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Boston & Maine Railroad Historical Society

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NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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May — June 2015

Bob Warren, Editor (bmbobwarren@comcast.net)

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

Opinions expressed in the signed columns or letters of this Newsletter are those of their respective authors and not necessarily represent the opinions of the Society, its officers or members with respect to any particular subject discussed in those columns. The inclusion of commercial products or services in this Newsletter is for the convenience of the membership only, and in no way constitutes an endorsement of said products or services by the Society or any of its officers or directors, nor will the Society be responsible for the performance of said commercial suppliers. We reserve the right to edit all material, either due to length or content, submitted for publication.

The B&MRRHS is looking for a new Membership Secretary. He or she should have computer skills, attend Directors' meetings and live in a close proximity to Lowell. Please contact the Society by e-mail CPC835-DD@JUNO.com, US Mail or at a meeting.

Bruce Bowden, co-editor of the Modelers Notes passed away on the 7th of May. He leaves behind not only family but many friends and fellow modelers he met thru the years. It was thru his efforts that the Modelers Notes became what it is today.

B&MRRHS CALENDAR

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

Membership meetings:

February- meeting snowed out. Gary Gursky will be back again this November.

March – Gregg McFarland treated us to memories of the B&M in the late 1970's to 1980's. Gregg thrilled the audience with a terrific collection of photos of the White River Junction roundhouse/turntable/bunk house/sand tower, etc. There was still much activity going on when these photos were taken. We also saw a lot of railroad action in the Dover, NH area from regular freight to the gravel train. Mixed in throughout the show were many close-up shots of various railroad equipment, for those who model it was very informative. Thanks Gregg for a wonderful show.

Upcoming meetings:

May– Model Night is back! We will be meeting with the Pepperell Siding Model Railroad Club in Pepperell, Mass. Bring your HO scale trains and have fun. Saturday, May 9 from 1:00 to 4:00 PM. See flyer in March/April newsletter.

June – no meeting

July 25 and 26 – Annual Lowell Folk Festival locomotive and railcar display will be open.

July and August – Railcar is open on Saturdays from 1 to 4 for exhibit. Volunteers are needed to man this exhibit. Check society phone message for closures due to extreme heat.

September – Possible event on the Wolfboro Railroad with the Cotton Valley Rail Trail Club to be announced.

October 17 – Third annual meeting at Plymouth, NH Railroad Station.

November – Gary Gursky railroad presentation (postponed from February)

***** If you are interested in volunteering to help with the #410 maintenance, (any skill level) please contact Jim Nigzus at the society phone 978-454-3600 (leave a message) or through the society website.**

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	Carl Byron
Vice President	Rick Nowell
Treasurer	Paul Kosciolk
Clerk	Michael Basile
Secretary	Paul Kosciolk

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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

NEW ENGLAND MILK BY RAIL, 1948

By Dwight A. Smith

Up until the early 1960s railroads furnished a vital link from the dairy farms in Northern New England and portions of upstate New York to the consumers of fresh milk in Boston and southern New England. Taking 1948 as a typical year, milk moved by rail from rural creameries in 40 quart cans or in stainless steel bulk tanks to milk processing plants located in Boston and other major cities in Massachusetts, Connecticut and Rhode Island. From the city dairy plants much of the milk reached the consumer via direct home delivery, with additional quantities going to grocery and dairy stores for resale, as well as to institutional recipients such as schools, hospitals and restaurants.

In 1948 approximately 60% of the total volume of fresh milk to the Boston market moved over the rails of the Boston & Maine Railroad and it's up country connections. 15,747 carloads of milk were carried by the B&M in that year, generating \$1.3 million in B&M revenue. This amount is about 50% of the total milk revenue of \$2.7 million, which probably equals \$ 22 million in 2007 dollars. The balance of \$1.4 million revenue was earned by the other ten railroads that originated the shipments and delivered the cars to their interchanges with the B&M.

In the following document we will show, for each of the 15,747 carloads shipped, the following information:

1. Originating Railroad
2. Town where shipment originated
3. Name of Shipper.
4. Name of the Receiver (If known)
5. Location of the Receiver (If known).
6. Type of Shipment: *T, C or B.*

T stands for Milk Tank Car. Tank cars typically carried 2,000 to 6,000 gallons of milk in two glass lined stainless steel tanks located within an enclosed car body. The tanks were well insulated and did not require refrigeration while in transit. Tank cars were usually privately owned and leased to the shipper, while some shippers owned their own tank cars outright.

C stands for Milk Can Car. Can cars were usually owned by the railroad that originated the shipments. These cars carried from 150 to 250 forty-quart milk cans, which translate into 1,500 to 2,500 gallons of milk per shipment. The cans were carried inside heavily insulated car bodies. Chunks of ice were spread over the top of the load during hot weather.

B stands for cars carrying Bottled Milk in cases. These were essentially the same cars as the can cars except that the milk was bottled at the shipping point and placed in milk crates carrying 20 one quart bottles. In 1948 the only rail movements of bottled milk were from Bellows Falls Cooperative Creamery in Bellows Falls, VT to First National Stores in Boston, MA and Providence, RI.

