

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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November - December 2016

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.

Nov 12 th– We will be back in Lowell at Rogers Hall. Our friend Gary Gursky will be back to take us on some of his trips rail fanning across the U.S. Gary will visit the California State Railroad Museum, Carson City, Nevada, and Cheyenne, Wyoming to see U.P. steam, the Grand Canyon Railroad, and Roanoke, Virginia. Gary always has a fun and interesting show with his stories

****Dec 17th**– Please note date and time change! This year we plan to have our Christmas party/meeting starting at **12:00** for the luncheon. Members may bring slides, video or power point presentations to present after lunch. As in the past we will provide sandwich platters/luncheon items for members, please feel free to bring a dessert if you like.

Winter weather advisory: In the event of inclement weather, cancellations will be announced on the society phone (978-454-3600) and at our website www.bmrrhs.org.

Meeting At Plymouth Draws 43 People

October 15, 2016 – The Society's October meeting at the former B&MRR depot in Plymouth, New Hampshire drew 43 interested railfans to hear two talks on Granite State railroading.

The two-hour presentation began with Gregg McFarland speaking on the Concord to White River Jct. main line in the 60s and 70s along with Selkirk in the Conrail era. Gregg's brother Geoff McFarland covered the early Guilford years around Dover and the Berlin Mills Railway.

Sales were brisk at the Society's tables, Jim Nizgus and his crew took in \$400 through the sale of B&Ma merchandise and railroadiana.

Attendees were treated to stops by northbound and southbound Winnepesaukee Scenic Railroad autumn foliage excursion trains.

Program Chairman Jim Nizgus who saw to all the details arranged the meeting. Thanks to volunteers Hank Boney, Bill Hodges, Jerry Kelly, and Paul Kosciolk who assisted with set-up and breakdown. We also thank the Plymouth Regional Senior Center for permitting us to use their facility in the Plymouth depot. The presentation was made in the spacious former dining room of the Plymouth station.

The Society's next membership meeting will be held on November 12, at our regular meeting location at Rogers Hall on Rogers St. in Lowell, Mass. Old friend, Gary Gurski, will be back to entertain with more stories and views of New England railroading. *Submitted by Rick Nowell*

Directions To The Rogers Hall Society Meeting Location

From Rt. 495 take exit 38, which is Rt. 38; go right, this is Rogers St.

If you come from the north or south there are six and seven sets of lights respectively. Approximately 1.3 miles from Rt. 495 are the last set of lights (working) bear 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. 133 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.

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

bmrhrs@gmail.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	Frederick N. Nowell, III
Vice President	Paul T. Kosciolk
Treasurer	Paul T. Kosciolk
Secretary	Wayne M. Gagnon
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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

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

Membership Badges Now Available

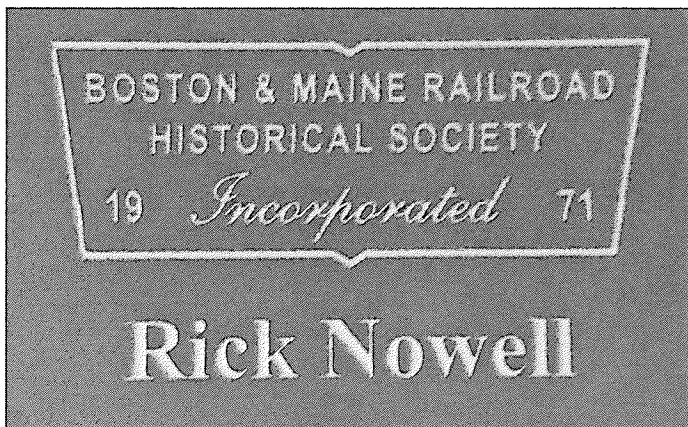
B&MRRHS members are entitled to wear the official membership badge at all Society events. The badge is a nice shade of blue with white letters, 3 inches wide by 2 inches tall. It has a magnetic attachment system that eliminates pinholes in shirts and sweaters.

We sell and mail membership badges at cost. Make check for \$12 payable to B&MRRHS and send to:

**Name Badge, B&MRRHS, P.O. Box 9116,
Lowell, MA 01853.**

Please specify name for badge. Get yours now.

NOTE: Magnets are known to be harmful to people who wear pacemakers.



Ipswich Museum and Winter Exhibit

This year the exhibit is going to be about the Railroad in Ipswich from 1839, first train into Town, to present day. The exhibit will be open to the public on Saturdays during the 3-month period from February 1 - April 31.

