

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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March - April 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.

March 8th – Dick Towle of the Federal Railroad Administration will provide an FRA safety and training presentation.

April 12th – Our joint meeting with the MassBayRRE group in Lowell. Guest speaker will be AMTRAK Conductor Richard Kowal who will talk about New England Railroads as well as other railroads.

Membership Meetings:

Dec. 2013: An entertaining member's night and annual Christmas party. Everyone in attendance enjoyed a special luncheon. Buddy Winiarz made his famous spaghetti and sauce, Fred and Quesen Brown brought their signature homemade brownies, fudge and carrot cake. Karen and Christine Nigus helped serve party platters of sandwiches, chips, cookies and treats along with Quesen Brown and Kathy Winiarz. A grand time was had by all.

Jan. 2014: President Carl Byron showed a PowerPoint presentation on the B&M's West End in the 1970's. Carl is the first to use our new L.C.D. projector, purchased by the society to enable us to host presenters with digital photos and presentations. Our new projector can accommodate a laptop, I-phone, "thumb" drive; etc.

Feb. 2104 Gary Gursky once again entertained us as only he can. Being a former CSX conductor, Gary started off showing us railroad hand signals. From there we viewed slides and film from the 1940's & 50's of the New Haven and Boston & Maine Railroads. We saw various train wrecks plus a segment on New Britain, CT, former site of Stanley Tool Works. Of special note was an all-to-brief color segment of an R1d class 4-8-2 rounding Zoar Curve, followed by a passenger job behind a 3600 class Pacific in Charlemont; both circa 1946.

Directions To The Rogers Hall Society Meeting Location

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

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

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

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

NEXT ISSUE

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

The editor reserves the right to edit any submitted material.

MEMBER INFORMATION

Newsletter

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

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

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

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

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

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

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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
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Derry, NH 03038-0469	
Basic	\$35
Basic & Spouse	\$38
Contributing	\$40
Canada & Overseas	\$55
Sustaining	\$50
Supporting	\$75
Benefactor	\$100
Corporate	\$500

Amherst Railway Society Awards More Than \$40,000 In Grants To Preserve Rail History

Presented \$3,200 Lackawanna & Wyoming Valley Chapter, NRHS of Scranton, Pa., toward continuing restoration of Boston & Maine steam locomotive No. 3713.

A cold, brisk Lake Erie wind whips handsome ex-Boston & Maine T-4a No. 757 (ex-5662) as it struggles to start a heavy westbound section of manifest freight 97 from Willard yard in March 1957. In northern Ohio, March was usually a lion for the whole month.

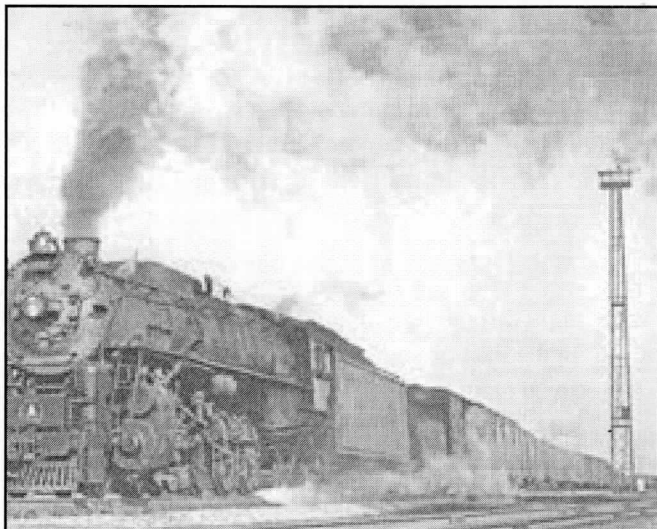


Photo credit: Herbert H. Harwood Jr., Baltimore & Ohio Railroad Historical Society

Hoosac Tunnel Miners Honored

Members of historical societies in Rowe, Florida and North Adams, Mass honored the memory of 13 miners that lost their lives in the building of the Hoosac Tunnel. On October 19, 1867- the unlucky 13, mostly Irish immigrants- were at work about 500 feet underground at the base of the Central Shaft, one of two ventilation chutes leading from the surface to what would eventually become the Hoosac Tunnel. This tunnel link between the towns of Florida and North Adams would make possible a railroad gateway from New England to the rest of the country. At the surface, a structure built over the shaft suddenly burst into flames. "The ashes completely closed the mouth of the shaft-shutting off the helpless miners from all chance of escape and sealing them up as in a bottle," wrote the North Adams Transcript at the time. More than 100 firefighters rushed to the scene but their effort to rescue the miners was futile. The entire project cost scores of lives, but the October disaster was the deadliest in the 27-year construction of the 4.75 mile-long tunnel, the longest in America until 1916. It took more than a year to recover the miner's bodies from the flooded shaft, said Stanley Brown, a member of the Florida Historical Commission.