In most instances the milk cars rode at the head end of passenger trains, accompanied by mail and express cars, and the milk cars were equipped with high speed trucks and buffered draft gear as well as steam heat lines and air signal lines.

The Data in this document was drawn from information in the Annual Report of the Boston & Maine's Milk Agent for the Year 1948. The report was produced for use by the senior officers of the B&M traffic and operating departments. The primary purpose of the report was to show the volume and revenues produced by each shipper. The report came to me from the files of the Boston & Maine Historical Society and I wish to thank them for making it available to me. I have used the report as a resource for the basis of this paper, and in which I strove to break down the listing of various shippers to show specific rail routings, and specific origins. Unfortunately, the Milk Agent's report did not indicate the names of the receivers of the milk shipments, nor their location. In instances where I had knowledge of the names and locations of the receivers I have shown them in this document. Also, the report did not specifically mention the railroads involved in the various movements. I have rearranged the basic information into a format that lists the shipments in groups for each of the eleven originating railroads.

MILK SHIPMENTS LISTED BY ORIGINATING RAILROAD

Showing all loaded milk cars that traveled over B&M rails in 1948.

BANGOR & AROOSTOOK RR

(337 Tank Cars total)

(Interchanged with Maine Central RR at Bangor, ME)

<u>Point of Origin</u>	<u>Shipper</u>	<u>Number of Cars & Car Type</u>	<u>Destination</u>
Island Falls, ME	H P Hood	337 T	Note 1

BARRE & CHELSEA RR

(730 Tank Cars total)

(Interchanged with Boston & Maine RR at Woodsville, NH)

<u>Point of Origin</u>	<u>Shipper</u>	<u>Number of Cars & Car Type</u>	<u>Destination</u>
Plainfield, VT	H P Hood	365 T	Note 1
So. Ryegate, VT	White Bros. (Note 2)	365 T	North Quincy, MA

BELFAST & MOOSEHEAD LAKE RR

(367 Tank Cars total)

(Interchanged with Maine Central RR at Burnham Jet. ME)

<u>Point of Origin</u>	<u>Shipper</u>	<u>Number of Cars & Car Type</u>	<u>Destination</u>
Unity, ME	H P Hood	367 T	Note 1

BOSTON & MAINE RR

(1,383 Tank Cars, 444 Can Cars and 893 Bottle Cars = 2,720 cars total)

(Cars originated at B&M Stations)

<u>Point of Origin</u>	<u>Shipper</u>	<u>Number of Cars & Car Type</u>	<u>Destination</u>
Bellows Falls, VT	First Natl Stores (Note 5)	789 B	Boston
Bellows Falls, VT	First Natl Stores "	104 B & 83 C.	Providence, RI
Bellows Falls, VT	Whiting (Note 4)	303 T	Boston
Blackmount, NH	White Bros.	1 T	North
Quincy, MA			
Boston, MA	General Ice Cream	17 C	Portland,
ME			
Boston, MA	H P Hood	54 C	Rochester,
NY			
Boston, MA	L.G. Mulholland	1 C	Norwich,
CT			
Bradford, VT	Whiting	31 T	Boston
Eagle Bridge, NY	H P Hood	682 T, & 289 C	Note 1
Enfield, NH	H P Hood	366 T	Note 1
Bradford, VT	Whiting	31 T	Boston

CANADIAN PACIFIC RR

(898 Tank Cars and 612 Can Cars = 1,510 cars total)

(Interchanged with Boston & Maine RR at Woodsville, NH)

<u>Point of Origin</u>	<u>Shipper</u>	<u>Number of Cars & Car Type</u>	<u>Destination</u>
Barnet, VT	H P Hood	460 T	Note 1
Barton, VT	H P Hood	88 T	Note 1
Newport, VT	H P Hood	161 T & 612 C.	Note 1
Orleans, VT	H P Hood	189 T	Note 1

CENTRAL VERMONT RY

(2,315 Tank Cars and 967 Can Cars = 3,282 cars total)

(Interchanged with Boston & Maine RR at White River J ct., VT)

<u>Point of Origin</u>	<u>Shipper</u>	<u>Number of Cars & Car Type</u>	<u>Destination</u>
Bethel, VT	H P Hood	359 T	Note 1
E. Berkshire, VT	H P Hood	58 T	Note 1
E. Berkshire, VT	Whiting	42 T	Boston
Enosburg Falls, VT	H P Hood	3 T & 26 C.	Note 1
Enosburg Falls, VT	United Farmers	139 C	Note 3
Milton, VT	Herlihy Bros.	365 T & 366 C.	Boston
Milton, VT	H P Hood	2 C	Note 1
Randolph, VT	United Fanners	353 T	Note 3
Randolph, VT	Whiting	320 T	Boston
Richford, VT	H P Hood	5 T	Note 1
Richmond, VT	H P Hood	14 C	Note 1
Richmond, VT	United Farmers	83 C	Note 3
Richmond, VT	Whiting	9 T	Boston

St. Albans, VT	United Farmers	3 C	Note 3
St. Albans, VT	H P Hood	59 T & 334 C.	Note 1
St. Albans, VT	Whiting	409 T	Boston
Waterbury, VT	Whiting	333 T	Boston

DELAWARE & HUDSON RR

(667 Tank Cars total)