Several museum members including myself are building a replica HO scale model RR of the track plan based on a 1914 RR surveyor's notebook located in the BMHS's archives. Depicted on the layout are industries served by the RR.

Viewers will be able to operate trains as well as viewing photos, RR objects from Ipswich, documents, etc.

Also, if there is any particular item that comes to your mind regarding Ipswich that you may be able to loan us for display purposes only that would be great.

Obviously the BMHS would receive credit for these items.

Others and I have visited your archives a number of times over the years and they are a treasure trove.

Submitted by John Stump

"Flying Yankee" Themed Products Catalog Store

Bulldog Design of Keene and Flying Yankee Restoration Group, in joint operation, are pleased to announce that

they have created an "on line" catalog store that will feature "Flying Yankee" themed products. At first, being offered is a T-shirt in two versions in the store. In the very near future, we are hoping to release OSFA (one size fits all) baseball cap embroidered, embroidered/printed work shirts, golf/polo shirts, decals etc. This will be YOUR store and as the client, you can forward any ideas/suggestions that you would like to see added. This store has been created AT NO COST to FYRG and the options going forward are left to your imagination. Bulldog Design has created and has in operation over 100 "stores" for schools, colleges, and business clientele.

Bulldog Design will donate a portion of the sales back to FYRG to provide an added source of revenue to promote the Flying Yankee effort.

Submitted by Wayne Gagnon

For the **January 14, 2017 meeting** at Rogers Hall, the program will feature Carl Senfleben, who retired from Boston commuter rail, north side dispatcher, with number one seniority. His career spans the B&M common carrier era through Amtrak control and retiring prior to the present Keolis management. Carl will relate his experiences over the years with stories that will enlighten, entertain and even shock those of us who thought we knew "how to run a railroad"!

Mal Sockol

Society Visit To Nashua Valley Model Railroad Club

On September 17, 2016, the B&MRRHS held their September meeting at the Nashua Valley Rail Road Association's model railroad club in Shirley, Massachusetts.

The society accepted an invitation from the NVRRA, often called the "Shirley, Ma. model train club" to visit and operate on their extensive layout.

Over 20 B&MRRHS members enjoyed socializing with NVRRA members who explained the history of the layout and its evolution from simple beginnings. It is intended to represent the B&M's Fitchburg Division from Boston to Rotterdam Junction.

The layout is in various stages of construction ranging from recently completed bench work to highly detailed sections filling a space of about 1200 square feet. These ample dimensions permit the running of long trains such as the one trailing some sixty cars behind the head end power.

The layout is based on the B&M's Fitchburg Div. and features trains of contemporary, i.e. Norfolk Southern, Pan Am, etc., prototypes, scenes of Hoosac Tunnel, the Erving, Ma. paper mill. Other familiar B&M places are reproduced on the layout.

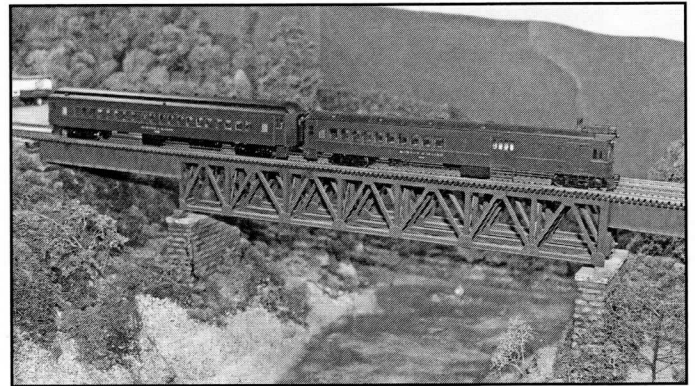
The railroad holds operating sessions on the third

Saturday of the month. Contact information to confirm hours is available at nvrrea.com.

Board Of Directors present were Carl Byron, Bob Farrenkopf, Paul Kosciolek, Jim Niguez, Rick Nowell and Mal Sockol.

Submitted by Mal Sockol and Rick Nowell.

