

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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September - October 2015

Bob Warren, Editor (bmbobwarren@comcast.net)

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

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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.

B&MRRHS CALENDAR

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

September 26th: Motor Car ride on Wolfeboro Railroad with the Cotton Valley Rail Trail Club. See flyer from July/August newsletter for more information.

October 17th: Our 3rd annual Plymouth, NH Depot meeting. Dwight Smith will provide this year's entertainment. See enclosed flyer in newsletter for more details.

November 14th: Gary Gursky, our long time railroad friend will once again entertain us with stories and photos/videos of his days on the railroad.

December 12th: member's night and annual Christmas party. Members are encouraged to bring slides, videos, and PowerPoint presentations to share.

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.

Membership Notice

Please check your mailing label...if there is a RED DOT, it will be the last item from the B&MRRHS.

Membership Secretary

Robert R. Quagan, long time member of the society passed away on August 16, 2015.

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

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Rick Hurst	Dan Hyde	Gerry Kelly
Paul Kosciolk	Russ Monroe	Richard Nichols
Jim Nigzus	Mal Sockel	Buddy Winiarz

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Brian Bollinger & Bob Farrenkopf

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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

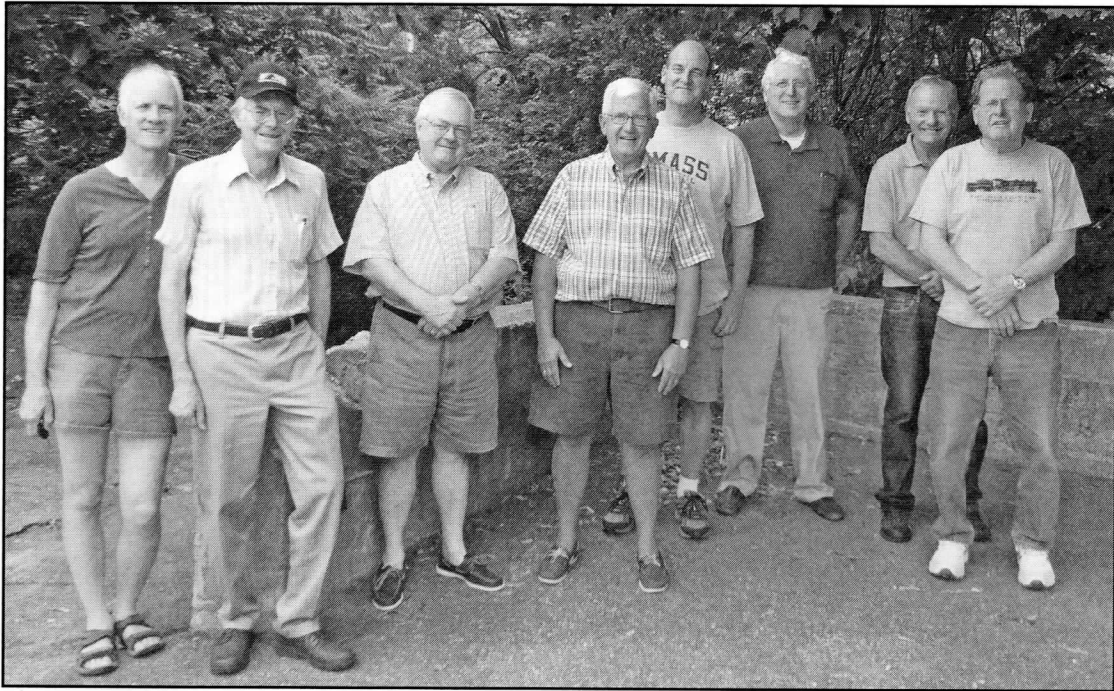
Derry, NH 03038-0469

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

We had a great turnout at our June 27, 2015 work session at North Chelmsford – 8 members and one guest. Committee members processed large format blue and white prints of Mechanicville yard. We continued our project of cutting an extensive collection of bridge plans off rolls and sorting them by valuation section to make access possible. We also worked on genealogical requests. Another group of volunteers sorted boxes containing the Ron LeBlond Collection to gain a better understanding of how it should be organized.

