

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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March - April 2016

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.

At our January and February meetings, Len Batchelder presented a comprehensive slide program of the trip Len and his wife took to the NRHS convention in Alaska. There were views of Via Rail Canada's Skeena, Alaska Marine Highway vessels, and the White Pass & Yukon. There were numerous shots of the Alaska Railroad all over that system, including the main line, but also the line to Seward and some other branches, which are normally freight only. Although the sun was missing at times, Len caught some wonderful views of mountains, rivers, and spectacular railroad bridges. Thanks Len for being our presenter.

March 12 – Henry Marrec will take us on a journey on the B&M, MEC, BAR, D&H and the Erie including a visit to B&M's facilities in Cambridge and Somerville. Then Henry will take us all over the B&M from Lincoln NH to Fitchburg, Hoosac Tunnel, WRJ VT, to name a few locations. Also Waterville, ME, D&H Colony shops, Bingham, NY, Hoboken, NJ plus much more. Henry has narrated his super "8" movie film and put it on video. A show, which will take us on quite a railroad journey.

April 9 – Due to a special "Hoosac Valley Railfan Special" running from N. Adams to Adams, Mass, we will not be having our joint meeting with the Mass Bay RRE in Lowell. Instead, the B&MRRHS and Mass Bay RRE invites our members to ride this special excursion. Two trips will run departing N. Adams at 10:00 AM and at 1:00 PM. Please see the enclosed flyer for special pricing.

May 21 – meeting will take place at Plymouth NH Railroad Station. Because of the great success of our North Country meeting we will be holding a spring meeting in Plymouth, NH this year. Jerry Kelly will be presenting a show on "The Building of the Hoosac Tunnel". It will be a PowerPoint presentation with handouts as well as beautiful models of the Tunnel and locomotives. A special flyer will be produced for this event.

Election Results on page 3

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	Rick Nowell
Vice President	Paul Kosciolk
Treasurer	Paul Kosciolk
Clerk	Mike Basile
Secretary	Wayne Gagnon

Board of Directors

Carl Byron Robert Farrenkopf Richard Hurst
 Daniel Hyde Russell Monroe Richard Nichols
 Jim Nigzus Mal Sockol Buddy Winiarz

Alternate Directors

Dave Hampton Jerry Kelley

Staff

Archives Chairman	Frederick N. Nowell III
Hardware Archives Chair.	Richard Nichols
Bulletin Editor	Andrew Wilson
Distribution	Buddy Winiarz
Layout and Art Director	John Alan Roderick
410 Chairman	Jim Nigzus
Historian	Russell Munroe, Jr.
Membership Secretary	Buddy Winiarz
Modelers Notes	Bob Warren
Model Projects Coordinator	Vacant
Newsletter Editor	Bob Warren
Program Chairman	Jim Nigzus
Show Coordinator	James Nigzus
Webmaster	Rick Nowell

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.

- Please report any address changes
- Payment is by check or money order ONLY...
- 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. 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

ELECTION RESULTS

Here are the ballot results for the election of Officers/
Directors/Alternate Directors for the upcoming year as
tabulated at the 2/13/16 monthly meeting for B&MRRHS..

Total ballots cast:79

Elected : Rick Nowell, President (79 votes)
Paul Kosciolek, Vice President (79 votes)
Wayne Gagnon, Secretary (79 votes)
Mike Basile, Clerk (78 votes)
Paul Kosciolek (Treasurer) 79 votes
Jerry Kelley (Alt. Director) 79 votes
Dave Hampton (Alt. Director) 79 votes
Carl Byron (Director) 79 votes
Mal Sockol (Director) 79 votes
Bob Farrenkopf (Director) 79 votes..

The officers and directors want to thank
those members that took the time to vote at
the recently completed elction.



Throughout 1957, the B&M took delivery of 50 EMD GP-9 Diesel-Electric Locomotives to replace the fleet of 48 EMD FT A+B Locomotives in mainline freight service. The new diesels were painted in the McGinnis-inspired Bluebird paint scheme featuring the colors blue, black and white. To enhance this new image, a complimentary paint scheme using the same blue, black, and white colors was developed for the existing fleet of steel cabooses that would be operating with the new diesels. B&M C-23 was painted in the new scheme in June 1957 and was later chosen for this Christmas 1957 photo, which I believe, was used for the B&M Magazine at that time. This became the standard paint scheme for the B&M C-11 through C-34 series (PRR N5b Design) steel buggies, and is the only series of buggies with the large, horizontal, white end stripe; the other buggies receiving the new image just used black ends with a blue door which was a cheaper to apply alternative.

Submitted by **Tom Thompson**

Claremont Concord Abandons Approximately 1 Mile Of Track

In January 2015, the Claremont Concord filed with the STB plans to abandon 0.97 miles of track (former B&M Northern Main) between mileage B140 and B141 in Lebanon, NH,

Jack Armstrong via Railpace

Corrections and Additions to Pre-1865 Steam Locomotive
Roster (Jan. - Feb. 2016 Newsletter)

DOVER (1st). Delete the word MALDEN
NEWBURYPORT. Renumbered 510 (1st) in 1892.
Renumbered 610 (2nd) in 1893. Scrap 1893.
UNITED STATES (1st). 1856 should be 1866

Claremont Concord Railroad Poised For Sale

Though no agreement has been reached, it appears Genesee Wyoming Industries is poised to acquire the Claremont Concord Railroad, which consists of two separate rail lines out of (1) Claremont and out of (2) Lebanon, in New Hampshire. The CCR has a 120-year history of operation. The line out of Claremont is CCR owned while the Lebanon Line is owned by the State. G&W would likely takeover operation outright on the Claremont Line. G&W might inherit the Lebanon Line rights. However, it's possible the State would ask for bids for its operation. G&W is said to be ready to send at least one SW1500 to work the Claremont segment, with the likelihood of the Alco S4's currently in use either scrapped or trucked off the property.