(Interchanged with Boston & Maine RR at Eagle Bridge, NY)

<u>Point of Origin</u>	<u>Shipper</u>	<u>Number of Cars & Car Type</u>	<u>Destination</u>
Plattsburg, NY	H P Hood	365 T	Note 1
Salem, NY	H P Hood	302 T	Note 1

MAINE CENTRAL RR

(2,158 Tank Cars and 579 Can Cars = 2,737 cars total)

(Interchanged with Boston & Maine RR at Portland, ME (Note 7))

<u>Point of Origin</u>	<u>Shipper</u>	<u>Number of Cars & Car Type</u>	<u>Destination</u>
Auburn, ME	H P Hood	87 T	Note 1
Bangor, ME	H P Hood	333 T	Note 1
Colebrook, NH	H P Hood (Note 7)	328 T	Note 1
Colebrook, NH	United Farmers "	276 T	Note 3
Colebrook, NH	Whiting "	257 T	Boston
Lancaster, NH	H P Hood "	264 T	Note 1
Newport Jet. ME	H P Hood	250 T & 214 C.	Note 1
W. Farmington, ME	H P Hood	363 T & 365 C.	Note 1

NORWOOD & ST. LAWRENCE RR

(188 Tank Cars and 65 Can Cars = 253 cars total)

(interchanged with Rutland RR at Norwood, NY)

<u>Point of Origin</u>	<u>Shipper</u>	<u>Number of Cars & Car Type</u>	<u>Destination</u>
Norfolk, NY	H.P. Hood	188 T & 55 C.	Note 1
Waddington, NY	H.P. Hood	5 C	Note 1
Waddington, NY	Center State Milk Co.	5 C	Unknown

RUTLAND RR (Note 6)

(887 Tank Cars and 348 Can Cars = 1,235 cars total)

(interchanged with Boston & Maine RR at Bellows Falls, VT)

<u>Point of Origin</u>	<u>Shipper</u>	<u>Number of Cars & Car Type</u>	<u>Destination</u>
Alburgh, VT	H P Hood	176 T	Note 1
Bangor, NY	General Ice Cream	74 C	Unknown
Champlain, NY	H P Hood	2 C	Note 1
Champlain, NY	National Crmry	26 C	Unknown
Grand Isle, VT	Whiting	350 T	Boston
No. Lawrence, NY	General Ice Cream	134 T & 242 C	Unknown
No. Lawrence, NY	National Crmry	4 C	Unknown
Rutland, VT	Whiting	136 T	Boston
Shelburne, VT	H P Hood	91 T	Note 1

ST. JOHNSBURY & LAKE CHAMPLAIN RR

(1,646 Tank Cars and 263 Can Cars = 1,909 cars total)

(Interchanged with Canadian Pacific RR at St. Johnsbury, VT)

<u>Point of Origin</u>	<u>Shipper</u>	<u>Number of Cars & Car Type</u>	<u>Destination</u>
E. Hardwick, VT	Whiting	71 T	Boston

Fairfield, VT	H P Hood	471 T	Note 1
Greensboro, VT	United Farmers	161 T	Note 3
Hardwick, VT	H P Hood	331 T	Note 1
Morrisville, VT	United Farmers	252 C	Note 3
Morrisville, VT	H P Hood	364 T & 11 C.	Note 1
Sheldon Jct. VT	H P Hood	248 T	Note 1

TOTAL MILK CARS Handled by B&M in 1948.

Tank Cars	11,576
Can Cars	3,278
Bottle Cars	<u>893</u>
	15,747

H.P. Hood Percentage of Total

	7,660	66%
	1,983	60%
	<u>-0-</u>	<u>-0-</u>
	9,643	61%

WESTERN CREAM

1948 Movements of Cream from origins west of the Hudson River to points on or via the Boston & Maine Railroad totaled 4 shipments in tank cars and 1,330 shipments in can cars. Inasmuch as these shipments did not originate in New England or Northern NY State they have not been listed in this document.

EXPLANATION OF NOTES

- NOTE 1. H.P. Hood.** This note pertains to H.P. Hood shipments. The 1948 report does not show the destinations of the H.P. Hood shipments, and I assume that most of them went to the Hood plant in Boston. However, records from other documents in my files show that H.P. Hood shipments terminated in a number of different locations, including West Lynn, MA, and Providence, RI, . . .
- NOTE 2. White Brothers.** This rail movement was quite unusual in that four railroads were involved in the haul of the daily cars. The routing was Barre & Chelsea RR from the origin point of South Ryegate, VT., just 8 miles from the B&M interchange at Woodsville, NH. From Woodsville the B&M carried the cars to North Station in Boston via Plymouth and Concord. The Union Freight RR transported the cars from North Station along Atlantic Ave. to the NYNH&H yards in Boston. From Boston the NYNH&H carried the cars the short distance to their destination point, Norfolk Downs station, on the Old Colony line in Quincy, MA. The B&M and the New Haven each paid 50% of the Union Freight RR's switching charge for handling the car between the two railroads. There were only two milk tank cars regularly used in White Brothers service, GPEX 891 and 892. The Barre & Chelsea railroad served South Ryegate and Woodsville with two round trips on weekdays and one round trip on Sundays.
- NOTE 3. Delivery Points.** Because of the lack of delivery information on the B&M's milk report of 1948, I have taken the liberty of assuming that every car shipped by Herlihy Brothers and by Whiting was destined to Boston. I was less certain about cars shipped by United Farmers, General Ice Cream and National Creamery. The General Ice Cream loads from Northern New York on the Rutland RR may have been ice cream mix carried in two portable tanks on a special flat car. The tanks were designed to be transferred to trucks at destination. I seem to recall that these loads moved to Boston and to Portland, ME.
- NOTE 4. Whiting, Bellows Falls, VT.**
The Whiting facility was actually located in North Walpole, NH in the Fitchburg Yard, which is within the Bellows Falls switching limits.
- NOTE 5. Bellows Falls Cooperative Creamery, Bellows Falls, VT.** This facility processed and bottled the milk, which was then placed into 20 one quart, or 30 half pint cases, which were loaded into specially adapted Can Cars for shipment to First National Stores facilities in Boston and Providence, RI. The creamery was located on Rutland rails in the Bellows Falls yard, and the Rutland received a switching charge for every car loaded and shipped out via Boston & Maine. The B&M absorbed (paid) the switching charge, which came out of B&M earnings.