Fortunately, your chairman had his camera on hand and a couple of nice shots are attached.

Our next meeting will be on July 18, at our Archives in the Center for Lowell History, 40 French St., Lowell. Noon to 3 PM.



B&MRRHS Archives Committee members take a photo break from their work session of June 27, 2014 at Chelmsford, Mass. Left to right Henry Taves, Rick Conard, Rick Hurst, Rick Nowell, Keith Scarlett, Carl Byron, Mal Sockol and Bob Farrenkopf. *Eric DiVirgilio photo.*



B&MRRHS Archives Work Session, June 27, 2015. Left to right Henry Taves, Rick Conard, Eric DiVirgilio, Rick Hurst, Carl Byron, Keith Scarlett, Mal Sockol and Bob Farrenkopf

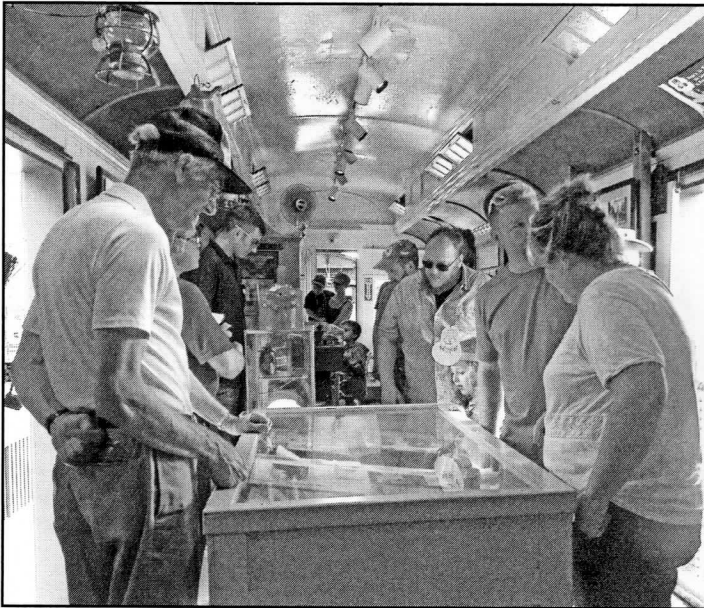
Rick Nowell photo

July 2015 Lowell Folk Festival:

Once again the society participated in the annual Lowell Folk Festival on July 25th and 26th. We had our exhibit in the Railcar fully staffed with volunteers all weekend. This event is such a great public relations opportunity for us. We fielded many questions about the Boston and Maine and gave out helpful information to the public. Events like this would not be possible without the help of members. I would like to thank the following people for their help:

Carl Byron, Fred Brown, Rick Conard, Dave Hampton, Rick Hurst, Dan Hyde,
Paul Kosciolk, Russ Monroe, Richard Nichols, Jim Nigzus Jr. and Peter Victory

Respectfully submitted by Jim Nigzus



Rick Conard and Dave Hampton answering questions while Jim Nigzus Jr is running layout

NH Central Discontinuing Service Between Littleton And Bethlehem

New Hampshire Central Railroad filed to discontinue service over approximately 6.86 miles of railroad line, between MPC 113 at Littleton, N.H., and MPC 119.86 at Bethlehem, N.H.

Roy Scrivner via Midwest Rail Scene Report

Claremont Concord Railroad Succumbs

New England Central Railroad has reached an agreement to acquire the Claremont Concord Railroad, of two separate segments 25 miles apart, in West Lebanon and Claremont, all in New Hampshire. NECR plans for 2 engineers and 2 conductors at each location spelling the end to an Alco regime. NECR plans to assign SW1500 #1525 to Claremont and a GP9u at West Lebanon currently in use that comes with the acquisition. There are reports CCRR's Claremont Junction engine house will be upgraded and utilized for servicing and 92-day inspection so they no longer need to go to St. Albans. The West Lebanon operation will continue to use the former Connecticut Southern caboose to shove



#410 with white flags honoring memory of long time member and supporter Don Provencher, who unexpectedly passed away earlier in the week

interchange traffic across the Connecticut River onto to the New Hampshire side. NECR anticipates a formal approval from the STB by September 8.

