS John held the job until the early forties. Herm Tuber who was the last agent at East Kingston when it was closed in 1957 successfully bid the job. I don't know who actually lived in the Station from John Morrill Sr. onward, but I do know that A track department man named Shirley Bradeen lived there with his wife until the fifties having bought the depot in 1958 and was sold to me by him in 1967 after sitting empty for about 10 years.

I worked in the B&M Signal Department and lived at the depot until October 1987 when I retired because of health reasons. I turned the house over to my daughter Jeanette and she lived there until December 2001. She, my wife Dora and

Kingston con't on pg. 8

FROM THE ARCHIVES

THE B&M'S BIG CUSTOMERS IN 1951

Recently, a document came to hand that gives us a snapshot of the major freight players as far as the B&M was concerned in the years 1949-51. We've captured below the carload information for 1951. The list does not tell us which customers generated the most revenue nor which ones were the most profitable.

The four-page, untitled, typescript document on legal size paper, formed part of large lot of miscellaneous railroad correspondence. The original includes carload information for 1950 and 1949 which we have omitted here.

	Customer. Type of business	Location	Carloads Total 1951	Carloads Rec'd 1951	Carloads For- warded 1951	Rank 1950
1	Brown Company. Paper mfg.	Berlin, N.H.	15,989	8,917	7,072	2
2	Eastern Gas & Fuel Associates. Coke and gas mfg.	Boston, Mass.	14,772	0	14,772	1
3	First National Stores. Retail grocers	Blackmount, N.H.	471	395	76	3
		Deering Jct., Me.	1996	1987	9	
		Hartford, Conn.	81	81	0	
		Providence, R.I.	101	100	1	
		Somerville, Mass.	7,322	Not Given	Not Given	
		Somerville, Mass. (Milk)	1,195	Not Given	Not Given	
		Troy, N.Y.	270	13	257	
		Total	11,436			
4	United States Government					9
	Boston Navy Yard	Charlestown, Mass.	1,130	1,058	72	
	Fort Devens	Ayer, Mass.	2,670	2,166	504	
	Limestone Air Base	Limestone, Me.	789	763	26	
	Grenier Air Base	Manchester, N.H.	378	359	19	
	Portsmouth Navy Yard	Kittery, Me.	1,317	1,099	218	
	Scotia Naval Depot	Scotia, N.Y.	2,222	1,362	860	
	Watertown Arsenal	Watertown, Mass.	1,118	671	447	
	Westover Field	Chicopee, Mass.	1,763	1,426	337	
		Total	11,387			
5	H. P. Hood & Son Co. Dairy products	Charlestown, Mass.	625	595	30	4
		Charlestown, Mass. (Milk)	10,028	Not Given	Not Given	
		St. Albans, Vt.	95	78	17	
		Total	10,748			
6	Great Northern Paper Co. Newsprint and wood pulp mfg.	Millinocket, Me.	10,256	0	10,256	5
7	Oxford Paper Co. Book paper mfg.	Rumford, Me.	9,226	2,531	6,695	7
8	West Va. Pulp & Paper Co. Paper & pulp Mfg.	Mechanicville, N.Y.	8,390	7,213	1,177	11
9	C. M. Cox Co.					6
	Crosby Milling Co.	Brattleboro, Vt.	8,468	3,419	5,049	
	Cunningham Grain Co.	Oak Grove, Mass.	5,393	2,340	3,053	
	Eastern Grain Co.	Bridgewater, Mass.	489	489	0	
	St. Albans Grain Co.	St. Albans, Vt.	1,887	0	1,887	
		Total	16,237			
		Use	8,120			
10	Great A&P Tea Co. (competitive only)					
		Albany, N.Y.	172			
		Buffalo, N.Y.	39			
		Chicago, Ill.	277			
		New York City, N.Y.	1,407			
		Portland, Me.	957			
		Springfield, Mass.	1,462			
		Somerville, Mass.	3,482			
		Providence, R.I.	38			
		Worcester, Mass.	16			
		Total	7,850			10
11	Ford Motor Co. Auto Mfg.	Somerville, Mass.	6,399	6,304	95	8