Submitted by **Roy Scrivner**, *Midwest Rail Scene Report*

Shelburne Falls Freight House Preservation

Mass Bay RRE announced that the 2015 H. Albert Webb Award (\$10,000 grant) was presented January 2015 for the external restoration of the Boston & Maine freight house in Shelburne Falls, MA.

Jack Armstrong via Railpace

**BOSTON & MAINE RAILROAD HISTORICAL SOCIETY
REPORT OF HARDWARE COMMITTEE
FOR THE MONTH OF JANUARY - FEBRUARY 2016**

To the Board of Directors and Members of the Boston & Maine Railroad Historical Society:

The Hardware Committee Staff is pleased to submit the following report **February 13, 2016**.

The committee staff of Daniel Hyde, Fred Brown and Richard Nichols has logged in two hours once a week on Jan 21, Feb 4, 11, 2016.

We have now photographed, tagged and cataloged **1721** items from the Hardware Collection.

The following donations to the Hardware Collection have been received:

Transferred to B&MRRHS Archives: Maps, Drawings, & Posters from **Henry Marrec**.

Transferred to B&MRRHS Archives: Drawings, Photographs & Notes taken of the Maplewood, Railroad Station in Bethlehem N.H., by the late Robert Quagan, from **Mrs. Christine Quagan**.

Transferred to B&MRRHS Archives: Miscellaneous Rules Books, Quiz Books, and Answers to Tests. Rates of Pay Schedules, Rosters, and Errata, to B&MRRHS Hardware Archives and a B&MRR Flag Kit From **Mrs. Pat Parsons**, of her late husband "Hank" (Henry Parsons) a B&M Freight

Conductor, Portland Division who (started in 1941) and retired in 1985. Via - Wayne Gagnon
Paper Weight - Locomotive "Andover" from **Mr. Geri Marjerison**.

Transferred from B&MRRHS Archives to B&MRRHS Hardware Collection:

Framed Photographs: B&MRR Locomotive's 4000 - Flying Yankee - Diesel Electric #1141
Diesel Locomotive 3800 - Builder Photo EMD 4200 - Baldwin Locomotive 0-8-0

B&MRR Train at Melrose Highlands 1935 - B&MRR 4204.

B&MRR System Maps: 1/1/1921 - 1/1/1927 - 1/1/1957 -

Map of Railroad's in New England 1875

Boston & Lowell R.R. System Map 1887

Two Passenger Coach Seats from the **Vermont Railway System** via Jim Nizgus.

Bmrrhs.org website:

The following files have been added to the Bmrrhs.org website:

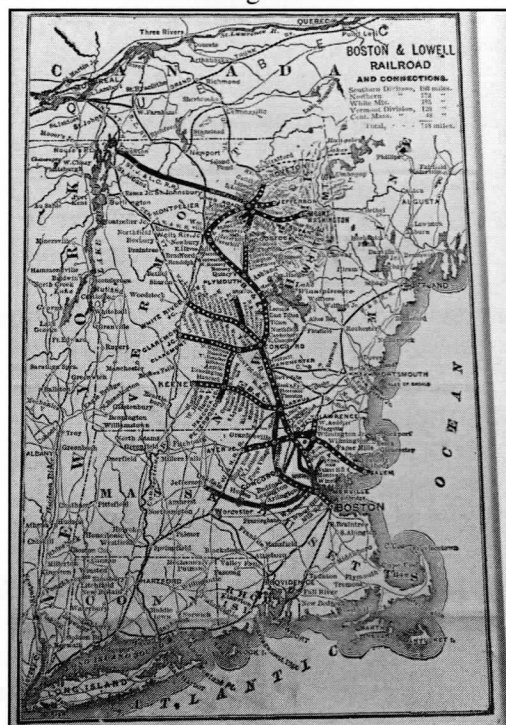
Hardware Collection Year Ended Report December 31, 2014

Hardware Collection Year Ended Report December 31, 2015

Inventory of Donald S. Robinson HO Models in Our Hardware Collection

Respectfully Submitted,

/s/ Richard Nichols Hardware Chairman
Boston & Maine Railroad Historical Society
E-mail: railroad.nichols@gmail.com



Boston & Lowell Railroad System Map Sept 12, 1887



Builders Photo B&MRR Diesel Electric #1141



Builders Photo B&MRR 0-8-0 #640



Builders Photo B&MRR 2-8-4 Berkshire #4000

**FROM THE ARCHIVES
 BY RICK NOWELL**

**BOSTON AND MAINE RAILROAD
 NEW HAMPSHIRE – PORTLAND DIVISION
 ENGINEERING DEPARTMENT**

Concord, New Hampshire
 December 6, 1957

CIRCULAR NO. 67

SCHEDULE FOR OPERATING OF SNOW PLOWS – WINTER SEASON 1957-1958

Plow No.	Symbol	Kind	Headquarters	District
W-3735	#°	ST (Russell)	Lowell, Mass	Lowell Yard
W-3714	x°	DT (Russell)	Concord, N.H.	Concord to Lowell
W-3717	x°	ST (Russell)	Nashua, N.H.	Hillsboro Br. And Nashua Yard
W-3740	x#	ST (Russell)	Concord, N.H.	Concord to W. R. Jct.
W-3723	x#°	ST (Russell)	Concord, N.H.	Concord to Plymouth, Franklin & Tilton Br. Lakeport Br., and P. V. Branch
W-3731	x-r#°	ST (Russell)	W. R. Jt., Vt.	W. R. Jct. to Berlin
W-3738	x#°	ST	Berlin, N.H.	Berlin Yard
W-3720	x°	ST (Russell)	Groveton, N.H.	Groveton to Lancaster incl. Yards
W-3716		DT-X (Russell)	Bellows Fall, Vt.	Bellows Falls to W. R. Jct.