Submitted by Roy Scrivner Midwest Rail Scene Report

Man Robs MBTA

Train Robbery 21st style.

By Courts reporter Julie Manganis

Passenger had a problem and saw an opportunity to solve it. The problem: The passenger had hopped aboard an MBTA commuter rail train Wednesday morning, but had no money for his fare. The opportunity: A conductor who had put down a bag full of fare money on a seat nearby. His solution: Steal the bag, and then use some of the \$500 inside to try paying

his fare, police said.

Salem police were called to the MBTA commuter rail station off Bridge St shortly before noon for a report of an "unruly passenger."

Sgt. Peter Gifford and Patrolman Tracy O'Leary and Jonathan Bedard arrived and met the conductor who explained that she had put the fare money into a bag, left it on her seat, then resumed collecting fares. When she returned, she discovered that the bag was missing.

A nearby passenger said he had seen someone sitting near the bag, and then saw him get up and leave.

The passenger pointed out Pierre-Louis, now seated at the front of the train. She told another conductor what had happened. That conductor approached and asked him for his ticket or fare.

That's when the passenger pulled out the roll of cash, now tucked in his pocket, and tried to use it to pay his fare.

The conductor asked if he'd taken the money from the other conductor's bag. At first, the passenger denied it.

When the conductor said he was going to call the police unless he handed over the cash, the passenger handed it to him and admitted that he'd taken it, police said.

The Salem News submitted by 'V'

Pan Am Railways Gains A New Customer

A new propane terminal is under construction west of the Terryville Tunnel near Plymouth, CT. So far concrete cradles for at least six large cylindrical storage tanks appear to be under construction. Rail and ties are also being stockpiled on the site.

Submitted by Jack Armstrong / Railpace magazine

NS Acquisition Of The D&H

Though NS completed an acquisition of a good portion of the Delaware & Hudson in June, the D&H name lives on as a legal subsidiary of CP Railway. The D&H is one of our oldest transportation companies, dating back to 1823 as a creation of the Delaware & Hudson Canal Company,

Submitted by Roy Scrivner Midwest Rail Scene Report

Additional Information Regarding The Movement Of Milk Cars On The B&M

By Don Valentine

The only thing missing in the report that would be good to know is from whose creamery some of the loads were shipped.

Without this information being in the original report there is no way Dwight could know short of having a list of every operating creamery served by the B&M or its rail partners. For example, there are listed 409 tank car loads of milk shipped from St. Albans, VT for Whiting, a company that had no physical presence in St. Albans.

These were carloads of milk purchased from the St. Albans Co-operative Creamery, a practice used quite frequently by Whiting who also purchased carloads from the Grand Isle Co-operative Creamery served by the Rutland on the Lake Champlain islands. Similar listings appear to be 58 tank carloads for Hood and 42 for Whiting from East Berkshire, Vt. where I am unaware of either shipper ever having a facility.

More than likely these carloads came from the large United Farmers creamery that was present there for many years. The interesting shipment like these in Dwight's compilation is the 54 can carloads for Hood originating in Boston and shipped to Rochester, NY. Clearly Hood was selling some milk to someone in the Rochester area when Hood had more than enough for their own needs but may have partially processed it first, rather than ship raw milk from one of their up-country creameries. The only possible correction that I might suggest for Dwight is with regards to his comment in Note #3 where he states, "I have taken the liberty of assuming that every car shipped by Herlihy Brothers and by Whiting was destined to Boston". In the case of Herlihy Bros. and also with United Farmers, I agree with what Dwight has stated. With Whiting, however, Dwight may not have known that Whiting also had a processing plant in Providence, RI that received direct shipments from up-county creameries. In most years such shipments were handed off to the New Haven in Lowell. There is one other bit of information not included in this excellent compilation through no fault of Dwight's as it would not have been in the report from which he compiled his piece, and is thus still unknown. This is the number of cars for Hood that came down the Maine Central and went directly to either of the two Hood plants served by the Portland Terminal Co. within Portland itself in 1948, these being the milk plant and the former Turner Centre ice cream plant.

