

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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July – August 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.

July 30 and 31 – Lowell Folk Festival, downtown Lowell. Steam locomotive #410 and railcar on Dutton Street will be open for tours from 10:00 AM to 5:00 PM on Saturday and Sunday.

August – No regular meeting

Sept. 17 – We will be meeting at the Nashua Valley Model Railroad Club's layout in Shirley, Mass. They are graciously allowing us to come and enjoy running trains on their layout. ***Please note date as to recently scheduled to avoid conflict with other September activities. A special flyer will be in our newsletter with directions and details.

---Special Note---

The B&M railcar the society maintains as a railroad exhibit in Lowell will be open on Saturdays starting July 9th through August 27th from 1:00 PM to 4:00 PM.(contingent upon volunteer availability). Please check society phone for any cancellations.

Jerry Kelley, A Student Of The Hoosac Tunnel, Gave An Impressive Presentation About Building The Tunnel.

By Frederick Nowell



Jim Nigus, B&MRRHS Program Coordinator, welcomes the audience to Plymouth depot.

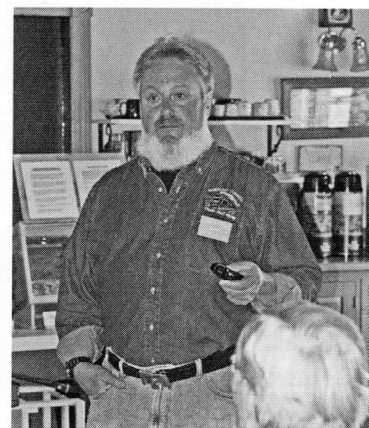
His talk was well received by crowd of fifty-six B&MRRHS members and friends who were on hand for our up-count meeting at the former B&M depot.

Jerry's talk was well illustrated with contemporary photographs of the construction area. His talk began with a description of the drilling process and the use and evolution of nitroglycerine. He explained and showed the variety of structures that were required: workers' housing, alignment towers, blacksmith shop, compressor house, and the acid (nitroglycerine) factory. Jerry's talk covered the activities at the East Portal, the Central Shaft, and the West Portal, and contrasted the difficulty of blasting through solid rock at the East Portal with the hazards of loose earth and limestone at the

Jerry can't on pg. 3



An enthusiastic crowd of fifty-six members and friends was on hand to see Jerry's presentation.



Jerry Kelley describes the construction of the Hoosac Tunnel at B&MRRHS meeting at Plymouth, N.H. station,

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

bmrhs@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. Kosciolęk
Treasurer	Paul T. Kosciolęk
Secretary	Wayne M. Gagnon
Clerk	Michael E. Basile, Jr.

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David Hampton	Russell F. Munroe	Mal Sockol

Alternate Directors

Jerry Kelley

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Hardware Co-Chairmen	Fred Brown and Dan Hyde
Historian	Russ Munroe
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Modelers Notes Editor	Bob Warren
Newsletter Editor	Bob Warren
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Show Coordinator	Jim Nigzus
Webmaster	Jim Nigzus, Jr.

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

HELP WANTED: RAILROAD SHOW ASSISTANTS

Help load and unload van with sale merchandise
Help set up and break down show tables
Assist with sales
No experience required but a chance to show your support
for our Society
Contact Jim Nigzus knigzus@comcast.net

Jerry con't from pg. 1



Jerry has built a number of models of Hoosac Tunnel structures and equipment.

West Portal where a brick factory was built to make lining brick for the west end.

Turning to the present day, Jerry gave his thoughts on the difficulties and possible solutions to making the tunnel large enough to handle double stack containers. The 1911-1946 electrification was described in connection with the electric power generation equipment that was needed.

Jerry is a former director and currently an alternate director of the B&MRRHS, who saw to all the details, including the sales tables, arranged the meeting.