FOOTNOTE:

Plows W-3731, W-3738, W-3740, and W-3735 normally operated without draw bar on nose. Wyes to be used for turning. Demountable draw bar carried in plow. Jordan Spreader W-3593 (Note 3.)

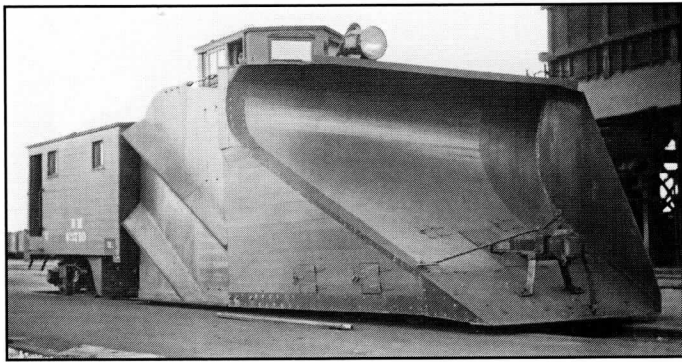
DT – Double Track x – Equipped with 3rd seat
 ST – Single Track x-r -- Equipped with removable 3rd seat
 ° -- Wired for both Steam # -- Equipped with Square Wings
 And Diesel Locomotives ## -- Equipped with extensions, both wings

W-3719	Single	Lawrence,	Lawrence to Manchester Mass.	
W-3741	Double	Lawrence,	Lawrence to Dover and Merrimack Br. Mass.	
W-3721	Single	Manchester	Manchester to Portsmouth and No. Weare Br., N.H.	Fremont Br.
*W-3739	Double	Portsmouth	N.H. Kittery to Salem, Mass. Amesbury Br., Navy Yard Br., Newington Br., Newburyport City RR.	
W-3710	Double		Rigby, Me.	Rigby to Lawrence, Merrimack Br.
W-3715	Single		No. Conway	Intervale to Dover and Wolfeboro Br.
W-3732	Double		Dover, N.H.	Dover to Rigby
W-3750	Single		Dover, N.H.	Dover to No. Conway, Wolfeboro Br., Lakeport Br.

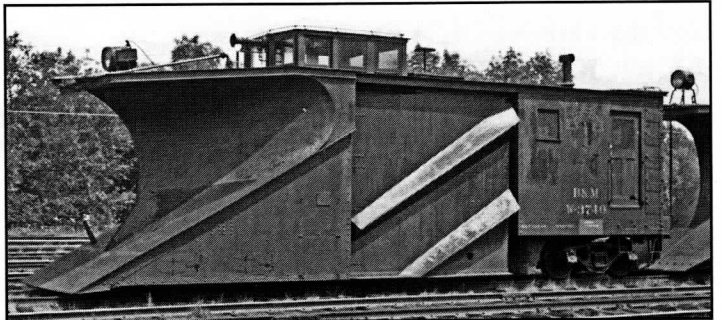
* -- Operates to Bridge Street, Salem, turn on wye, backing into tunnel. Signal Maintainer required to release switch. Trainmaster or other responsible officer should be present to supervise account limited clearance in tunnel.