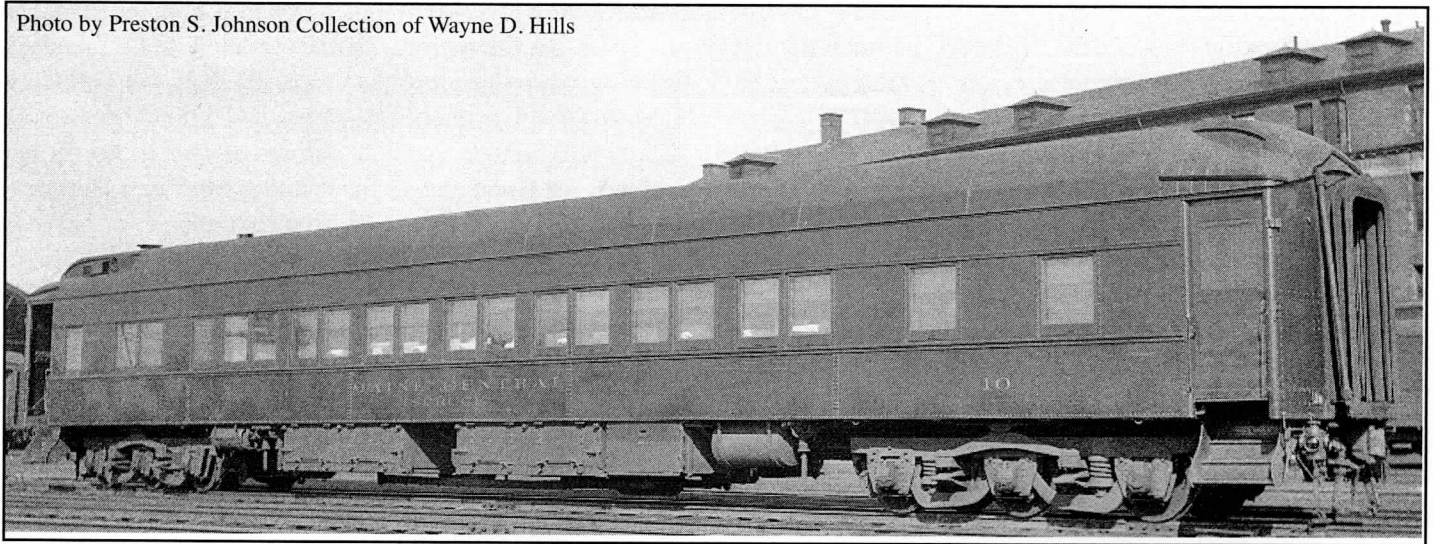
Maine Central Milk Traffic

From Steve Pronovost

I have copies of some of the Maine Central Milk Traffic Reports. While I don't have data for 1948; I can add the following information : MEC had 76 cars from Hood's Newport Junction to Portland in 1947. In 1950, MEC had 180 cars from Newport Jct to Portland. The 1951 Report lists 139 can cars and 6 tank cars from Newport Junction to Portland.

From the Maine Central Milk Traffic Report for 1947 I can tell you that most of the milk coming down from Maine went to Hood's Lynn plant. About 2/3rds of Hood's Colebrook, NH plant went to Lynn, the other 1/3 going to Boston. Whiting and United Farmers shipments from Colebrook went to Boston.

Photo by Preston S. Johnson Collection of Wayne D. Hills



MeC Parlor Car *Spruce* Portland 10/3/46

Boston & Maine and Maine Central

Pullman Plan 2417D Buffet Parlor Cars

By COL (Ret.) Tom E. Thompson

The Boston & Maine and Maine Central railroads began operation of company-owned, parlor cars between Boston and Ellsworth and Rockland, Maine on September 1, 1940. Five heavyweight, steel cars were purchased by the B&M as used equipment from Pullman and renamed *MAPLE* numbered 20, *BIRCH* numbered 21, *ELM* numbered 22, *SPRUCE* numbered 10, and *PINE* numbered 11. *SPRUCE* and *PINE* were MEC cars purchased by the B&M from Pullman on behalf of the MEC, which at that time used management services of the B&M.