NOTE 6. Rutland RR. The Bellows Falls gateway to the B&M played a relatively minor role in the overall milk business that originated on the Rutland RR. The majority of the shipments from Rutland stations in Northern New York State and Western Vermont moved to the New York City market via the Rutland's Chatham, NY gateway to the New York Central RR

NOTE 7. Maine Central in New Hampshire. On weekdays the milk from Colebrook and Lancaster, NH moved on the Beecher Falls branch local freight via Quebec Jct. thence to Portland via Maine Central passenger train # 163. On Sundays an extra from Beecher Falls, VT moved the milk to the B&M at Lancaster, NH and thence via a Sunday only B&M passenger train from Lancaster to Woodsville..

SUMMATION

Railroad Rankings

Listed below are the rankings, in terms of carloads of milk handled, by each of the eleven railroads that originated milk shipments. They are listed in order of volume of carloads in 1948.

Railroad	Total Cars Originated	Daily Average Cars Per Day
CENTRAL VERMONT	3,282	9.00
MAINE CENTRAL	2,737	7.50
BOSTON & MAINE (Originated loads)	2,720	7.45
ST. JOHNSBURY & LAKE CHAMPLAIN	1,909	5.23
CANADIAN PACIFIC (Vermont)	1,510	4.14
RUTLAND	1,235	3.38
BARRE & CHELSEA	730	2.00
DELAWARE & HUDSON	667	1.83
BELFAST & MOOSEHEAD LAKE	367	1.00
BANGOR & AROOSTOOK	337	.92
NORWOOD & ST. LAWRENCE	253	.69
TOTALS	15,747 Cars	Avg. 43 Cars per Day

Busiest Shipping Points (By State)

MAINE	West Farmington, ME. (MeC)	728 cars
Newport Jet., ME.	(MeC)	464 cars
NEW HAMPSHIRE	Colebrook, NH. (MeC)	861 cars
Enfield, NH.	(B&M)	366 cars
NEW YORK	Eagle Bridge, NY (B&M)	971 cars
North Lawrence, NY	(Rut)	380 cars
VERMONT	Bellows Falls, VT (B&M)	1,279 cars
St. Albans, VT	(CV)	805 cars

Gateway Rankings

Listed below are the rankings, in terms of carloads of milk handled through each of the major gateways They are listed in order of volume of carloads in 1948.

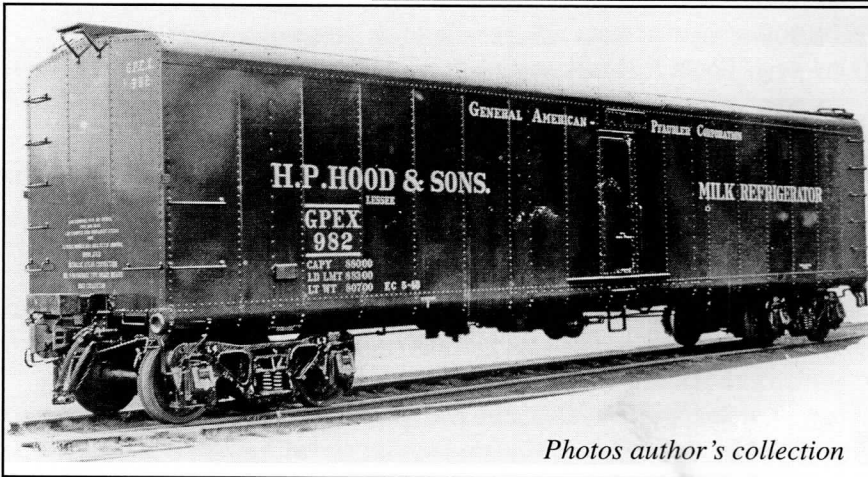
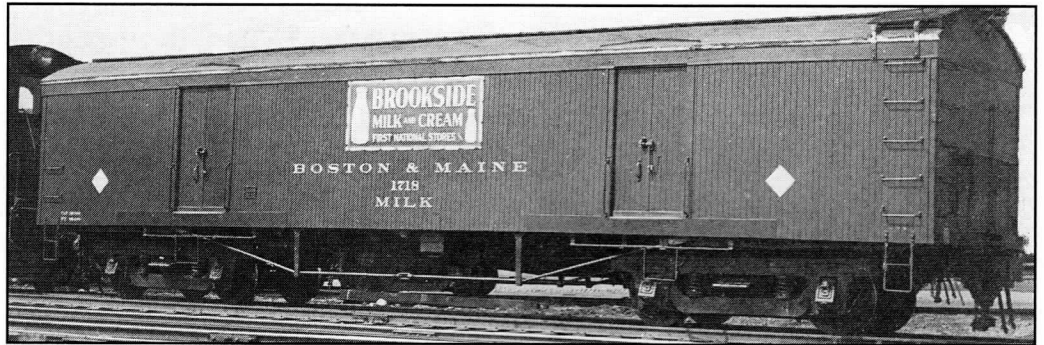
GATEWAY	Total Cars Handled	Daily Average Cars Per Day
Woodsville, NH (CPR, StJ&LC, B&C, B&M)	4,150	11.37
White River Jet., VT (CV, B&M)	3,679	10.08
Portland, ME (Note 7)		