J. J. Winn
 Division Engineer

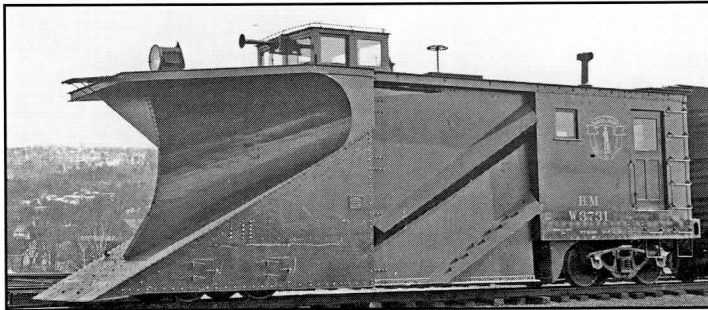
Archives con't on pg.7



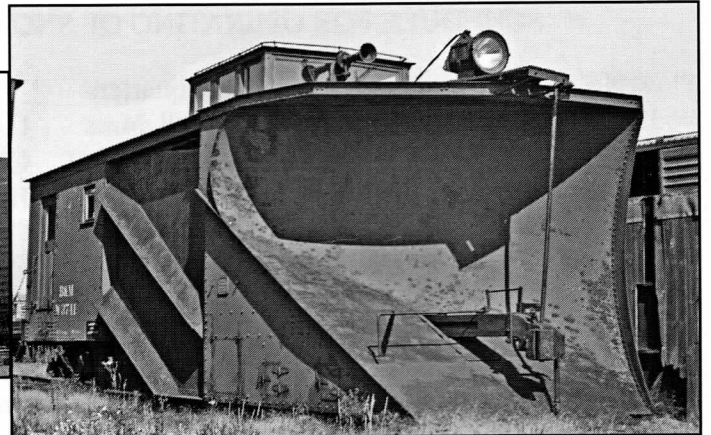
B&M 3710 photographed 1946



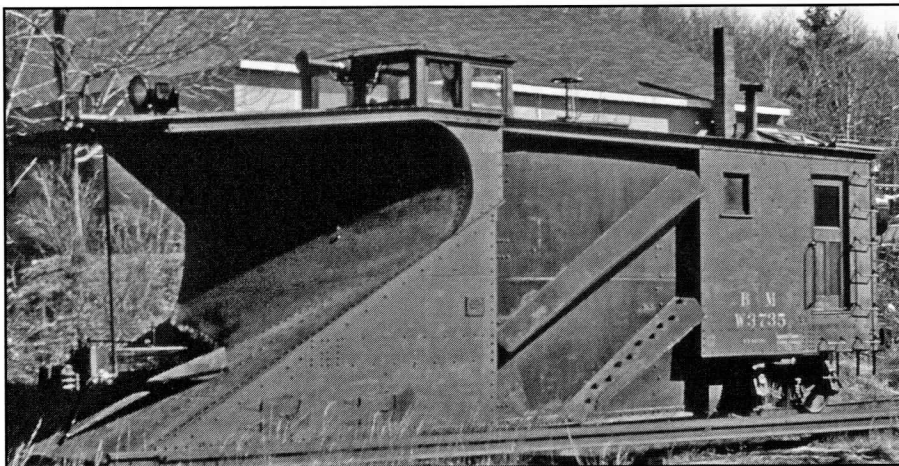
B&M 3740 Concord Aug 1963



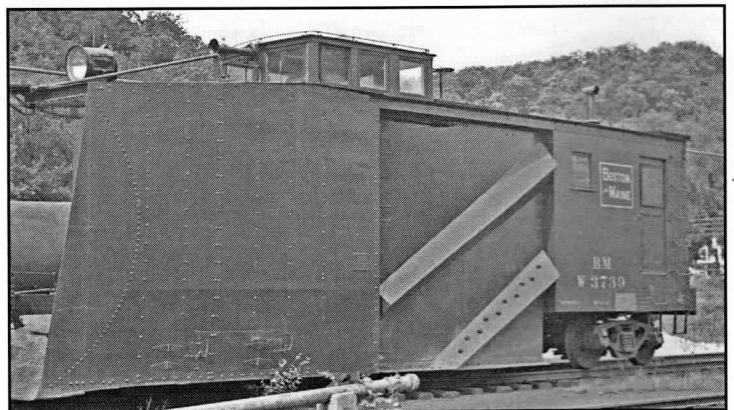
B&M 3731 WRJ Mar 27, 1952



B&M 3741 Mystic Wharf Boston Aug 1964



B&M 3735 Greenville, NH



B&M 3739 WRJ 8/21/65

Archives con't from Pg.5

ARCHIVES NOTES.

1. This article is adapted from an original document, which consists of three mimeographed pages, unnumbered, on Manila paper. B&MRRHS Archives Cat. No. 2004.36.206. Classification C2432 BM 12.1957.
2. "New Hampshire-Portland Division" appears to be a temporary name adopted in anticipation of the merger of the two as the Boston Division in 1958. It accounts for there being two separate tables, one for each of the old divisions. The symbol detail is lacking on the second table. Similar documents were likely prepared for the Terminal and Fitchburg Divisions.
3. The original document includes the name, address, and phone numbers of operators and spare men for all the machines listed in the table and the Jordan Spreader. No headquarters or operating assignment are given for the Jordan Spreader.
4. Although the meaning of the symbol ## is given, no machines were so labeled—perhaps the symbol was carried over from a prior year.

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

TO THE BOARD OF DIRECTORS AND MEMBERS OF THE BOSTON & MAINE RAILROAD HISTORICAL SOCIETY:

The Archives Committee is pleased to submit the following report for the calendar year ended December 31, 2015

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. Researchers may browse the collection or arrange to meet with the Archives Chairman for assistance. The staff at the Center for Lowell History give valuable assistance to researchers and the Committee. We are very appreciative of what they do for us.

Administrative changes at the Center for Lowell History, including the retirement of Director Martha Mayo on November 30, have curtailed the hours that our Archives are open to the public from six to four days. The current hours are Tuesday through Friday, 9:00 AM to 5:00 PM. The new director, Mehmed Ali, has kindly arranged to open the Center one Saturday a month to enable us to continue our Saturday work sessions.

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, Steve Butterworth, Carl Byron, Rick Conard, Bob Farrenkopf, Rick Hurst, Alan LePain, Rick Nowell, Keith Scarlett, Mal Sockol, Henry Taves, Earl Tuson, Dave West, Eric DiVirgilio, and Ellis Walker.

We held 11 work sessions in 2015. This compares with 11 sessions in 2014, 10 in 2013 and 11 in 2012.

The average attendance at our work sessions, inclusive of guests, was 6, as compared to 5 in 2014, 8 in 2013, and 6 in 2012. At our work sessions we research requests for information, organize our collection, and process and file 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 Paul Kosciolk answered a variety of historical inquiries. Mal Sockol took charge of the Archives calendar on the web site. Rick Hurst donated his time to organizing and preserving records at North Chelmsford and picked up donations for processing. Buddy Winiaz assisted with periodicals. Richard Nichols fielded hardware questions. Jim Nigzus continued his valuable help with our accommodations at Chelmsford.