The B&M and MEC-owned cars consisted of:

MAPLE, car #20, built new by Pullman for the L&NRR on May 25, 1917 as *MACARIA*, Lot 4493, Plan 2417D.

BIRCH, car #21, built new by Pullman for the NHRR on May 25, 1917 as *TALARIA*, Lot 4493, Plan 2417D.

ELM, car #22, built new by Pullman for the NHRR on May 24, 1917, as *MARTYNIA*, Lot 4493, Plan 2417D.

SPRUCE, car #10, built new by Pullman for the NYC on May 29, 1917, as *UNDINA*, Lot 4493, Plan 2417D.

PINE, car #11, built new by Pullman for the NHRR on May 24, 1917, as *DULCINEA*, Lot 4493, Plan 2417D.

Note that when built by Pullman in 1917, these cars were intended for service on a particular railroad, but the using railroads changed over time. Each car featured 24 Parlor Chairs and 1 Drawing Room which seated 5, using two chairs and a long couch. The buffet consisted of a very small kitchen equipped with a broiler. The food preparation area was capable of providing short order meals for breakfast, lunch or dinner.

At the time of purchase by the B&M, all of these buffet parlor cars were equipped with Pullman Type 2410A trucks, UC 1 x 18 Brakes, two 8-Cell Battery Boxes, 4 tread steps, and single-panel standard doors (not the 2 piece Dutch type). When built the cars were not air-conditioned. Pullman applied Ice Activated Air Conditioning to the cars in the summer of 1934. When purchased by the B&M in August 1940, the cars were painted Pullman Green with gold PULLMAN emblazoned on the letter board over the windows and the car name placed under the windows in the standard Pullman fashion. Soon after purchase, B&M and MEC repainted the cars in the classic maroon paint scheme with imitation gold lettering. By 1945, this scheme had *Boston & Maine* or *Maine Central* placed above *the car name*, with both centered on the car sides below the windows. Car numbers appeared below the window beltline, over each of the trucks.

In the 1940s, the summer season from mid-June to late September saw the highest demand for B&M-MEC parlor car service between Boston, Portland, Bangor, Ellsworth and Rockland. During this peak period, B&M-MEC's Kennebec, Trains 11 and 12, included two parlor cars, one for Boston – Rockland and the other for Boston – Ellsworth. The Rockland car was changed out at Portland for movement on MEC Train 57 for Rockland and returned to Portland on Train 54 for forwarding to Boston on Train 12.

A B&M Letter of Instruction for the summer of 1948 specifies that Trains 11 and 12, "Kennebec" use B&M parlor cars on the Boston – Rockland route; on Train 11 from Boston to Ellsworth use a MEC parlor on Mondays, Wednesdays, and Fridays and a B&M parlor on the other side. A MEC parlor was specified for Train 14, "Pine Tree," from Bangor and return on Train 19, "Pine Tree." A B&M parlor was specified for Train 15, "Flying Yankee," Boston to Bangor and return on Train 16, "Flying

Yankee,” Bangor to Boston. It should be noted that none of the buffet kitchens were operated when the buffet parlor cars were placed in service originally in 1940 or at any time up until 1949. We should also note that the B&M parlor car fleet used in this service also included *BEECH*, car #23, Pullman Plan 2416H, 26 Chair – 1 Drawing Room, and *HEMLOCK*, car #26, Pullman Plan 3416, 28 Chair – 1 Drawing Room. At this time, B&M’s *MAPLE* and *HEMLOCK* were retained at Boston as spares.

By April 1949, B&M had buffet parlor cars excess to their existing requirements in the original B&M-MEC services and assigned *BIRCH* and *ELM* to the “Ambassador.” These cars had their buffet kitchens reactivated and operated in “buffet parlor car service” between Boston and Montreal via White River Jct., over the B&M-CV-CN route. In July 1953 the buffet parlor car service on the “Ambassador” was terminated, and *BIRCH* and *ELM* became available as spares.