12	Crocker Burbank Co. Paper Mfg.	Wachusett, Mass.	5,825	3,840	1,985	
		W. Fitchburg, Mass.	238	0	238	
		Total	6,063			13
13	Groveton Papers Co. Paper Mfg.	Groveton, N.H.	3,786	2,218	1,568	
		Northumberland, N.H.	1,709	830	879	
		Total	5,495			14
14	United States Steel Co.	Pittsburgh, Pa.	2,865	1,639	1,046	
	American Bridge Div.	Elmira, N.Y.	103	3	100	
	National Tube Div.	Lorain, O.	296	0	296	
	National Tube Div.	Pittsburgh, Pa.	32	29	3	
	Am. Steel & Wire Div.	Cleveland, O.	119	118	1	
	Am. Steel & Wire Div.	Worcester, Mass.	1,690	1,310	380	
	U.S. Steel Supply Div.	Cambridge, Mass.	178	0	178	
	Univ. Atlas Cement Co.	Hudson, N.Y.	337	3	334	
		Total	5,440 ²			17
15	United States Rubber Co.	Chicopee Falls, Mass.	5,418	2,895	2,523	12
16	Norton Co.	Worcester, Mass.	4,461	1,893	2,568	18
17	Doeskin Products, Inc. Paper	Mt. Tom, Mass.	3,470	2,539	931	
		Wheelwright, Mass.	768	277	491	
		Total	4,238			16
18	Merrimack Farmers Exchange. Feed and grain	Concord, N.H.	3,810	1,880	1,930	15
19	Fitchburg Paper Co.	W. Fitchburg, Mass.	3,288	2,139	1,149	20
20	Whiting Milk Co.	Charlestown, Mass.	70	56	14	
		Charlestown, Mass. (Milk)	2,237	Not Given	Not Given	21
		Total	2,307			
21	Hood Rubber Co. Footwear	Watertown, Mass.	2,267	903	1,364	23
22	United States Gypsum Co. (competitive only)	Boston, Mass.	1,390	277	1,113	19
		Buffalo, N.Y.	158	43	115	
		Chicago, Ill.	4	0	4	
		Cleveland, O.	112	1	111	
		Memphis, Tenn.	15	0	15	
		New York, N.Y.	166	16	150	
		Portland, Me.	141	15	126	
		St. Louis, Mo.	18	8	10	
		Total	2,004			
23	Container Corp. of America. Paper boxes and containers	West Medford, Mass.	1,842	1,175	667	22
24	Am. Steel & Wire Div.	Worcester, Mass. ³	1,690	1,310	380	25
25	Boston American. Newspaper	Boston, Mass.	1,472	1,472	0	24
26	A&P Corr. Box Co.	Lowell, Mass.	635	420	215	26
10.5 ⁴	General Electric Co.	Bridgeport, Conn.	134	19	115	10.5
		Elmira, N.Y.	6	6	0	
		Erie, Penna.	388	159	229	
		Everett, Mass.	829	540	289	
		Fitchburg, Mass.	163	80	83	
		Holyoke, Mass.	646	158	488	
		Lowell, Mass.	193	126	67	
		Lynn, Mass.	4,865	2,130	2,735	
		Pittsfield, Mass.	229 ⁵	223	5	
		Schenectady, N.Y.	97 ⁶	26	78	
		Somersworth, N.H.	139	73	66	
		Total	7,688 ⁷			

The B&MRRHS Archives Committee meets monthly to organize and preserve our growing collection of material about the B&M and other New England railroads. Volunteers and visitors are always welcome. Contact Rick Nowell, Chairman, Archives Committee, fnowell3@yahoo.com

(Endnotes)

- 1 "These [are] all M.I.T. [Merge In Transit?] cars so [there is] much duplication and [I/we] feel 50% of total gives better picture."
- 2 Should be 5,620.
- 3 Appears to duplicate data in U.S. Steel section above.

- 4 It is unclear why GE is listed at the end as 10½. Perhaps it was left out inadvertently and added hastily at the end of the report. Three additional errors in the GE information support this supposition.
- 5 Should be 228.
- 6 Should be 104.
- 7 Should be 7,689.

Kingston con't from pg. 5

I then sold it to the East Kingston Historical Society who presently holds the deed. A lot of the Restoration was paid for out of my families' finances over the years and the E.K.H.S. paid quite a bit for bringing it up to today's standards. The monies have dried up late years as well as interest and it is now on hold. Hopefully, it will be there in the distant future, but I wouldn't bet money on it.