We logged in a total of 58 donations in 2015, as compared with 62 in 2014, 68 in 2013, and 106 in 2012. Donors in 2015 include: David D. Ashenden, David Bastille, Scott Batson, Steven Baxendale, Dana Bishop, B&MRRHS Sales Dept., Charles Cahoon, Becky O. Comer, Rick Conard, Jerry Cook, William Crawford, James P. Denney, Alden Dreyer, Bill Drury, V. William Efthim, Jodi Freeman, Fran Giacomia, Goody's Photos, Joe Grady, Steve Grise, Le Groupe TRAQ, Richard K. Hurst, Estate of Preston S. Johnson, Michael C. Lennon, Timothy and Norman Lewis, Gregg McFarland, Russ Munroe, Richard Nichols, Jim Nigzus, Rick Nowell, Peter Osgood, Edward J. Ozog, Carol Pearson, Tom Pearson, Bradley L. Peters, Carl Riff, Kathryn L. Shirer, Jim Simmons, Douglas N. W. Smith, Charles D. Stephenson, James R. Stoetzel, Virginia Trask, E. Wayne Turnblom, Robert Warren, Robert F. Wilner, Buddy Winiarz, and Allan Zecchini.

Our outreach program includes answering reference questions submitted by inquirers from all over the world. We responded to 562 requests for information in 2015 as compared to 336 requests in 2014, 259 in 2013, and 211 in 2012. It appears that people are learning about us from the website. 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 charge for photo reproduction and copying large documents, and we 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 958 images on the site (up from 727 images in 2014 and 306 in 2013).

Other Committee activities during the year:

- * Supplied copies of Archival documents for mailing with the Society's *Newsletters*.
- * Wrote articles on Archives topics for the *Newsletter*.
- * Continued to organize B&MRR records at North Chelmsford. General records are organized by issuing department. Bridge plans are organized by valuation section. AFE records are organized by AFE number. Material to be cataloged is organized by donor name and lot number.
- * Continued to move high interest items from Chelmsford to Lowell.
- * UpMarch - April 2-16d our catalog, which now has 12,377 entries (12,240 in 2014). We also upMarch - April 2-16d our Valuation Plan Index and other finding aids to reflect the acquisition of new material.
- * UpMarch - April 2-16 our Employee Data Base.

There are now 17,263 (17,232 in 2014) entries in the database, listing employees by name, occupation, and approximate March - April 2-16s of service.

- * Posted Archives items to the "On-Line Archives" section of bmmhs.org.

Archives Committee member Vincent Bernard passed away on December 22, 2015. Vin was an authority on Boston and Maine Railroad signaling and authored a *Bulletin* article on the subject. He was a knowledgeable source of information on signaling questions and provided valuable service to the committee as a proofreader.

Tom Pearson died in September 2015 in California where he resided. He was a generous donor to the Society's Archives and Hardware Collection. Many will recognize his name as the owner of B&MRR lightweight sleeper *Salisbury Beach*.

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.

Respectfully submitted,

/signed/ Rick Nowell

Frederick N. Nowell, III

Chairman, Archives Committee

Amtrak Has Created A New Northeast Corridor Website

This new website focuses on infrastructure projects, and Infrastructure needs to meet the growing demand for Passenger rail. The new website includes project information and up March - April 2-16s, maps, graphics, and other resources about several NEC infrastructure projects now under construction or in the planning stage. One of the highlighted projects is replacement of the Baltimore & Potomac Tunnel in Maryland. Go to nec.amtrak.com.

RAILFONTS. COM.

Looking for a font that replicates a particular railroad font, check out *Railfonts.com*. These fonts are custom created based on actual records of the fonts.

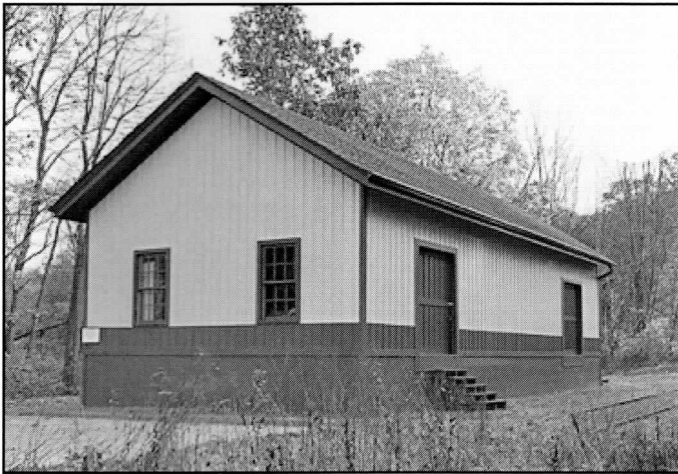
Definitely worth the effort to check out what's offered.

Wayland, MA Freight House Redone.

The building has been newly sided and re-roofed. They didn't restore the original window between the freight doors on the trackside, or build a new platform (I guess for economy reasons), but it looks good!

See MN9, which contained a dimensioned drawing and pre-restoration photos of the building.

Submitted by Jeff Plate



Danvers officials seek train station solution

By Ethan Forman Staff Writer

The 1868 Danvers train station sits on the location of the Townsend Oil land.

The final destination of the town's last remaining train station is anyone's guess, but planners and officials want to see it moved and saved by the spring of 2016.

The station is the last remaining of nine train stations that once dotted the town, and efforts to find a new location for it have been mounted off and on for more than a decade.

Driving the project forward is last year's \$750,000 earmark in a state environmental bond bill. The earmark would pay to renovate the station and relocate it to a municipal lot on Hobart Street. The plan has proven controversial.

Bartha said the earmark could be changed to allow the station to be located on some other piece of town-owned property, though finding just the right site been difficult.

Officials said the owner of the station, Townsend Energy, might want to move the structure to redevelop the property where it sits. Townsend's property is adjacent to the Danvers Rail Trail.

Salem news

Runaway Recalls Northshore Incident

By Alan Burke Staff Writer

It rang a bell when an MBTA commuter train in Braintree took off without a driver and took a wild ride nearly as far as the JFK station in Dorchester till T officials stopped it.