We thank the Plymouth Senior Center for permitting us to use their facility. The presentation was made in the spacious former dining room of the Plymouth station, Plymouth, N.H., May 21, 2016

Rick Nowell photos



Steam Locomotive #410 Grant Recipient

The Boston & Maine Railroad Historical Society is pleased to announce that we have been awarded one of two 2016 Russell Rylko Memorial Grants. The Mystic Valley Railway Society, Inc administers these grants. The MVRS was founded in 1970 as a non-profit educational corporation. This grant recognizes the accomplishments of W. Russell Rylko, the society's founding president and his direct impact on its success over a forty-three year period until his passing in 2013.

We have been presented with a grant totaling \$3,000 to help finish the interior of the cabin of steam locomotive #410. One small dedicated group of volunteers who selflessly give of their time to maintain this locomotive are delighted to receive this grant. If anyone is interested in helping on this worthwhile project, please contact the society either by phone or by the website.

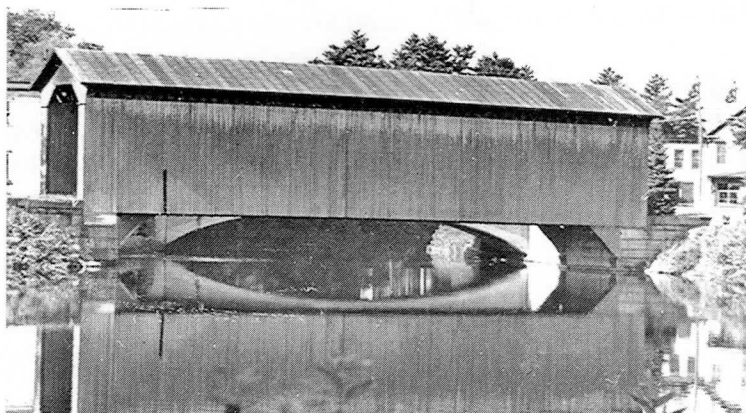


I was pleasantly surprised to see my photograph of B&M train 712 emerging from the Bellows Falls (VT) tunnel on page 8 of the Summer 2016 issue of *Classic Trains*.

I took the photo on a visit to Vermont on Nov 5, 1949. “*Classic Trains*” thought it would make a good scene on a model railroad.