(MeC, BAR, B&ML)	3,441	9.43
Bellows Falls, VT		
(Rut, N&StL, B&M)	2,767	7.58
Eagle Bridge, NY and Boston	1710	4.68
TOTALS	15,747	Average 43 Cars per day

There you have it, in 1948 an average torrent of 43 loaded milk cars rolled over the Boston & Maine rails every day of the Week all year long.

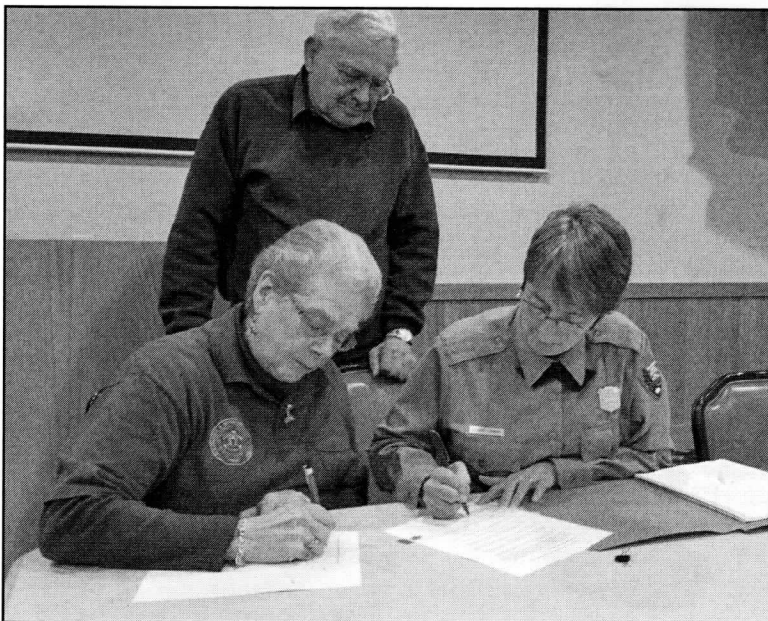
Compiled by Dwight A. Smith January, 2007

Bottle Milk Car - milk carried in bottles. Sign on side of car indicates that the contents are for First National Stores. The car is used between Boston and Rutland.



Photos author's collection

Milk Tank Car - milk carried in twin glass lined tanks.



The NPS agreement was signed on April 9, 2015 at our meeting. In the picture is Debbie Conway Steamtown Superintendent, next is L&WVNRHS President and in the middle is Carl Packer Project Manager of the B&M 3713 Project. This was sent to the NPS office in Philadelphia, Pa.

Submitted by **Carl Packer**

By Work On The 3713 To Resume

Carl Packer B&M 3713 Project Manager.

The L&WV has been stopped from doing work on the project on site for over a year. We needed to renew our agreement with the NPS. This took many months to get done. Now we can start to order parts and have work done on the project. We will start on the boiler repairs and front and rear truck work. Next some parts will be sent out for repair and others to be fabricated. In next 3 months, NPS will start to work on the engine full time.

REPORT OF ARCHIVES COMMITTEE FOR THE YEAR ENDED DECEMBER 31, 2014

Frederick N. Nowell, III
Chairman, Archives Committee

The Archives Committee is pleased to submit the following report for the calendar year ended December 31, 2014.

Our archives collection is housed in a secure, climate-controlled environment within the Center for Lowell History, 40 French Street, Lowell. We occupy an area of about 1,000 square feet where we have shelving, cabinet storage, and work space for researchers. Our cooperative agreement with the University of Massachusetts Lowell gives our collection an accessibility that is unmatched by most other railroad historical societies.

At Lowell the visitor will find photographs, slides, negatives, right of way and track maps, valuation surveys, timetables, books, periodicals, mechanical drawings of structures and equipment, and a wealth of data organized alphabetically by subject—Abandonments, Accidents, Baggage, etc. The collection is open to the public on weekdays and on Saturdays. Researchers may browse the collection or arrange to meet with the Archives Chairman for assistance. The staff at the Center for Lowell History (Martha Mayo, Roberta Otremba, and Janine Whitcomb) gives valuable assistance to researchers and the Committee. We are very appreciative of what they do for us.