Former Peabody Mayor Mike Bonfanti had good reason to remember a similar incident, closer to home and with a heroic finish.

It happened here on July 6, 1959. An unoccupied freight car came barreling down from the vicinity of the Eastman Gelatin facility all the way to Salem. The Salem Evening News cited suspicions at the time that young boys had climbed aboard the car and released the brake. Blocks meant to keep rolling stock from rolling were also moved.

Very soon the car was traveling at speeds approaching 30 miles per hour, according to the Beverly Evening Times. "There is a steady grade down into Peabody Square and that is how the car built up such speed," according to the newspaper.

The Evening Times said the car passed "eight grade crossings including a 100-yard trip diagonally across Peabody Square at the height of the homebound rush hour." There were no crossing bells or flashing lights to warn people of what was headed their way. Patrolman Albert Lopes, "one of the first to see the car. Blowing his whistle, he warned traffic as motorists jammed on their brakes and pedestrians halted in wonderment."

Meanwhile, both Peabody and Salem police were getting the word and hustling down the track to warn drivers at the various crossings of what was coming.

The runaway car traveled 21/2 miles before it was stopped. It was a minor incident, soon forgotten.

The Salem News

Grafton & Upton Railway Expansion

The G & U Railway received the Surface Transportation Board's long-delayed approval to construct and operate a liquefied propane gas unloading facility. The decision, on September 2014, stated that federal pre-emption applies to the railroad's plan to build the facility at its rail yard in North Grafton, MA. From the beginning, the 'railroad insisted the town cannot bar the facility because federal interstate commerce law trumps the town bylaws under the preemption doctrine. The railroad's owner, Jon Priscoli, said he had been vindicated. "After two years, hundreds of thousands of dollars in legal fees, and the loss of associated business, we now can proceed with construction plans. I would hope that the town will stop trying to obstruct the railroad's business and cooperate with us, to developing a safe facility to distribute this increasingly needed commodity to customers throughout the region?"

The 470 470 Railroad Club

The Mystic Wharf Coal Plant

By J. J. Burke, Chief Inspector of Work Equipment

In its coal plant at Mystic Wharf the Boston and Maine has one of the most modern and largest capacity coal discharging plants on the Atlantic seaboard.

Handling every pound of locomotive fuel used on our system, and an ever-increasing volume of commercial bituminous coal, it is a very busy producer of revenue and road-haul freight.

The five new towers, three commissioned in September 1926, and two in February 1928, are the latest word in coal handling machinery. Equipped with three-ton grabs and operating by steam they are regularly discharging 7500 gross tons of coal from steamers docking at 8 a.m. and sailing at 4 p.m. or a few minutes later the same day.

Operating in conjunction with these towers, and shown in the left foreground of the accompanying print, is a reclaiming bridge whose function it is to receive coal not immediately wanted on cars, from the towers and place it in storage, and to move that coal as wanted from storage onto cars.

The bridge operates parallel with the wharf on rails 900 feet long and 315 feet center to center, and has a clearance sufficient to permit the piling of coal to a height of 40 feet, thus making it possible when necessary to have a stock of some 150,000 tons of coal in storage and available at any time for loading to cars.

This bridge, also operating by steam, has a six-ton grab and handling capacity storage. Coal is handled in the area thus served both the Boston and Maine and for commercial dealers. In 1927 the coal plant at Mystic handled 1,024,441 gross tons of railroad fuel and 437,092 gross tons of bituminous, all of which went on cars either direct or via the storage pile.

In the 11 working days from July 14 the plant has handled 37,000 tons of Boston and Maine and 30,000 tons of commercial coal.

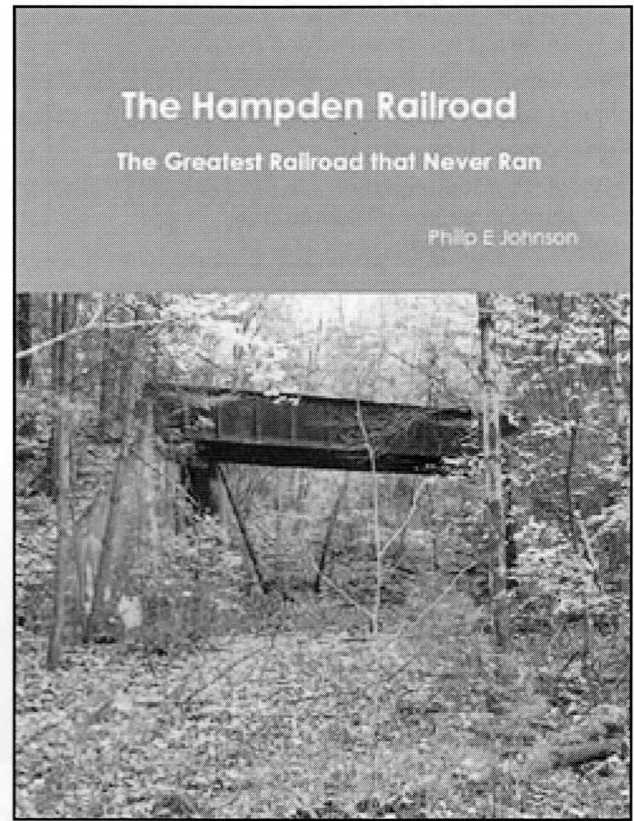
B&M Employees magazine

The Hampden Railroad

The Greatest Railroad that Never Ran

By Philip Johnson

For anyone seeking a better understanding of the formation of New England railroads, "The Hampden Railroad" is another volume that is a must-have for your library. As a late bloomer, the Hampden was incorporated in 1910. Most New England railroads were built and established in the mid to late 1800's. The Central Mass was one that was completed by the Boston & Lowell, which became a part of the extensive Boston & Maine RR. The Central Mass extended between Northampton and Boston, MA North Station.