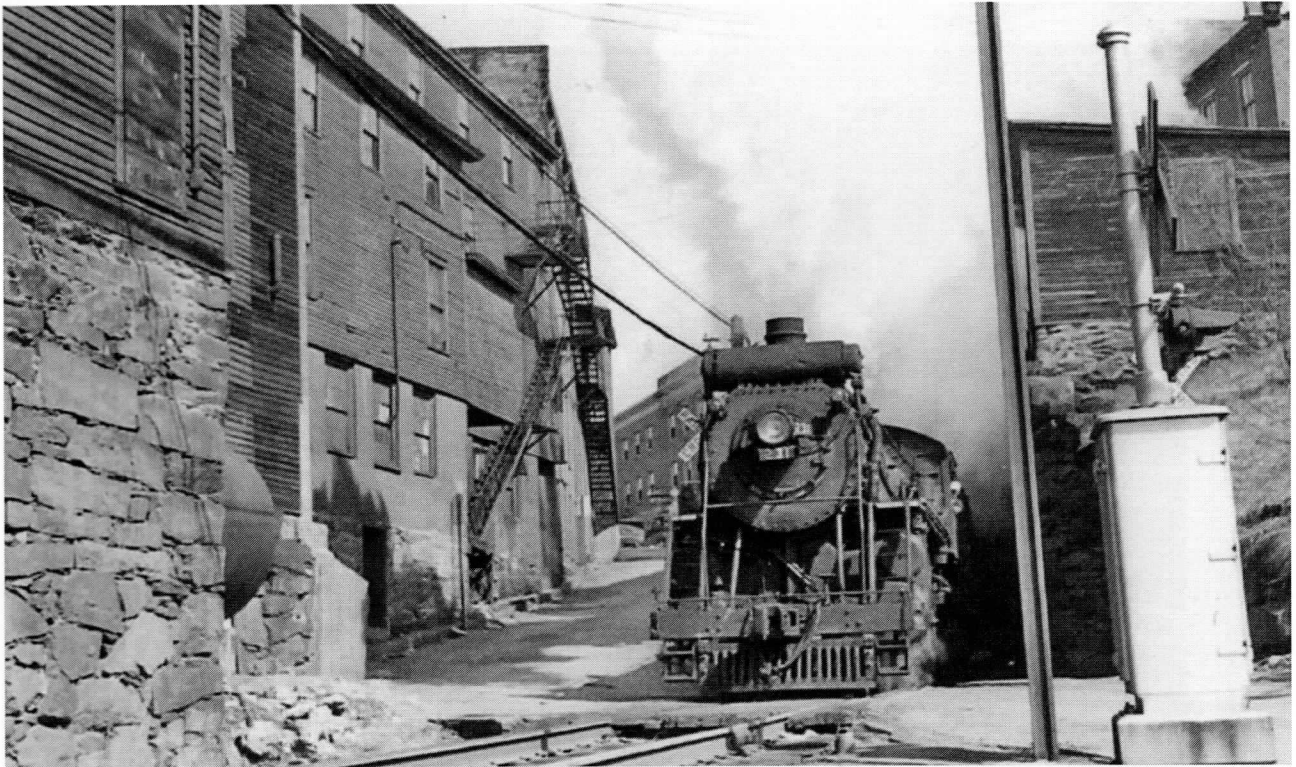
Dwight Smith

Goffstown covered
railroad bridge



Bruce Bowden collection

July – August 2016



Another of my photographs of the Bellows Falls tunnel. This one is dated April 1951. It's the same train (B&M #712), a daily local passenger train from White River Jct. VT to Springfield, MA. The first 15 miles of the train's journey is over the Central Vermont tracks from White River Jct. VT to Windsor, VT. The Central Vermont received revenue for every Boston & Maine passenger that rode B&M passenger trains between White River and Windsor. (There were no CV passenger trains over this line). To balance out expenses and income for part of the year a contract was worked out that B&M train 712 was powered by a CV locomotive and a CV train crew.

Thus on this day in 1951 B&M train # 712 was powered by CV 4-6-2 # 231.

Dwight Smith

Magnolia, Mass

The center of Magnolia was but a short stroll along a footpath where trains from nearby Manchester made it convenient to get to Boston.

At the dawn of the twentieth century, Magnolia was well known as a vacation destination. During the Victorian era many wealthy businessmen and their families built large mansions along Shore Road, which were staffed by newly arrived immigrants to Massachusetts. They served the transient summer residents and visitors as servants, cooks, housekeepers, gardeners and clerks in the posh branch stores of firms from New York City, London, Paris, and Palm Beach that lined both sides of Lexington Avenue.

Wikipedia, the free encyclopedia





This image represents what the “Flying Yankee”- Boston and Maine #6000 (Budd, Philadelphia, 1935) would look like on the grounds of the Don and Laura and family’s Steenbeke property in Concord, NH (former Concord Railroad and Boston and Maine “Concord Shops)..you can add picnic tables, antique cars and trucks, Concord stagecoaches, music, barbeques, garden rail set-ups, “speeder cars”, unlimited venues....

To make this image become REAL, the new group of Flying Yankee volunteers are doing research, trying to arouse publicity to reach new levels of business and community patronage, generate donations, create new partnerships with City of Concord and surrounding communities, and to add new members to its roster and rebuild a membership community that has been idle for several years, to help move the train set from Lincoln to Concord, NH in the future. To do this requires funds and “support in kind”.

Conductor is calling “ALL ABOARD” ..please join us in this project to bring her home..check out www.flyingyankee.com for more details..

Wayne Gagnon, FYRG, and the “second trick crew”

WISH TO DONATE:

We make it easy with Credit Cards. Pay-Pal account not required or Mail to our Address below.