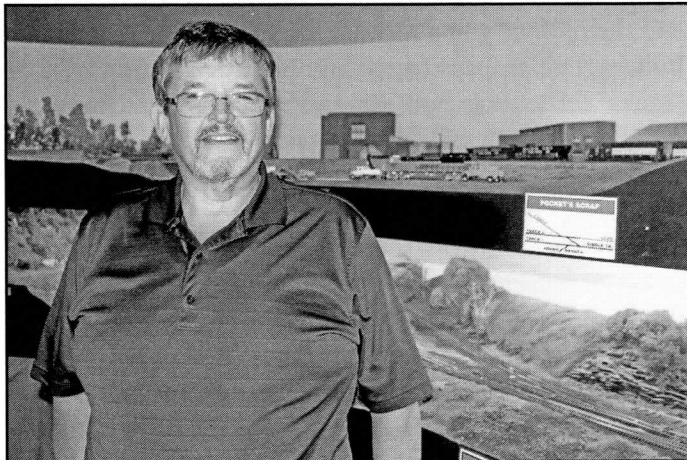
Photos by Mal Sockol



Gas electric on the Nashua Valley model railroad layout.



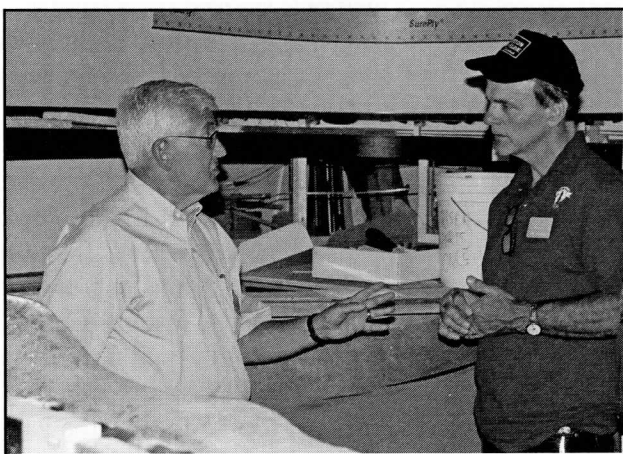
Hoosac Tunnel on the Nashua Valley model layout



Bruce Hulse: President of NVRRA



Jim Niguez presents Tom Fitzgerald, Vice President of NVRRA, with a copy of *Mid Century Memories*



Rick Nowell and Jim Niguez discuss society business amid unfinished layout scenery



from left-Paul Kosciolek, Arthur Ellis and Bob Farrenkopf. Arthur has been a member of the B&MRRHS since 1971! Not pictured is Larry Roberts, a society member for over 30 years

B&MRRHS Archives Committee Report
September 10, 2016

Our work session in August had an attendance of 12. Committee members worked on the following:

- Checked new donations for duplicates
- Inventoried contents of B&M letter boxes
- Looked up and copied information to answer research questions
- Mounted photos on acid free cards, transcribed caption information, and placed them in Mylar protectors
- Tied up ICC valuation survey books with loose or broken covers
- Began re-filing of Harry Frye rolling stock photos in Penda-Flex files.
- Filed newly catalogued material

Rick Hurst and another volunteer have also helped out with the organization of files at North Chelmsford. Our next work session is scheduled for September, 24, 2016 at the Archives in Lowell from Noon to 3:00 PM. We will also have a work session on Wednesday, September 28, at North Chelmsford from 10 AM to 1 PM. Volunteers and guests are welcome.

We have logged in 44 donations since January 1. We added 16 images to our Flickr site over the last month—there are now 1,153 images on the site. With the help of items scanned and submitted by committee member David Ashenden we have established a Maine Central sub-section of our On-Line archives.

Regarding the scanning project for which the Board allocated \$10,000 from the Preston S. Johnson bequest at its August meeting, I have had a preliminary conversation with the Center for Lowell History who can do some of the work with UMass interns.

Outside meeting hours, your chairman regularly performs the following tasks at Lowell and North Chelmsford:

- Picking up and logging in new donations
- Writing acknowledgement letters
- Making inventories of donated item to be carried over to the catalog
- Data entry of catalog items
- Researching information requests

- Answering email requests for information gathered by committee members or by me.
- Scanning, writing captions, and posting photos on Flickr site.
- Adding archives items to on-line archives section of bmrhs.org

Respectfully submitted, *Rick Nowell*
Archives Chairman

**Grant For Portland Port Will
Enable More Freight**

A \$7.7 million grant will help pay for a second crane and improved rail connections at the marine terminal. This will complete the funding needed to launch a \$15.5 million project that will double the amount of cargo freight that can be moved through the International Marine Terminal, which provides critical trade connections to Canada, Scandinavia and Northern Europe. A second mobile harbor crane will enable faster loading and unloading of shipping containers. There will also be improved rail connections. Maine Port Authority Executive Director John Henshaw said, "This is about adding capacity to handle cargo freight, improving efficiency and productivity, and will help every Maine company that imports or exports goods." The project will be funded by a combination of federal and state grants and a \$500,000 investment from Pan Am Railways.