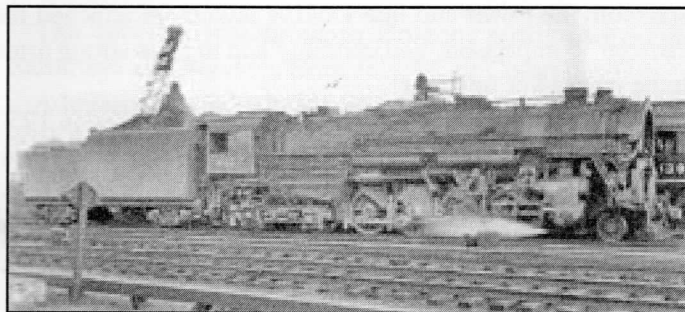
Today, a new granite memorial on Central Shaft Road pays tribute to those 13 victims. Members of the Historical Societies in Rowe, Florida and North Adams recently unveiled the monument, with the help of a clergyman, Town officials, rail enthusiasts, and a folk band. The monument is inscribed with the names of those men that died. Rev. Roy Burdick of the Florida Baptist Church recited a prayer for the 13 men. Rev. Burdick said, "This is not the end of the story. There are always stories of the Central Shaft and the Hoosac Tunnel.

There's a lot still going on and there will be more to continue long after we are gone."

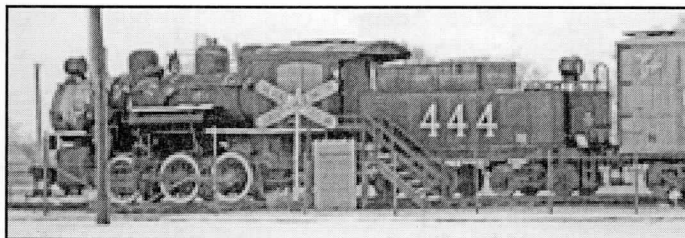
A memorial already exists in North Adams commemorating all those that died during the tunnel construction, estimated to be 193 souls, though the exact figure isn't known. Charles Cahoon of the North Adams Historical Commission has identified by name more than 100 of the men killed and hopes to search more records to find all and honor them, individually.

The Berkshire Eagle Grace Hutchins via *The 470 The 470 Railroad Club*

B&M 2-8-4 At The New Haven Engine Terminal In Springfield, One Of The Joint Facilities.



Photographed on May 29, 1940 by Donald T. Hayward, Sr. at Springfield.



Stu Harper's photo of B&M 444 at Dunkirk, NY taken early December, 2013

She looks OK, but not as well as the 410, that's for sure!

Carl Byron: May I add a little info to Scott Whitney's comments on the B&M's West End in the Jan/Feb *Newsletter*.

The Troy & Boston/Southern Vermont/Troy & Greenfield route was completed between Troy and North Adams in 1859 and passenger service began operating at that time; some **seventeen** years before the Hoosac Tunnel opened.*

The Boston, Hoosac Tunnel, & Western was not constructed until the later 1870's and had to engineer and build to an inferior, or "what was left" alignment—as well as fend off the constant legal harassment of the T&B. I believe it opened in stages between the Mass/Vermont border and Rotterdam Jct between 1879—81. Originally conceived as an alternative to the Vanderbilt-controlled New York Central, it became a feeder to them as well the D&H connection when the NYC shortly thereafter gained control of the West Shore Route.

The re-alignment of the main between Hoosac Jct and Eagle Bridge was a consequence of the floods of November 1927, which did tremendous damage throughout both the Conn River and Hudson River valleys.

The re-alignment at Johnsonville came circa 1930 when the new JV tower, the highway underpass just east of the passenger station, and the highway elevation over the Troy Main were completed as a joint NY State Highway/B&M property improvement project.