Shortly after the turn of the century Charles Mellon became the president of both the Boston & Maine and the New Haven Railroads. Discreetly following the directives of the powerful banker J. P. Morgan Mellon sought to combine both systems to form a direct south to north link by directly competing with the Boston & Albany. The Central Mass became part of the scheme.

In ways that are still unknown, Mellon organized the Hampden Railroad. This 14-mile line stretched between Springfield and the obscure cornfields of Bondsville, MA connecting the New Haven with the Central Mass. Philip Johnson's book, "The Hampden Railroad", tells the story. The construction is well documented with crisp construction photos.

Johnson's book further delves into all of the details including a plethora of the many construction photos. He could not include all of the hundreds taken but we expect a follow-up volume. The text is well written and fully describes the "Railroad that never was." Only two inspection trains were known to have traversed this overbuilt and magnificent example of 1912 engineering. Overall, "The Hampden Railroad" is a well-written volume having quality photo reproduction, and a must for anyone wishing to further understand a grand era of New England railroading.

Philip Opielowski, Palmer Library Railroad Advisory Board

Making Tracks

By Larissa Mullkern

A historically accurate scale model of the B&M line and stations in the five villages of Wakefield is under construction at the Wakefield Heritage Commissioners antique Freight House in Union.

The Freight House, built in 1875, is situated in Heritage Park on Route 125 just across the tracks of the restored Union Station and Museum and the 1902 Russell snowplow.

From the outside, the Freight House is a simple, utilitarian structure. Inside, however, the Freight House is ground zero for a team of model railroad experts who are assembling a working HO scale model of the railway line as it served the five villages – Union, Sanbornville, Wakefield Corner, Burleyville and North Wakefield – in 1909. Aside from the railway model the Freight House features the new Heritage Centre with displays of antiquities, photographs and equipment related to the region.

The construction crew includes Rich Breton and Ken White, both of Rochester, and lead consultant Bill Gaver of Brookfield. The construction crew includes Jill and Brian Bollinger of Belmont, Lee Gridley of Ossipee, Tony Keegan of Wolfeboro, Nelson Kennedy of Alton Bay, Dave Sias of Meredith, Phil Twombly of Sanbornville and Bob Verdonck of Moulton Borough.

Wakefield Heritage Commission Chairman Pam has stated that layout exceeded her expectations. It will teach our residents tourists and children about the heritage of our villages and the role of the railway in the growth of our community.

Members researched the history of the Boston & Maine Railroad in archives at the University of Massachusetts in Lowell. The rail line transported tourists from Boston to the North Country, hauled ice harvested from local lakes and other goods like lumber. Industries that thrived here in 1909 include mica mining, farming, shoe manufacturing, making lumber products and farming. While the focus of this project is on the rail line and heritage throughout the five villages of Wakefield, trains traveled to parts north and over to Wolfeboro

Meticulous work

The team is carefully documenting the project. Breton has drawn diagrams for future repairs and to share knowledge and methods with other model enthusiasts. At this stage, all the main wiring is in place. Volunteer Dave Sias created the electrical “brain board” to control all the electrical components with the help of Tony Keegan and Nelson Kennedy running wire and checking circuits. Lee Gridley painted the sky blue backdrop.

Crewmembers are busy building rail cars and stations. Breton handmade the replica of the railway turntable and

has been working on a replica of the Mathews Station, which was located in North Wakefield.

Structures along the route will include the five stations, Flagman’s House, Sanborn House, the Badman House and Scale House and sheds

“This model project is unique in that it will be historically accurate, said Breton. Crew members, many who belong to the National Model Railroad Association, studied old photographs from which to replicate the station models, The Boston and Maine archives provided diagrams and maps of where the tracks were laid and descriptions of all the structures on the line”, said Gaven.

Once completed, 165 feet of railway, with 36 turnouts, five handcrafted stations, landscaping, scenery and little people will populate the model.

For more information, visit www.historicwakefieldnh.com, or email wakefieldheritage@yahoo.com.

The Heritage Centre and Union Station are open weekends through August, Saturdays and Sundays from noon to 4 p.m., rain or shine. Donations can be mailed in care of the Wakefield Heritage Commission, 2 High St., Sanbornville, NH 03872 or call 998-6860.

Union Leader submitted by Wayne Gagnon and Roger Bruns

Rail Rehab Proposed For 42 Miles Of Track

By John Quinn Union Leader Correspondent

Work to improve a 42-mile stretch of track between Ossipee and Rollinsford will soon get underway if the Executive Council gives its blessing. The project — which will be paid for by a combination of federal, state and railroad company funds — will expand the line by 0.7 miles in Ossipee. It involves the rehabilitation of two railroad crossings at the mill in Somersworth and realigning the junction on Acton Ridge in Wakefield.

NH Northcoast Railroad, which owns and operates the line, will be able to transport more sand, gravel and propane in 286,000-pound rail cars along the network. Dean Boylan, chief executive officer of Boston Sand & Gravel, which owns the railroad, has said the upgrades will help reduce traffic on area roads and expand opportunities near the end of the line in Ossipee.

Boylan said up to 700,000 pounds of materials in 30 rail cars is shipped three times a week on the stretch of track. The materials are processed and shipped south from the 2,400-acre Ossipee Aggregates site to a 21-acre facility in Rochester or via Pan Am Railways in Dover to Boston Sand & Gravel’s facility in Boston, Mass.