This is the latest in a string of improvement projects undertaken at the Port of Portland since 2009, when the Port Authority struck a deal with the city to lease the marine terminal. It also convinced Eimskip, an Icelandic cargo shipping line to come to the port, which gave Portland its first waterborne cargo shipping connection. The port established a rail connection allowing rail cars to load or unload at a time. The new project will add a second rail line, doubling capacity for moving cargo on and off rail cars. The new crane, estimated to cost \$4.5 million, will provide the most affect. It will help the terminal achieve its one-day loading and unloading turn around goal and serve as a backup.

The existing crane was installed in 2001, and is kept well maintained, but in the event of a failure then Eimskip would have to use its crane system, a slower process. The improvements will enable the port to welcome additional shipping vessels, and, the authority wants to start a domestic shipping service to New York and New Jersey. The new maintenance building, in its new location, will give the authority better access control over the gates and what enters and leaves the terminal. The Seaport is utilized daily by Maine business, including L. L. Bean, Poland Spring Water and Aroostook potato growers, and will enable other cargo, off-loaded in Canadian ports, to come directly to Portland,

Portland Press Herald via The 470 470 Railroad Club

Types Of Trucks Used On Certain Freight Cars

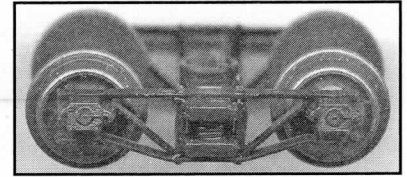
By Tim Gilbert

Car Series		Description	Year	Last	Truck
First	Last		Built	Year	Type
29000	29099	Pulpwood Racks, Composite	1913	1949	Arch Bar
33000	33499	General Service Flat, SUF	1902	1934	Fox
33500	33799	General Service Flat, SUF	1923	1961	Bettendorf
39000	39999	Coal Gondola, Drop Ends	1908	1934	Fox
46801	46839	Box	1907	1934	Fox
46801	46839	Box, Grain - 7/7 Steel Ends	1907	1934	Fox
46842	46981	Box	'05-'07	1934	Fox
46842	46981	Box - 7/7 Steel Ends	'05-'07	1934	Fox
47000	49999	Box, Grain	'02-'07	1934	Fox
47000	49999	Box, Grain - Mogul Ends	'02-'07	1934	Fox
47000	49999	Box, Grain - 7/7 Steel Ends	'02-'07	1934	Fox
60000	64679	Box, Grain	'06-'07	1934	Fox
60000	64679	Box, Grain - Mogul Ends	'06-'07	1934	Fox
60000	64679	Box, Grain - 7/7 Steel Ends	'06-'07	1934	Fox
64680	65687	Box, Grain, SUF	'08-'09	1947	Fox
64680	65687	Box, Grain, SUF - 7/7 Steel Ends	'08-'09	1947	Fox
64680	64680	Box, SUF (NYC Design)	1912	1947	Vulcan
65688	66787	Box, Grain, SUF (B&M Type)	'10-'11	1947	AB An Be*
65688	66787	Box, Grain, SUF - 7/7 Steel Ends	'10-'11	1947	AB An Be*
66788	68287	Box, Grain, SUF (NH Type)	'13-'14	1947	Arch Bar
66788	68287	Box, Grain, SUF - 7/7 Steel Ends	'13-'14	1947	Arch Bar
67000	67039	Box, Steel (PS-1)		1980	Ride Cont.
67040	67067	Box, Steel (1937 ARA Design)		1980	CSS Frames**
68300	68319	Box, SUF	1910	1946	Andrews
68300	68319	Box, SUF - 7/7 Steel Ends	1910	1947	Andrews
68320	68399	Box, SUF	1910	1947	Andrews
68320	68399	Box, SUF - 7/7 Steel Ends	1910	1947	Andrews
68999	68999	Box, Steel (1937 ARA Design)		1962	CSS Frames**
69700	70987	Box, SUF (1924 ARA Design)		1965	CSS Frames**
69999	69999	Box, Steel (1937 ARA Design)	1940	1955	CSS Frames**
70000	70499	Box, Grain, SUF (USRA)	1919	1955	Andrews
70988	70999	Box, Steel (1924 ARA Design)		1965	CSS Frames**
71000	71953	Box, SUF (1924 ARA Design)	1929-30	1965	CSS Frames**
71954	91974	Box, Steel (1924 ARA Design)	1929-30	1965	CSS Frames**
71975	71995	Box, SUF (1924 ARA Design)	1929-30	1965	CSS Frames**
71995	71999	Box, Steel (1924 ARA Design)	1929-30	1965	CSS Frames**
72000	72999	Box, SUF (1924 ARA Design)	1930	1965	CSS Frames**
73000	73199	Box, Steel (1937 ARA Design)	1942	1975	CSS Frames**
74000	74499	Box, Steel (PS-1)	1947	1980	Ride Cont.
75000	75749	Box, Steel (PS-1)	1951	1970	Ride Cont.
80000	80999	Steel Drop Bottom Gondola	1909	1941	Arch Bar
81000	81499	Steel Drop Bottom Gondola	'13-'14	1939	Arch Bar
90000	91499	Composite Drop Bottom Gon	1919	1953	Andrews
92000	93249	Steel Drop Bottom Gondola	'36-'37,42	1980	CSS Frames**