Two photos from our Archives of the 1920's era Johnsonville tower and interlocking layout are attached for "before" comparison. You certainly had to have strong arms to be that tower operator!

CTC between Troy and Johnsonville was installed in 1950 and the double track was then replaced with single with two or three passing sidings.

An extensive article on The West End by Vince Bernard can be found in Volume XVI, Issue #1 of the **Bulletin**; published in 1988. Extensive comments by the late Don Robinson follow in the subsequent Issue #3.

PS: Note that the November **1859** date for starting passenger service over the T&B between Troy and North Adams is confirmed by both contemporary newspaper accounts and George Baker's voluminous **The Formation of New England Railroad Systems**. The 1856 date in all versions of **A Pinprick of Light** is clearly a typo and should be corrected accordingly!

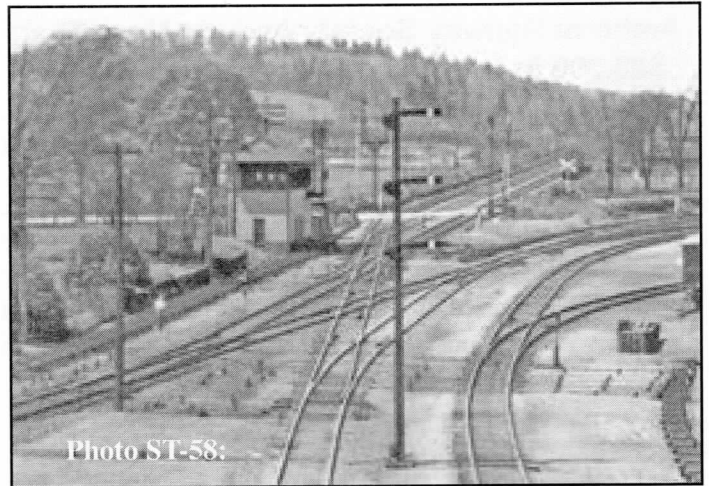


Photo ST-58:

From an elevated location we're looking south/southwest down the Troy Branch alignment; the Mechanicville Main comes in from the lower right (the original Boston, Hoosac Tunnel & Western alignment) and swings away (west) to upper right.

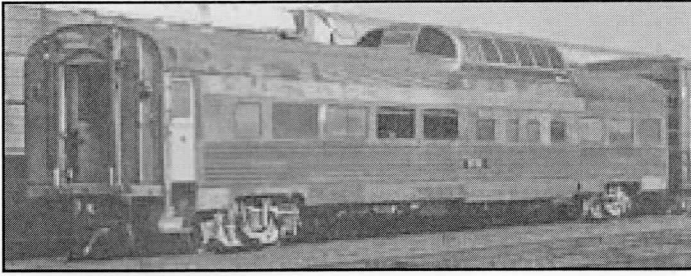
The Troy main (the original Troy & Boston alignment) goes straight through the manual interlocking and passes the station on the east or southeast side.

The curved main track to the extreme right lasted as a siding for decades (1970's?) after the new tower and alignment went in circa 1930. It appears this photo was taken from the elevated crossing tower visible in Photo ST-59.



Photo ST-59:

Taken at ground level on the Troy Branch just south/southwest of the tower looking north/northeast. The original B, HT & W main passes to the left (north or northwest) of the station parking lot (2 cars visible) and the elevated crossing shanty. One track of the soon-to-be-abandoned BHT&W main will remain as a siding for decades. The Troy & Boston line in front of the station will become double track and carried over the newly depressed roadway on twin steel through girder bridges installed circa 1930 31.



A Newcomer To Pan Am's Passenger Fleet

The newest addition to the Pan Am OCS fleet is Springfield Terminal 102. The car was previously in a private collection in Georgia. The car is of Wabash heritage.

Matt Baj photo/Railpace

Boston & Maine No. 3713 Restoration Progress

The Lackawanna and Wyoming Valley Railway Historical Society, Inc. (L&WVRHS) is managing this major effort, both in construction and fund raising. The L&WV chapter has signed a contract with Diversified Rail Services to do most of the work rebuilding the firebox and thermic siphons, which has been completed. Included in this phase was hole drilling in sheets for staybolts and rivets, shaping side sheets into firebox dimensions, fitting the rear flu sheet, to name a few. The next project "will concentrate on the forming and welding of the thermic siphons, expected to be completed by the end of the year. Prior to the firebox completion, expected Feb. 2013, the three siphons will be checked for size in the new firebox and eventually welded in place, followed by installation of staybolts, caps and sleeves. The front and rear truck assemblies will be rebuilt with new wheels, bearings and frame repairs, with a scheduled completion of March 2013.