Submitted by Dave Lamson

You! Get off the tracks

Brunswick-Freeport chosen for rail trespass system test
By JT Leonard Times Record Staff

A new kind of railroad trespassing deterrence system soon will be tested along the tracks between Brunswick and Freeport, according to state transportation officials.

Maine Department of Transportation learned Thursday that it would receive a grant from the Federal Rail Administration to pay for the system, which includes remote sensors; wireless video cameras and other high-tech gadgetry intended to keep people away from dangerous sections of track.

Testing for the experimental system will run for three years, said MDOT spokesman Ted Talbot, "and we can keep the equipment after that."

The FRA was scheduled to announce the grant award Friday. However, the monetary amount of the grant or when it likely would be effective has not been released.

Neither have MDOT, NNEPRA or Brunswick — the three partners included in the grant — determined where, exactly, along the tracks the system will scan.

"It's called a large-scale trespassing detection and deterrence system," Talbot said. "One aspect is cameras, another is remote presence detection sensors."

Despite the system's complexity, the goal of its installation is fairly simple, Talbot said: "Upon detecting a person on the tracks, Brunswick Police Department is going to be immediately notified for their appropriate response."

Digital cameras will be linked directly to a recording and public address system, allowing communications officers in the police department to tell the interloper directly — in real time — to get off the tracks.

Several ideas have been pitched to solve the trespassing problem, but this is the first to receive federal attention.

Town Councilor John Perreault favored a lower-technology approach — a fence in the more accessible, dangerous locations with signs posting the rail corridor as private

property — but said he was fine with the experiment.

"I think it's a great step, moving forward in a positive direction to mitigate what has been perceived as a problem," Perreault said Friday.

Brunswick's program is the follow-up to a 2001 pilot project in Pittsford, N.Y.

The difference is that, located a few miles southeast of Rochester in western New York state, Pittsford's gauge carries more freight than people. Its rail surveillance project started when national freight carrier CSX installed cameras along the tracks in the aftermath of an accident on a railroad bridge.

Train strike fatalities in Maine are relatively rare. According to FRA safety data, trains in Maine have struck nine rail trespassers since 2008: three died and three others resulted in amputation of a limb.

GPS Confusion

Around 9 PM recently, a mother and her two young boys were motoring in Belmont, a suburb of Boston, when her GPS told her to take a right. That right put her on the Fitchburg main line where the mini-van got stuck on the tracks. Fortunately, she got the kids out before a Fitchburg train ran into the car.

Steel Wheels via The 470 470 Railroad Club

Berkshire Scenic Plans Satellite Operation With Train Ride

A startup date has not been established since the Massachusetts Department of Transportation is still negotiating to purchase the trackage from Pan Am Southern. The railroad has acquired former Boston & Maine RDC-1 No. 6126 for the Hoosac Valley service; the air-conditioned Budd car last operated on Maine's Belfast & Moosehead Lake.

Berkshire Scenic will continue to maintain its museum in the former New Haven Railroad station located on the Housatonic Railroad at Lenox Mass., along with its rolling stock displays and the Locomotive Experience.

Hot News – Railpace magazine



R7397 BM

CIRCULAR NO. 323
SUPERSEDING CIRCULAR NO. 322.
BOSTON & MAINE RAILROAD.
CAR SERVICE DEPARTMENT.

Boston, Mass., July 20, 1909.

SERIES OF NUMBERS FOR BOSTON & MAINE FREIGHT EQUIPMENT.