We also maintain an annex in North Chelmsford that is used for document storage and cataloging. There we house a variety of B&M records and drawings, including material from the Executive, Accounting, Engineering, Law, Operating, Traffic, and Mechanical Departments.

We collect material related to the Boston and Maine Railroad, its predecessors and successors, and other New England railroads. The collection is owned by the Society and managed by the Archives Committee, made up of volunteers who are interested in railroad history and the preservation of historical materials. Active committee members are Len Bachelder, Vin Bernard, Brad Blodget, Steve Butterworth, Carl Byron, Rick Conard, Bob Farrenkopf, Rick Hurst, Alan LePain, Rick Nowell, Keith Scarlett, Jimi Smith, Mal Sockol, Henry Taves, and Ellis Walker.

We scheduled 12 meetings in 2014. The January meeting was snowed out. This compares with 10 meetings in 2013 and 11 in 2012. The average attendance at our meetings, inclusive of guests, was 5, as compared to 8 in 2013 and 6 in 2012. The work at our meetings consists of researching requests for information, organizing our collection, and processing and filing new acquisitions. Our meetings always include a lively exchange of railroad information.

In addition to work accomplished at our monthly meetings, Committee and Society members gave assistance at other times. Carl Byron, Rick Conard, and Roger Robar answered a variety of historical inquiries. Rick Hurst donated his time

to organizing and preserving records at North Chelmsford. Len Bachelder and Rick Hurst picked up donations for processing. Buddy Winiarz assisted with periodicals. Jim Nigzus continued his valuable help to improve storage facilities at Chelmsford.

We logged in a total of 62 donations in 2014, as compared to 68 donations in 2013, and 106 in 2012, including Andover (N.H.) Historical Society, Edward M. Beauvais, Alex Bernhard, B&MRRHS Sales Dept., Alden Dreyer, Charles Cahoon, Joe Geller, Steve Grise, Edwin R. Hiller, Richard K. Hurst, Richard Hussey, Preston S. Johnson, Estate of Helen Olive King c/o Shannon and William O'Brien, Martin LaCarbonara, Estate of J. Emmons Lancaster c/o Barbara Lancaster, Estate of Ronald LeBlond c/o Gigi and Kevin LeBlond, Lois Lindley, Mary Ellen McGrath, Susan P. Muller, Russ Munroe, Richard Nichols, North Andover (Mass.) Historical Society, North Shore Model Railroad Club (2013), Rick Nowell, Peter Osgood, David C. Paquette, Andrew J. Pavlucik, Tom Pearson, Sandra L. Peters, Pittsburgh, Shawmut, and Northern RR Historical Society, Carl Riff, Santa Fe Railway Historical & Modeling Society, Carol Simard, Thomas T. Taber, III, Henry Taves, Donald B. Valentine, Robert Warren, Dwyer Wedwick, Newton Wesley, Dave West, John Whitworth, Robert F. Wilner, Andrew Wilson, Buddy Winiarz, and Allan Zecchini.

Our outreach program includes the answering of reference questions submitted, primarily via email, by inquirers from all over the world. We responded to 336 requests for information in 2014 as compared to 259 in 2013, and 211 in 2012. Among the users of our collection are railfans, historians, surveyors, engineers, genealogical researchers, modelers, lawyers, preservationists, government officials, and rail trail planners. We generally do not charge for answering requests for information, but we do remind inquirers that we take donations.

Another area of outreach includes our online photo archive, flickr.com/photos/bmrrhs, which is designed to bring our photo collection into the homes of our members. There are presently 727 images on the site (up from 306 last year) organized into "albums" -- Cars, Diesel Locomotives, Engine Houses, Shops, Stations, etc.

Other Committee activities during the year have included

- Rearranging file boxes at Lowell so that we now have a special area for flat-filed boxes. We have also moved file boxes into proper order by subject code. General collections, such as the John A. Goodwin Collection have been grouped together and organized alphabetically by donor.

- Removing B&M public time tables from vertical files at Lowell and placing them in boxes on the shelves thereby freeing up file cabinet space.
- Supplying copies of Archival documents for mailing with the Society's *Newsletters*.
- Continuing to organize B&MRR records at North Chelmsford by issuing department.
- Cataloging and moving materials from North Chelmsford to Lowell and moving less frequently used materials from Lowell to North Chelmsford. Our aim is to make the most commonly requested materials, such as photographs, available at Lowell, with materials of lesser interest being kept in NC.
- Updating our catalog, which now has 12,240 entries. We also updated our Valuation Plan Index and our Negatives Data Base to reflect the cataloging of new material.
- Updating our Employee Data Base. There are now 17,232 entries in the database, listing employees by name, occupation, and approximate dates of service.

During the year we overhauled the Society's web site, bmrhs.org. This involved identifying and engaging a design professional, preparing copy and photos for the site, setting up the various pages, and uploading a variety of Archives reference material. The re-designed site went live on the night of August 7-8, 2014. Your chairman is serving as Webmaster and shares responsibility for updating the site with Mal Sockol (Calendar) and Richard Nichols (Hardware). The site averages some 26 visitors a day and visits to the Archives pages account for about 25% of the total pages viewed. In the Archives sections of the website the visitor will find a variety of reference materials as well as primary source documents organized by the issuing department of the B&MRR.