Support for this project has been outstanding. During the last several years the Lackawanna Heritage Valley National and State I-heritage Area in partnership with the Pennsylvania Department of Conservation and Natural Center, Procter & Gamble Paper Products Co., The Scranton Area Foundation, Rail Bearing Service Corp. and Scondras Portable Welding & Engineering, to name only a few. Special thanks go to the Boston & Maine Railroad Historical Society who supplied many of the original engineering drawings. Assistance with financial help is imperative to be able to complete this important project.

L&WV'RHS is seeking color photos, movies, slides etc. of No. 3713 in action in the period 1949 through 1953. Contact Project Manager Carl Packer, RR.#2 Box 362, Dalton, PA 18414 or by phone, 570-378-2420.

You are able to follow the progress at project3713.com, or if in the area, stop by at Steamtown National Historic Site, Scranton, PA.

Laurel Lines—L&WVRHS via The 470 470 Railroad Club

Rockland, Maine To Boston Train Service

Maine Eastern Railroad will offer passenger train service from Rockland to Boston through a connection in Brunswick beginning 2014 for an estimated adult round-trip fare of \$ 85. Children under 11 will ride for a reduced rate. Children under 3 will ride for free. The Mid-Coast Limited will run to Brunswick with connections to Boston on Fridays, Saturdays and Sundays from July 4th to Columbus Day. A new stop will be made at Newcastle. The Wiscasset stop will be relocated to its historic site on Railroad Ave., where a permanent platform will be built. Maine Eastern Railroad passenger trains are restored streamlined railcars and locomotives from the Art Deco era of the 1940s and 50s. They have been rebuilt to meet current safety guidelines and provide more passenger comfort, including an onboard snack bar and gift shop. The Mid-Coast Limited will leave Rockland at 3:20 pm, with a train change in Brunswick to the Downeaster, reaching Boston at 9:15pm. Northbound, at 9:05am, the Downeaster out of Boston, will arrive at Brunswick at noon, to make connections for the 12:50 pm Mid-Coast Limited, arriving in Rockland 2:50pm_

The service, Rockland to Boston, will run Fridays, Saturdays and Sundays from July 4th to Columbus Day.

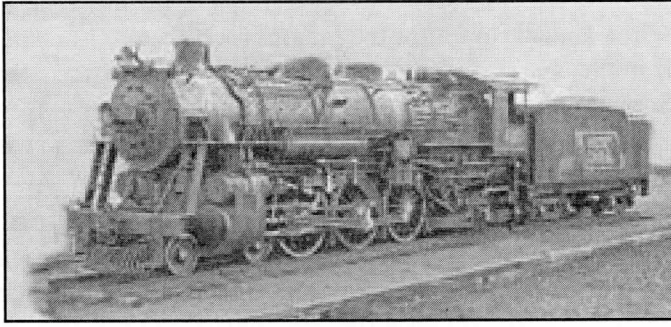
Additional round-trip service on the Mid-Coast-Limited will be made mornings and evenings during the North Atlantic Blues Festival and the Maine Lobster Festival at Rockland. An additional offering will be a one-hour, round-trip Saturday excursion from Wiscasset to Bath over the most scenic part of the Maine Eastern Railroad route. For more information see, www.MaineEasternRailroad.com

The Free Press, Rockland, Maine, Michael Lennon via The 470 The 470 Railroad Club.

Freeport Achieves Its Quiet Zone

The Downeaster train will soon be a lot quieter for people living along the tracks in Freeport, Maine. The Freeport Town Council voted to enact a quiet zone for the town's eight railroad crossings. That means the Amtrak train will no longer sound its whistles and horns as it passes through town. A Portland TV station reported that town councilors enacted the noise ban following a Maine Department of Transportation study showing that there are fewer vehicles crossing the tracks than previously thought, and all the crossings are protected with automatic gates activated by approaching trains.