In April 1950, Train 11 “Kennebec” from Boston to Bangor and Train 16 “Flying Yankee” from Bangor to Boston advertised B&M-MEC “buffet parlor car service” over this route. The B&M reactivated the buffet kitchen in *MAPLE* and MEC reactivated the buffet kitchen in *SPRUCE* for this service. These cars remained assigned to these trains through the summer of 1951, after which they were both replaced

by B&M’s restaurant parlor lounge cars, *ONWARD* and *PROGRESS*; however, the kitchen was limited to a buffet menu by this time.

The summer of 1951 saw the last Boston to Rockland parlor car service; it consisted of a second parlor carried on Train 19, “Pine Tree,” for connection with MEC Train 59 at Portland, but operated on Fridays only and with no Rockland – Boston return service. Strangely, the MEC PTT noted that Train 52 from Rockland to Portland (coaches only) connected with Train 14, “Pine Tree” at Portland which had parlor car service to Boston. So, passengers could upgrade from coach to parlor accommodations at Portland for the ride to Boston, if desired.

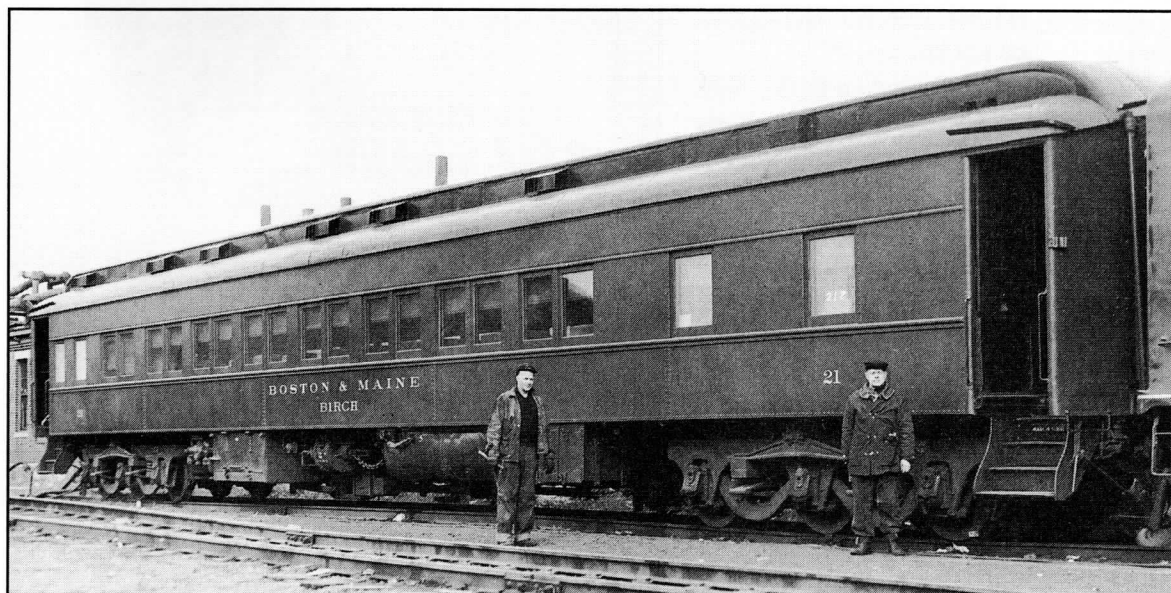
By September 1951, there were no longer any requirements for B&M-MEC parlor cars in the Boston-Bangor-Ellsworth-Rockland services, except for B&M’s *ONWARD* and *PROGRESS*.