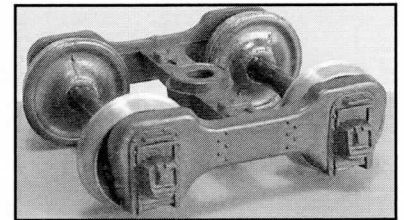
*Arch Bar and/or Bettendorf

**Commonwealth Steel Side Frames

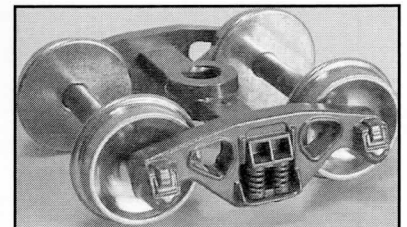
Arch Bar



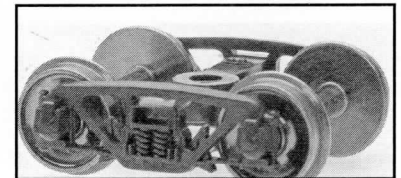
Fox



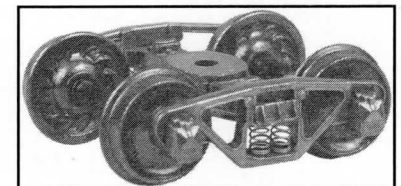
Bettendorf



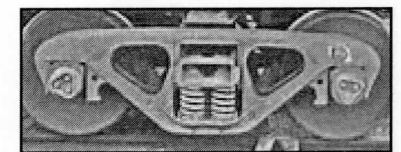
Andrews



Vulcan



Ride Control



Steel Side Frames





Heavy Storm Damage

Damage Approximating \$350,000 Caused Railroad by Torrential August Rains. Road Rallied Quickly to Restore Service and Aid More Seriously Hurt Boston & Albany and New Haven Railroads

The Boston and Maine family lived up to the highest traditions of their Minute Man heraldry in quickly restoring rail services following two days of torrential rains which caused flood damage of billion dollar proportions to Southern New England last August; 18 and 19.

Even before damages to our own Railroad had been fully repaired the B and M took over additional train operations for the New Haven Railroad and the Boston & Albany division of the New York Central Railroad, enabling those roads to maintain services which they could not handle due to flood damage more severe than that inflicted on the B and M.

B and M aid to the Boston & Albany handling their passenger and freight trains over part of their Boston – Chicago runs, continued for several weeks, while the Boston & Albany worked to rebuild its critically damaged mainlines, between Boston, Worcester and Springfield.

In the first three days following the storm the Boston and Maine handled seven westbounds and two eastbounds heavy freights for the Boston and Albany through our Boston yards. Then the B & A had its Boston-Worcester line back in use and resumed handling freight trains in its Back Bay yards,

running them between Boston and Worcester on B& M and over between Worcester and Mechanicville, NY.

The B & A line west of Worcester, as far as Springfield, remained closed for three more weeks

Boston & Albany passenger trains between Boston and Chicago including the crack “New England States” and the “Wolverine”, continued to use North Station as their Boston terminal, running over our Fitchburg Division lines between Boston and Troy.

This service for the B & A necessitated setting up a temporary ticket office in North Station to accommodate B & A patrons, the addition of more than 100 employees to North Station forces to handle the increased volume of mail, baggage and express, and the servicing of B & A passenger diesels at Boston Diesel Terminal.