Lewiston Sun Journal via 479 The 470 Railroad Club



Maine Central No. 470 Sold To Restoration Group

Waterville, Maine sold Maine Central 4-6-2 No. 470 to the non-profit New England Steam Corp., which will move the 1924 Alco to a shop located in Ellsworth on the Downeast Scenic Railroad, where it will be restored and returned to service. The locomotive has languished on outdoor display since 1954, when it pulled the last steam-powered MEC train, an excursion between Portland and Bangor.

Despite the fact that under the city's care the locomotive has steadily deteriorated, there was a strong sentiment against letting it leave the city. The council was required to vote on the proposal three times. Last night's vote, the third, was a cliffhanger, as was the previous vote, with three ayes and three nays.

NESCO now must raise \$25,000 in the next two years to make the purchase before the locomotive can be moved.

NESCO President Richard Glueck says the response to the project has been very positive and donations have come in from across the United States and Canada.

Gardner News

75 Years Ago October 24, 1938

The main line of the Boston & Maine railroad's Fitchburg division between Boston, Troy, and Mechanicville, N.Y. was reopened for train service at 6 o'clock yesterday morning, it was announced last night by the Boston & Maine railroad.

Resumption of direct train service over the Boston & Maine lines to and from the west marked completion of restoration of direct freight service on the main line where at more than 50 locations there was major flood damage, including destruction of five bridges.

The detour freight routes with which the Boston & Maine maintained service in and out of Boston ever since the flood, and which lately have been via Bellows Falls, Vt., and the Cheshire branch; and via White River Junction and Concord, N.H., were discontinued yesterday.

The damage was the result of the Great New England Hurricane of 1938 (Sept. 21). Of course, the worst devastation was in areas closer to Long Island Sound but the storm was continuing to pack a powerful punch even this far inland.

Submitted by Dennis Lyons



Townsmen and boys inspect the wreck of the Bar Harbor Express in Graniteville in this photo taken by Charles L. Hildreth.

Railroad Wreck At Graniteville June 23, 1913

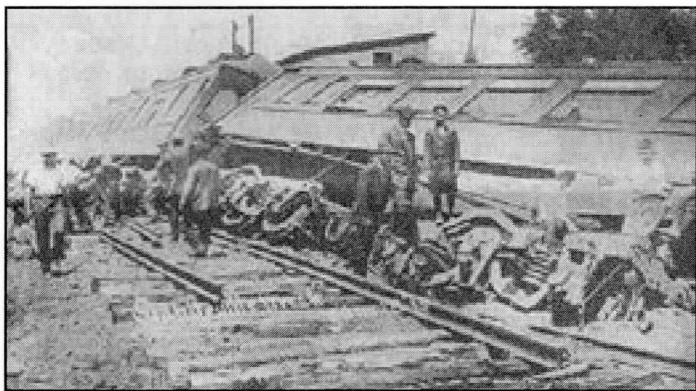
The railroad Wreck at Graniteville early on Wednesday morning attracted many from this village...

By Bob Oliphant
Westford Eagle

The railroad smash-up wreck of the Bar Harbor express at Graniteville early Wednesday morning was the worst wreck on the Stony Brook road since it was built in 18415. The cause is not clean but speeding from Ayer to Graniteville, nine miles in thirteen minutes, around a curve where the accident happened might offer some thing of an inducement for the cars to leave the rails and try the ties. The miracle of the accident is that only two persons were slightly injured. This wreck would seem to foot up large and unexpected financial loss against the Boston and Maine railroad.

It is regarded as nothing short of a miracle that out of the number of passengers on the Bar Harbor express derailed here on Wednesday morning on the Stony Brook branch of the Boston and Maine railroad, a short distance from the





Graniteville station, nobody was killed or even seriously injured, including the engineer, the firemen and other members of the train crew, porters and passengers, there were about sixty people on the train... Neither the engineer nor fireman received a scratch, for the engine did not leave the rails. Two wreck trains, one from Boston and the other from Nashua, were soon engaged in the work of clearing the debris, laying new rails and getting the overturned cars back upon the track.

At the rear end of the train was the private car of Mrs. G. F. Boardman, of New York, whose husband is said to be one of the directors of the road, and was not derailed. The train was on its maiden trip of the summer between New York and Portland. Another express from New York to Bar Harbor went around from Ayer to Nashua and backing up to the scene of the wrecked train took the passengers to their destinations. "The derailed cars put the telephone wires out of commission, but a large force of men were dispatched to the scene and soon had the damage repaired."