CLASS OF CAR	LENGTH	CAPACITY	CAR NUMBERS	Telegraph Symbol
BOSTON & MAINE RAILROAD.				
4 Wheel Coal			01 to 02599*	BB
4 Wheel Log Trucks			02600 to 02799*	BB
Box, Express Freight	34' to 35'	40 to 60000	2900 to 2999*	BB
Maintenance of Way, Etc.			3000 to 3999*	BB
Caboose, 8 Wheel			4000 to 4499*	BB
Caboose, 4 Wheel			4500 to 4999*	BB
Coal, Hopper Bottom Gondola	24' to 31'	40 to 60000	5000 to 5549	AV
Coal, Hopper Bottom Gondola	31'	60000	5550 to 5899	AV
Coal, Hopper Bottom Gondola	34'	80000	5900 to 5999	AV
Coke	28' to 30'	40000	6000 to 6073*	BB
Coke	35'	60000	6074 to 6173*	BB
Coal, High Sideboard	26' to 28'	50000	6174 to 6259	AW
Coal, Folding Side Pratt Pat.	30' to 32'	60000	6260 to 7999	AY
Coal, Rodger Ballast (Hart)	36'	80000	8900 to 8999	BA
Coal, Rodger Ballast	34'	80000	9000 to 9049	BA
Coal, Drop Sideboard	28' to 32'	40000	9050 to 9499	AZ
Coal, Drop Sideboard	34'	60000	9500 to 9899	AZ
Coal, Drop Sideboard	34'	40000	9900 to 9999	AZ
Box, Canadian Pac. Desp.	33' to 34'	40 to 60000	10000 to 10334	AA
Box,	40'	80000	11000 to 11299*	AB
Box, Furniture	40'	60000	11900 to 11999*	AR
Box, Special	28' to 40'	40 to 60000	12000 to 12099*	AG
Box, End Door, Auto	36'	60000	12300 to 12484*	AF
Box, End Door, Carriage	35' to 36'	40000 and 60000	12485 to 12599*	AI
Refrigerator	28' to 36'	40 and 60000	12600 to 12799*	AJ
Box, Through Line	34'	50000	13133 to 13399	AC
Box, Central States Desp.	34'	50000	13400 to 13499	AC
Box	28' to 32'	30 to 40000	15375 to 18231	AA
Box	33'	30 to 40000	18232 to 19999	AA
Coal, Low Tight Sideboard	28' to 32'	30 to 40000	20400 to 20999	AU
Coal, Drop End Sideboard	34'	50000	21000 to 21399	AX
Coal, Drop End Sideboard	35' 9"	60000	21400 to 24999	AX
Flat	28' to 31'	30 to 40000	25000 to 25499	AK
Flat	32'	30 to 40000	25500 to 26599	AK
Flat	33'	30 to 40000	26600 to 26899	AK
Charcoal	28' to 34'	40000	26900 to 26999*	BB
Stock	34' & 35'	40000	27000 to 27049*	AO
Stock	35' 9"	60000	27050 to 27199*	AO
Stock	28' to 33'	30 to 40000	28000 to 28035*	BB
Stock, Double Deck	33'	40000	28900 to 28999*	AQ
Ore	33' to 34'	40000	29000 to 29099*	BB
Flat	34'	40000	30000 to 31499	AN
Flat	34'	50000	31500 to 31999	AN
Flat, Special	28' to 60'	40 to 100000	32000 to 32099*	AM
Flat	34'	60000	32100 to 33999	AP
Coal, Drop End Sideboard	35' 9"	60000	39000 to 39999	AX
Box	34' to 35'	40000	40000 to 40124	AC
Box, Ice (Red)	36'	60000	40200 to 40799	AS
Box, Ice (White)	34' to 36'	60000	40800 to 40899	AS
Box	35'	40000	41000 to 41099	AC
Box	34'	40000	41100 to 42999	AC
Box	34'	60000	44000 to 44399	AD
Box	35'	60000	46000 to 46999	AD
Box, Standard	36'	60000	47000 to 49999	AH
Box, Standard	36'	60000	60000 to 64679	AH
Box, Standard	36'	80000	64680 to 65687	AE
Box, Standard	36'	60000	65688 to 69999	AH
Coal, Drop Bottom Gondola	42' 6"	80000	80000 to 80999	AVA
VERMONT VALLEY RAILROAD.				
Maintenance of Way			10 to 18*	BB
Box	28' to 33'	30 and 40000	20 to 32	AA
Flat	34'	60000	55 to 86	AP
Box	34'	40000	88 & 89	AC
Box	34'	60000	90 to 137	AD
Box	36'	60000	138 to 212	AH
Coal, Folding Side Pratt Patent	30'	60000	400 to 499	AY
SULLIVAN COUNTY RAILROAD.				
Box	34'	60000	500 to 539	AD
Box	36'	60000	540 to 789	AH

*Report by Symbol giving car numbers.

FRED A. HORTER,
SUPT. CAR SERVICE.

Inside dimensions given for box cars.
Outside " " " other cars.

Agents will note change in series to be reported under symbols AP, BB and AVA in compiling Form 1402.