The Flying Yankee is a non-profit 501-C(3) organization and all donations are tax deductible.

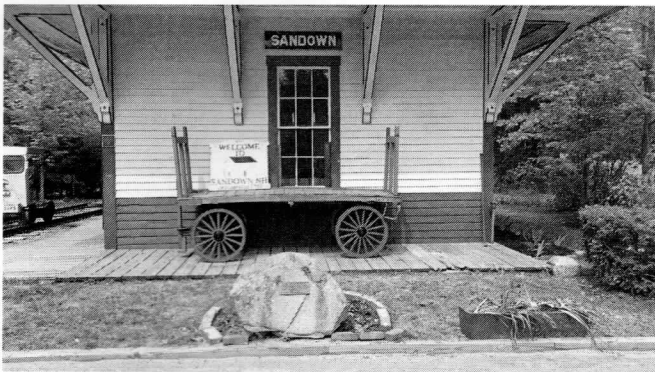
OUR ADDRESS:

Contact: Flying Yankee Restoration Group, Inc.

c/o Wayne M. Gagnon PO Box 886Keene, NH 03431

E-mail: wgagnon001@ne.rr.com

Worcester, Nashua and Portland Next stop SANDOWN DEPOT



End view of former W, N & P station



The Depot is the former B&M railroad station in Sandown, NH. This wood-frame building was built in 1873-74 by the Nashua and Rochester Railroad, which was eventually absorbed by the Boston and Maine. It is the best preserved of the surviving Nashua and Rochester's stations remaining relatively unaltered since its construction and still in its original location. The station was a major location on a heavily traveled single track, with support services including a telegraph office, post office, freight depot, and a large siding area with capacity for 62 cars. It consequently became a major point of civic activity in this rural town. Rail traffic declined in the early 1930s, and the rails were taken up in 1935. The depot building was used by the state highway department as a storage facility between 1934 and 1977 and has since been converted to a local history museum.

The station was listed on the National Register of Historic Places in 1986

Heritage of the W, N, & P

The Worcester and Nashua Railroad was organized in 1845, opened 1848 and the Nashua and Rochester Railroad in 1847, forming a line between Worcester, Massachusetts, and Rochester, New Hampshire via Nashua. The W&N leased the N&R in 1874, and the two companies merged into the Worcester, Nashua and Rochester Railroad in 1883. The B&M leased the line on January 1, 1886. This acquisition also

included the continuation from Rochester to Portland, Maine.

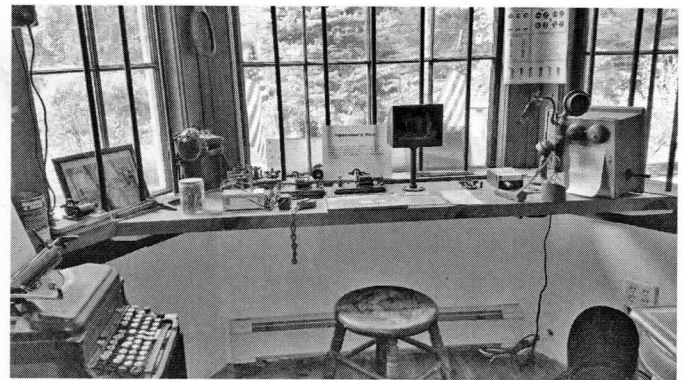
Incorporated in 1846 as the York and Cumberland Railroad. It opened partially in 1851 and 1853 was reorganized as the Portland and Rochester Railroad in 1867. Opened the rest of the way in 1871. It was again reorganized in 1881 and then operated in conjunction with the line to Worcester.

Today, the station is becoming the museum for the entire WN&P division.