Submitted by Ron LeBlond

Billerica Shops 100th Anniversary

Imagine a sprawling "city" larger than Boston's Back Bay, yet nestled within a small suburban town. This complex generated its own electricity and heat, had its own fire department and police force, provided housing for many of its 1,500-plus employees, and connected directly with the 'Boston & Maine's Lexington Branch to Bedford. The Boston Globe described, the B&M's new Billerica Shops as "mammoth" and "very extensive" when the facility opened a century ago. It cost \$3 million to build then-yet today, you might be able to buy the property for only a dollar! Why is that? Read on..

B&M Shops Connected With The Lexington Branch

As the Boston & Maine leased and purchased competing railroads during the latter half of the 1800s, it acquired additional and sometimes redundant repair shops along the way. The B&M built its Billerica Shops in 1913 to centralize its maintenance operations into one modern plant that could perform a wide range of work from inspecting and rebuilding steam locomotives to painting passenger and freight cars.

The railroad chose a 604 acre site in North Billerica for the complex due to its close proximity to Boston and nearby connections with the New Hampshire Division main line and the Lexington Branch. The facility was designed so that rolling stock would enter through the Boston-to-Lowell main line and exit via the Lexington Branch.

Former Billerica Shops employee Ellis Walker tells us that the B&M's other major maintenance facility was located in Concord, New Hampshire, it became part of the system when the B&M leased the Concord & Montreal Railroad in the late 1800s. Although Concord Shops paled in comparison to the Billerica facility, a labor agreement required the railroad to send its passenger cars to Concord for works, which left the Billerica Shops to primarily focus on locomotive inspections and heavy repairs. The Billerica Shops was a thriving operation and major employer for most of the 20th Century-but its importance gradually subsided in relation to the railroad itself. When the B&M converted to an all-Rail Diesel Car passenger operation in the 1950s, repair of Budd equipment was mostly handled at Boston Engine Terminal and in the adjacent Budd House, a facility that was designed exclusively for servicing RDCs. Work at Billerica Shops shifted to freight equipment.

When Guilford Transportation Industries acquired the bankrupt Boston & Maine in 1983, activity at Billerica Shops was again reduced when Guilford moved repair work to its ex-Maine Central Railroad shop in Waterville, Maine. The large shops in Billerica gradually turned silent, hollow and forlorn. Vegetation overtook miles of yard tracks that were once full of steam engines that waited their turn for a trip into one of the buildings.

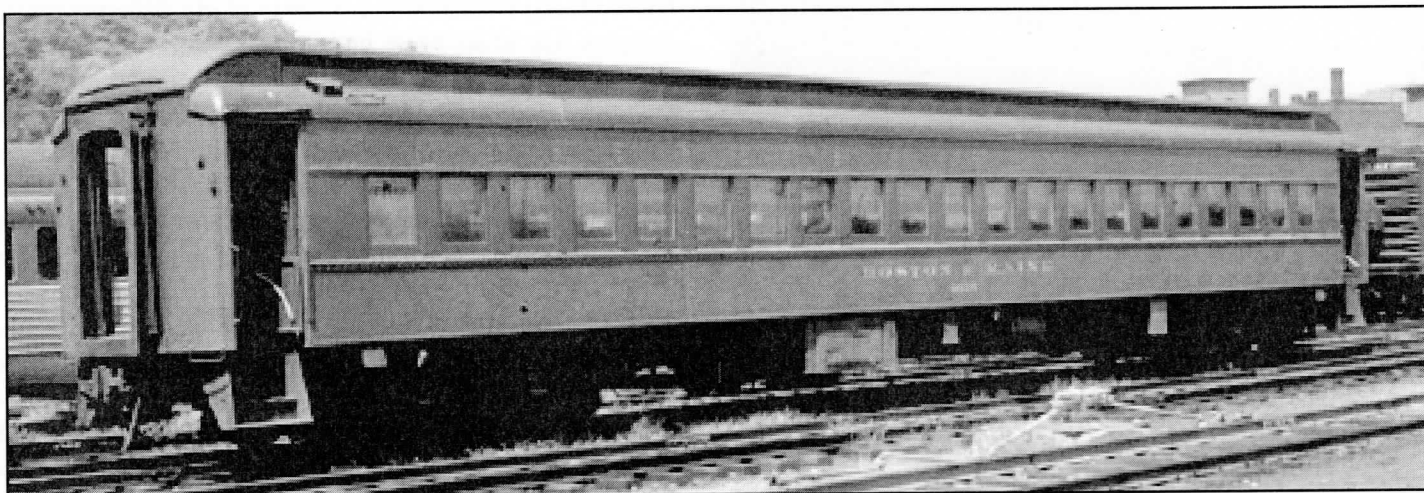
The Massachusetts Bay Transportation Authority took possession of Billerica Shops when it bought the commuter rail assets of the B&M Railroad in late 1976. As part of the deal, the MBTA agreed to provide space for the B&M at the Shops, which a successor railroad still uses today for offices and a dispatching center.