The project will be paid for by \$1.4 million in federal funds from the U.S. Department Transportation’s Transportation

Investment Generating Economy Recovery (TIGER) program. NH Northcoast will provide \$450,000, while the state will contribute \$150,000 in matching funds.

"This also still has to be approved by New Hampshire's Executive Council," DOT spokesman Bill Boynton said.

"The Northcoast line connects to the national freight rail network via Boston and is a vital transportation link for the Granite State. These repairs will complete a multi-year effort to modernize the rail line in partnership with local communities and the private sector," Democrat Shea-Porter wrote in a news release.

Steam Sunset at St. Johnsbury

By Bob MacDonald

The expression "If only—" are regretful Words spoken of missed opportunities from times passed. Back in 1949, With a realization I had even then missed out on experiencing some of the fast-vanishing scenes of the steam age, it occurred to me I had to act quickly or forfeit trips to inspect some remaining railroad steam centers accessible Within constraints of time and distance.

One such place had to be St. Johnsbury, Vermont, a terminal whose rails served not only three major New England carriers, Canadian Pacific, Maine Central and the Boston & Maine, but also a colorful shortline, the St. Johnsbury & Lamoille County RR (shortly after its name-change from St. Johnsbury & Lake Champlain).

The Saint "J" had been owned by the Boston & Maine for many years, so it's no surprise its motive power would have been supplied by the parent carrier. For most of its steam-age history, its livery consisted of six-wheel switchers, eight-wheelers, ten-wheelers, moguls and consolidations. At the time of my visit to St. Johnsbury in July of 1949, there were only three steam engines of Boston & Maine vintage left; two 2-8-Os and one 0-6-0. Each represented the very oldest of their type remaining and the B&M, Classes K-7 and G-10, respectively, built early in the Twentieth Century. Dieselization had already taken over much of the St. J's power, especially that used on through trains between terminals. Such trains in 1949 were powered by multiples of 70-ton diesels. But I was there to seek out and enjoy fading sights of steam—live or dead.

To ensure maximum activity in the St. Johnsbury yard, my visit required a night train, the Canadian Pacific "Red Wing" to Montreal, affording an early dawn arrival prior to train activities. This was July 16, 1949 and 4-6-2, CPR No. 2583, north, powered my train from White River Jct. The StJ had just received a pair of steam switchers from the McKeesport Connecting R.R. in Pennsylvania. One of these, the 27, was stored but later in the morning, the other, the 30, became actively engaged in switching the extensive yard which

served all carriers reaching the terminal. Testimony to "safety first" was evident on the McKeesport engines, with grab irons and railings all over, including encirclement of domes. There were two of the once-familiar Consolidation types, ex Boston & Maine Class K-7, both in dead storage, the 36 and 42. These for many decades could be seen double-headed on through trains between St. Johnsbury and Swanton, VT. Now they all had been replaced by diesels and soon these last two would join the others on the scrap line.

A joyous moment came when their last former B&M Class G-10 0-6-0, No. 24, was tired up and chuffed onto the turntable for a local run. This diminutive tum-of-the-century steamer was, indeed, a last of its kind from a very large fleet, already gone from the Boston & Maine itself. Meanwhile, a Maine Central freight had arrived from Portland with a Class S 2-8-2, the 636. How convenient the huge freighter should be serviced side by side with the midget Switcher! It made for a very nice photo opportunity, as you can see.

Although mostly dieselized, the CPR still had some local runs with steam using small 4-6-Os. Two of these passed through St. Johnsbury while I was present. These were the 1073 on a milk train and the 1081 on a way freight. It would be only a matter of days before these would head for storage and eventual scrapping at the CP's Angus shops in Montreal.

I hadn't been too late to catch steam action at St. Johnsbury, Vermont, but certainly the sun was setting and the glory days of steam had passed...

Light Iron Digest submitted by Frank Klock

NEMCO Name Change

I have read in your publication a few times references to the "NEMCO" switcher at Ayer MA (off Pan Am) still being the "Horizon Milling" switcher. Thing is, it's been some months since the facility changed names AGAIN. They are now "Arden Mills". I have yet to see anyone use the new name. So I thought I'd let you know so future references can be more accurate. Attached is a photo of the locomotive... in the rain... under clouds... BUT you can see the hasty name change on the cab.

Submitted by Jonelle DeFelice

New Image Paint Scheme

The B&M "new image" paint scheme evolved in 1956 with new box cars and a few RDCs, the B&M GP-9 locos delivered throughout 1957 were the first road locomotives to display the new design. A few B&M F2 and F3 diesels, and a lone E7 (B&M 3814) were not painted until after March of 1957. Likewise the B&M steel buggies did not see blue paint until 1957.

Submitted by Tom Thompson

BOSTON AND MAINE RAILROAD

Executive Department

Boston, June 14, 1928.

TO ALL CONCERNED:-

Effective at once certain of our important freight trains will be named as shown below:-

R. B. 2	-	The Pathfinder	B. M. 3	-	The Big Chief
R. B. 4	-	The Greyhound	B. R. 1	-	The Hoosac Flyer
U. B. 2	-	The Coaster	B. U. 1	-	The North Star
J. B. 490	-	The Scout	B. J. 1	-	The Premier
M. P. 2	-	The Forest City	P. M. 1	-	The Clipper
M. S. 2	-	The Nonotuck	S. M. 1	-	The Mohawk
M. W. 2	-	The Night Hawk	W. M. 1	-	The Westerner
		M. B. 6	-		The Hubber

It is felt that there is real value to be gained by giving these named trains as much publicity as possible and in referring to them either in correspondence or conversation the names should be used instead of symbols.

J. W. SMITH,
General Manager.

BOSTON & MAINE RAILROAD
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