Archives Committee volunteer Charles L. Ricci passed away on April 7, 2014. Charlie was an active and regular attendee at our work sessions and contributed immensely to the good atmosphere at those meetings with his sense of humor and knowledge of railroad history and current events. In particular he helped keep our collection of periodicals organized and up to date.

Our Committee welcomes new members. We need researchers, catalogers, and organizers. No experience required—just an interest in railroad history. Get started by attending one of our monthly meetings. Contact the chairman for details and times. Your chairman is, as always, impressed and inspired by how much can be done by volunteers.

Report Of Hardware Committee For March

Richard Nichols, Hardware Chairman

The committee staff of Daniel Hyde, Fred Brown and Richard Nichols has logged in two hours a day, once a week on January 8, 15, 22, 29, February 19, 26, 2015

We have now photographed, tagged and cataloged 1402 items from the Hardware Collection, since July 17, 2013.

B&MRRHS Hardware Storage Center, North Chelmsford, Mass

The Locomotive Bell no. 3665 and four locomotive whistles have been mounted on raised platform, built by member James Nigzus.

We have also registered the following items:

B&MRR F7A Number Board 4266 - Wood Sign/
Maine Central Railroad

Wood Sign/ Libby Pit- Wood Sign/ North Street-
Cast Iron Trust Plate from First National Bank of
Boston, Trustee & Owner or Lessor - E-Clip Rail
Anchor from Northern Pacific Railroad

The following donations to the Hardware Collection have been received:

Two HO-scale Models B&MRR Budd Cars, by
Frederick Brown

Four: MTA Destination Scroll's, by Mr. Henry
Marrec.

Two wood replacement handles made for Railroad
Hand Cart by Robert Grodzicki

Furniture: Maple Hutch, by Mr. Robert Farrenkopf
Two Lantern Globes (Red & White) - Air Control
Caboose Whistle used on Rutland Railroad

Boston & Northern Street Railway Co. Money Bag
- Metal Sign "Passenger not allowed to Stand
on the Platform", by Mr. William Drury.

B&MRR Baggage Check, by Mr. James P. Denny.
Bmrhs.org website:

There are now(11) files that have been down-
loaded onto the Bmrhs.org / web-site.

Badges, Buttons, Hats and Uniforms/ B&MRR
Engine Crew & Maintenance Equipment

Dining Car Silverware & Equipment/ Engine
Builders & Number Plates

Railroad Lanterns/ Miscellaneous Items/ Rail Ties
& Spikes /Signal Equipment

Tickets & other Station Equipment/ Railroad Signs &
Station Signs

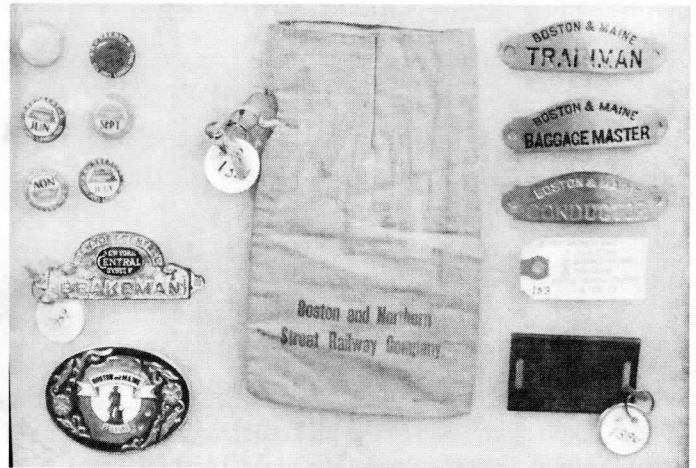
B&MRRHS Rail Car Exhibit



Freight Station sign



Assortment of Railroad Patches -
Donor: David C. Paquette



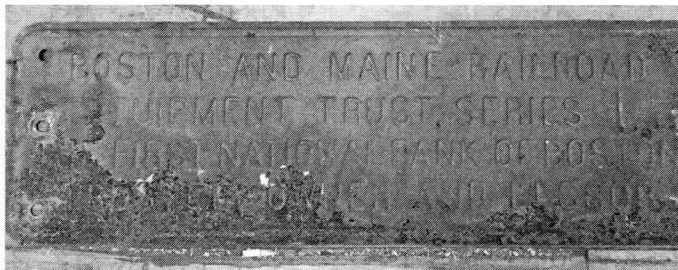
Railroad Buttons, Hat Badges, Money Bag
Donor: David C. Paquette



Side Number Board B&MRR F7A Diesel Unit
No. 4266 - Donor: R. Richard Conrad



B&MRR Baggage Check donated by James P.



Equipment trust plate

East Deerfield Railfan's Bridge Replacement
Greenfield RECORDER had an article on the MADOT's plans to replace the Railfan's Bridge for an estimated \$4.5M.

The new bridge will be much wider for bicycles and railfans (30 feet), and somewhat higher to accommodate double stacks. Changes to the entrance to the bike trail parking lot will be required. The project is expected to be completed in 2018.