Fitchburg Division headquarters at Greenfield hummed with increased activity. Crew dispatchers here, and at East Deerfield and Boston, were busy providing pilot engineers and conductors for each B & A and New Haven train handled. Train dispatchers had the task of working the B & A and New Haven trains smoothly and safely into the heavy volume of B and M freight activity through that point, east and West on the division main line, and north and south on the Connecticut River line.

Dispatching was made difficult; in the first few days following the storm by the fact that numerous work trains

had to be operated much of Greenfield to repair the extensive damage to our mainlines between Northampton and Springfield. The double track mainline was washed out or badly weakened in scores of places for a distance of about 12 miles south of Northampton, and the busy Chicopee Branch, as well as the Easthampton and Wheelwright Branches, all freight; lines were even more seriously damaged.

Then, as the mainline was returned to service, dispatching was complicated by special freight trains for the New Haven Road being run between Springfield and Northampton, by movement of B & A crews; on work trains from Springfield to Greenfield and Mechanicville, N. Y., to man the B & A trains and by the: handling of Central Vermont Ry. freight; on our Connecticut River line which normally would be handled by the CVR on its trains south of White River Junction.

The damage to our lower Connecticut River lines was the most serious of any of our system. Although the railroad closely parallels the Connecticut River, most of the damage was caused by water. Focal point of mainline damage was near Mt. Tom, where a veritable flood roared down the mountainside and washed out many sections of track-bed. Holes ranging up to 400 feet in length and as deep as 50 feet beneath the rails pockmarked the railroad. At other points tons of mud and clay washed down on the tracks, bringing with them trees, poles and wires.

At the peak of the storm a washout started behind the abutment of a truss bridge at Mt. Tom but was prevented by the cooperative interest of a, patron of the railroad, Doeskin Paper Company. That company volunteered more than a carload of limestone to track crews who dumped it around the abutment and saved the embankment.

When serious damage to the Railroad became imminent, early on the second day of rain, Railroad officials sent out the order to spare no effort to get the road back into normal use as speedily as possible. Every available man on the Fitchburg Division was called into service and extra crews and equipment were rushed in from other divisions.

Crews worked through drenching rain and around the clock to restore service after the rains had stopped. As a result one line between Northampton and Springfield was opened the third night following the storm by using alternate sections of the northward and southward tracks. Both tracks were restored to use two days later but commuter trains in that area were not restored until the following Monday in order to expedite the movement of stalled freight cars in the Springfield area.

The Chicopee Branch was restored to service six days after the storm. Service on B and M sections of the Wheelwright Branch was restored soon after the mainlines went into use. The Boston & Albany, although hard pressed by the crippling damage to its mainline arranged to repair its section of the

Wheelwright Branch to open the service six days after the storm. Service on B and M sections of the Wheelwright Branch was restored soon after the mainlines went into use. The Boston & Albany, although hard pressed by the crippling damage to its mainlines arranged to repair its section of the Wheelwright Branch to open the entire branch. B & M diesel locomotive was marooned on the branch until repairs were completed. On the Easthampton Branch, repair work was delayed slightly longer.

The only other serious interruptions in our train services occurred at Worcester and Boston. In our Worcester important freight line was washed out tying up the line for two days while repairs were affected. In Boston all commuter trains had to be halted for a period of about four hours, on the last day of the storm when an abnormally high tide backed up sewers and drainage systems throughout the Greater Boston area. Water rose over our tracks to depths of from 6 to 24 inches at numerous, points in Chelsea, Everett, Malden, Medford, Somerville and Boston.

Scores of outgoing commuter trains were cancelled that afternoon but mainline line services resumed in early evening.

Trains destined for Boston from Maine and New Hampshire points, which arrived at the height of the storm, were halted just outside Boston by the rising waters and buses were used to bring passengers in to North Station.

Around Boston and at Worcester, as on the Connecticut River line, crews worked with precision and dispatch around the clock to get the Railroad running' again. With the exception of the Central Mass. Branch, commuter line from Boston to Clinton, the job was done rapidly. There, high water from swollen rivers receded very slowly with the result that the track would not be worked on for more than a week after the storm. Service was then quickly restored and meanwhile train patrons were handled in and out of Boston daily on a special bus schedule.

So smoothly did the repair job go that one-week after the storm, despite the added chores of handling trains for two other railroads, the B and M was able to move, on schedule, thousands of campers from various parts of Maine and New Hampshire bound for home at season's end.

Employee magazine article submitted by *Alden Dreyer*