When the Friends contacted the MBTA in the mid-1990s about obtaining RDC 6211, which was then in an equipment "graveyard" outside the Shops, an agency executive offered something more. "For one more dollar, you can have Billerica Shops, too!" He wasn't kidding. "That place is an albatross around our neck. It is a Super Fund site." Decades of industrial usage put lots of contaminants into the ground at what is today called Iron Horse Park. Some mitigation of hazardous conditions has already occurred-but to repurpose the site will require a massive cleanup effort.

The Billerica Shops were built during a time of optimism and expansion on the railroad.

Although quiet today, the old brick shop buildings remain as a monument to our region's prosperous Railroad Age.

Bedford Depot News Friends of Bedford Depot Park



B&M's ex-C&O Heavyweight Steel Coaches

By COL Ret. Tom E. Thompson

In 1949, the B&M was looking for more all steel passenger coaches to replace some of its well-worn, wooden fleet. That year the C&O identified 10, all steel, air-conditioned coaches (C&O #800-809) as excess, probably because it had a huge order of new lightweight passenger equipment being delivered. B&M purchased and took delivery of all ten cars in early 1950. After a few alterations, including some maroon paint and imitation gold lettering, ex-C&O cars #800-808 were now coaches (B&M #4620-4628), and ex-C&O #809 became a coach-smoker (B&M #4425). All were placed in service on the B&M in May and June of 1950.

These cars were originally constructed by St. Louis Car Company in 1935, as part of a C&O order for 15 heavyweight coaches, C&O series #800-814. The cars used a Pullman design, including a wide-clerestory roof and traditional pedimented style car ends. When built they were not air-conditioned and had simple, flip-over coach seating for 74 passengers. To keep the costs down, C&O provided used seats, lavatory sinks and hoppers, and assorted secondhand, six wheel trucks. Pullman Mechanical Air Conditioning was installed in coaches #800-805 in 1936, and in cars #806-809 in 1940; the air conditioning system used an interior center duct. After heavy wartime service, cars #801-809 received secondhand, bucket-style seating for 66 passengers. Car #800 received a different style seat at this time, but also secondhand and accommodating 66 passengers.

When purchased, the cars were delivered to B&M's

Concord Car Shops and underwent some interesting modifications. All of the original steel vestibule doors were replaced with traditional B&M, 2-pane/2-panel style, wooden doors. The original vent over each toilet was replaced by a Garland Vent previously removed from Pullman Troop Sleepers that were converted to baggage cars by the Concord Shops. An additional Garland Vent was placed over the electrical switch box located in an aisle area on one end of the car, so you had a clear clerestory except for two Garland Vents on one side of the car and a single Garland Vent on the other side. By 1951, the B&M Passenger Car Class Book shows B&M #4620 with seating for 78 passengers, cars #4621-4628 with seating for 68 passengers, and car #4426 seating 46 passengers and 22 smokers. Retired B&M Conductor Bobby Howe says the cars had commuter style seating. The coaches were often assigned to Boston - Concord, NH service. Photos also show one of these cars placed on the end of trains such as The Ambassador and the Red Wing-New Englander as they returned to Boston. From the mid-fifties and later, they could be found on Boston - Troy, WRJ - Springfield, Boston - Plymouth, NH, and Boston - WRJ trains. B&M #4425 was a regular on the WRJ - Berlin, NH route. North Station was outfitted with special electrical connections so that these cars could make use of their air conditioning system to stay cool between runs during the hotter months. The cars saw extensive service until scrapped in 1959, having been replaced by the new Budd RDC equipment.