The MEC’s buffet parlor cars *SPRUCE* and *PINE* were retired in December 1952, and converted to baggage express cars in 1953. B&M’s *MAPLE* was also converted into a baggage express car in 1953, and *ELM* was converted in 1955. B&M’s *BIRCH* remained in service as a spare, seeing occasional service on the Alouette from 1955 until October 1956; the car was retired and sold for scrap in March 1957



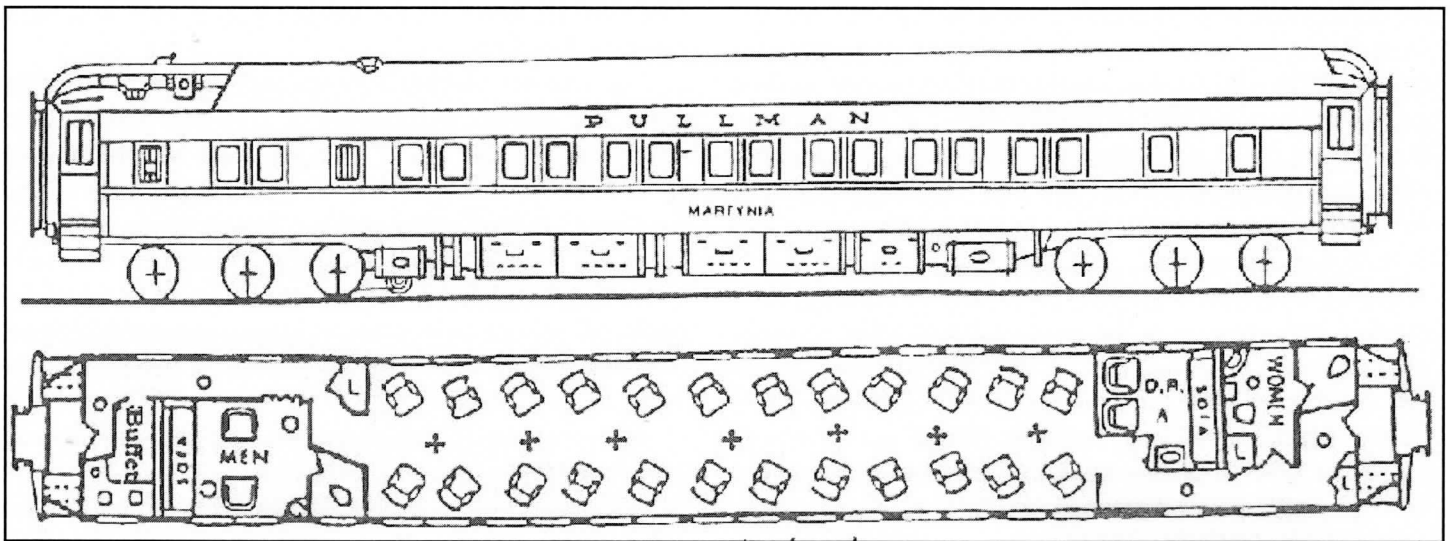
B&M Birch Duct Side

Collection of David S. Hutchinson



B&M Birch Vent Side

Collection of David S. Hutchinson



Plan 2417D - Buffet Parlor Interior Drawing

Pullman interior design varied widely over the years. Typically ceilings were painted white. The walls were often a light beige with decorative trim done in a mahogany color or walnut. Floors typically had ornate carpeting in the chair section and drawing room, while passageways, lavatories, smoking rooms, and saloons often had rubber floor tile which could in a diamond pattern of red-brick and white or simply a solid medium brown. Pullman floor plan drawings for the Plan 2417D buffet parlor cars show that they were fitted with 24 plush, rotating chairs and a drawing room with a couch and two chairs. Chair upholstery varied over the years; while always plush it could be patterned or plain and colors typically varied from Emerald Green to Sage Green, Royal Blue to Medium Blue, or from Red-Rust to Rose. Unfortunately, exact colors used in our cars are not known.

While there was a very small kitchen buffet with broiler, there were no food service tables and chairs or booths, but there were several portable folding tables that could be attached under the window ledge between two rotating chairs. Likewise, one of these folding tables could be fitted under the window ledge in the drawing room if needed. The accompanying black and white photo shows a buffet parlor interior with some of these tables set in place throughout a similar car of later design. Sadly, no photos of the interior of the B&M/MeC buffet parlor cars have surfaced to date. Too, I have yet to discover a B&M Buffet Menu used on these cars. But, there's always hope for the future.