Submitted by Alden Dreyer

Caption Correction

March-April 2015 Newsletter. Pg 7 photo attributed to Jame Van B is actually Gary Wemyss's scratch built Maine Central coach with the operating Edwards folding steps and Dutch doors.

“post script” images to Wayne Gagnon’s Remembrance of the Red Wing Wreck in Nashua 60 years ago!

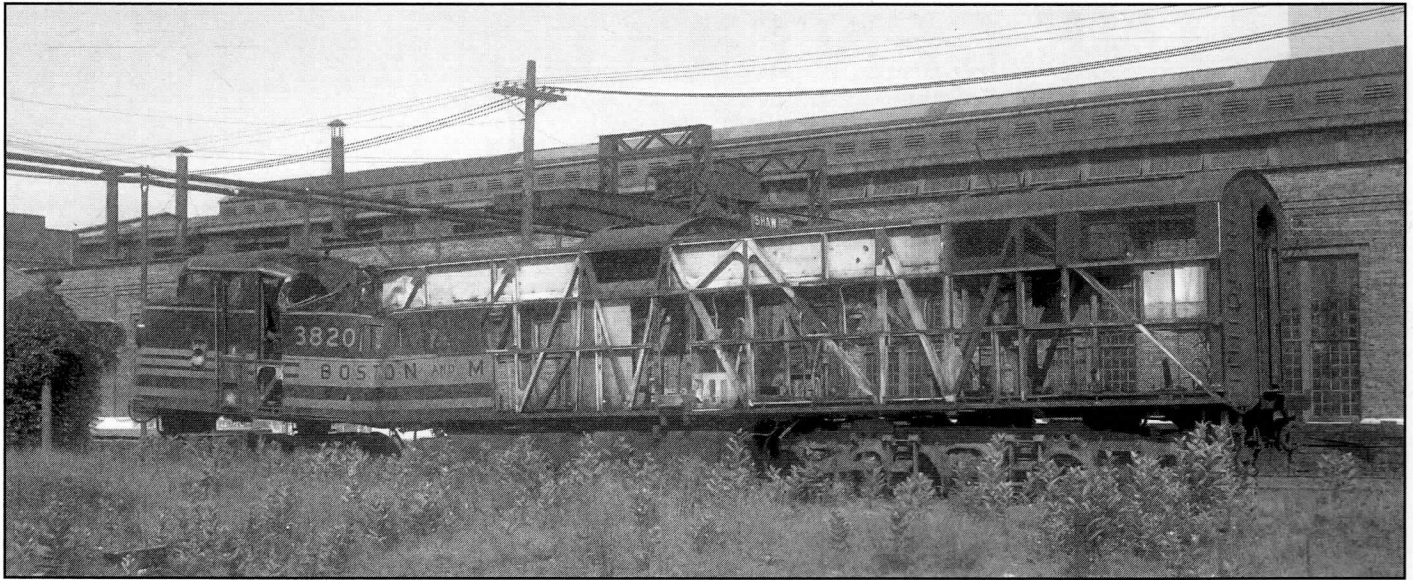


Photo taken circa 1955 of the picked-clean frame of B&M E7 #3820 at Billerica Shops. The shop forces have removed every usable component they possibly could except the rear A-1-A truck! [And that will go in time]. Note the crushed area behind the cab wall. It failed as designed to help protect the engine crew in case of a head-on collision. In this case the #3820’s frame bent under the tons of compressive force while sandwiched between lead unit #3814 (3818 - ed) and the trailing passenger cars. Photo by Dave Engman; B&MRRHS Archives collection

MAKE REMITTANCE TO TREASURER. BOSTON AND MAINE RAILROAD, BOSTON (14.) MASS.		D U P L I C A T E		Bill No. _____ (Quote when remitting)
Stores Department _____ Billerica _____		Month's Account <u>October</u> <u>Nov</u>		Stores B Dept. No. _____ Date Made <u>October 24, 1957</u>
TO BOSTON AND MAINE RAILROAD, DR.				
To the following material salvaged from Diesel 3820 during the month of September 1957:				
1 Truck Frame RMD E-7 with Bolsters and Equalizers		2,500 00		
Sold on Sale Order 2066 The Pennsylvania Railroad Shipped from Billerica 9-26-57 in Car MKT-13717 Consigned to Storekeeper, Station 1560, Juniata Shop, Altoona, Pa. Their Order No. 26A-041-3258				
DISTRIBUTION B.R.A.		FOR FURTHER INFORMATION ADDRESS, VICE PRESIDENT-ACCOUNTING AND FINANCE, BOSTON & MAINE RAILROAD, (BOSTON 14, MASS.) AFE 32760 Acct. 735 B-8		

The sale document of the remaining [rear: in photo] A-1-A truck from the 3820 to the Pennsy in October, 1957! Thanks go to Rick Hurst for finding this receipt in the Archives!

Status Of The Engines

#3820 Wrecked 11/12/54 at Nashua, NH, scrapped 12/54. #3818 Recovered from the wreck at Nashua, repaired at Billerica Shops, and returned to service. Retired 11/59. Sold International Trade Corp. 4/15/62.