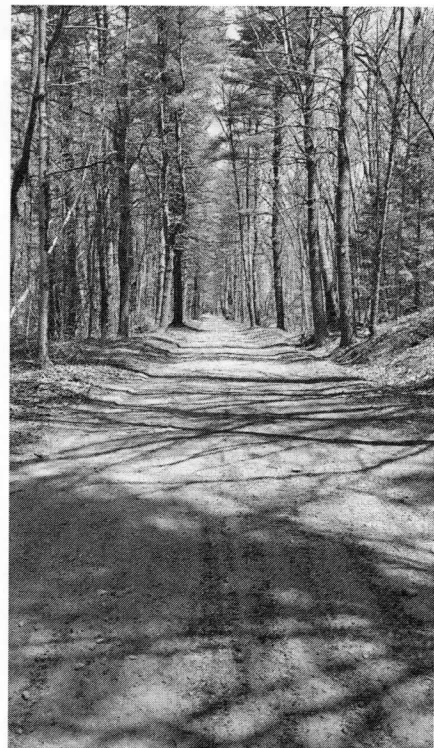
Members of the Sandown Historical Society along with other interested individuals banded together to repair the Sandown, NH station to its former glory.

We are seeking people to obtain memberships with the Sandown Historical Society, which encompasses the WN&P museum. Volunteers are more than welcome.

The society's website is www.sandownnhdepot.org



Operator Bay



Former roadbed

Railcar News

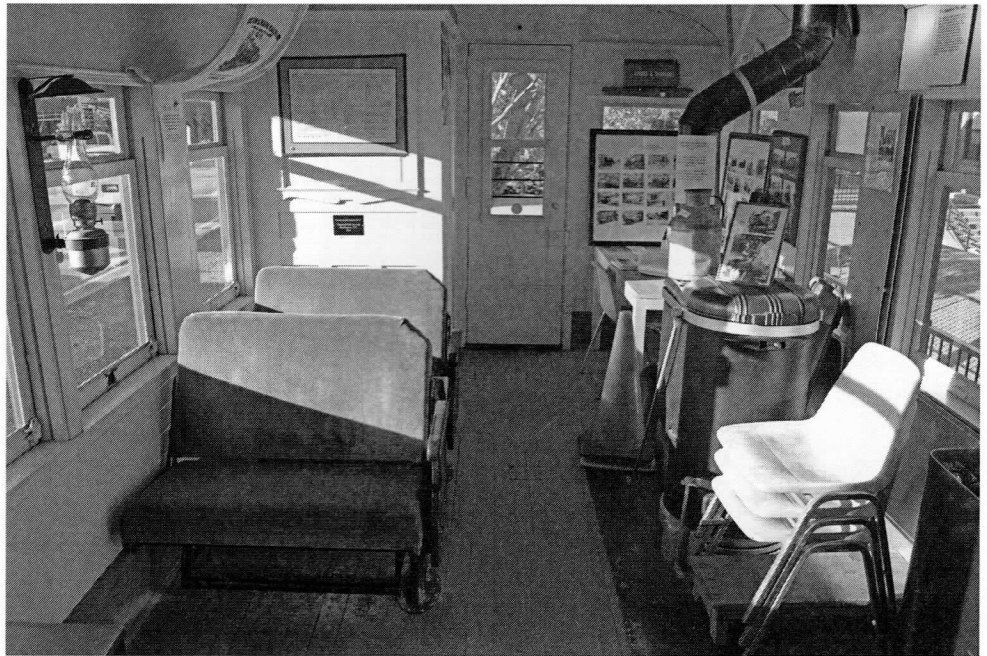
The coach where our railroad exhibit is housed in downtown Lowell has always been missing one essential thing - coach seats. Through the generosity of the Vermont Rail System in Burlington, VT we no longer have that problem. The Railroad donated two velour covered “walk-over” period seats for the coach. We picked the seats up at the former B&M North Walpole, NH roundhouse. The frames of the seats were all repainted and the cushions were shampooed and cleaned, we then installed them in the coach.

Our sincere thanks go out to the folks at the Vermont Railway System for making this happen including Bob Popovac, Scott Whitney and Asst. Vice President Selden Houghton

Thank you on behalf of the members of the B&MRRHS.

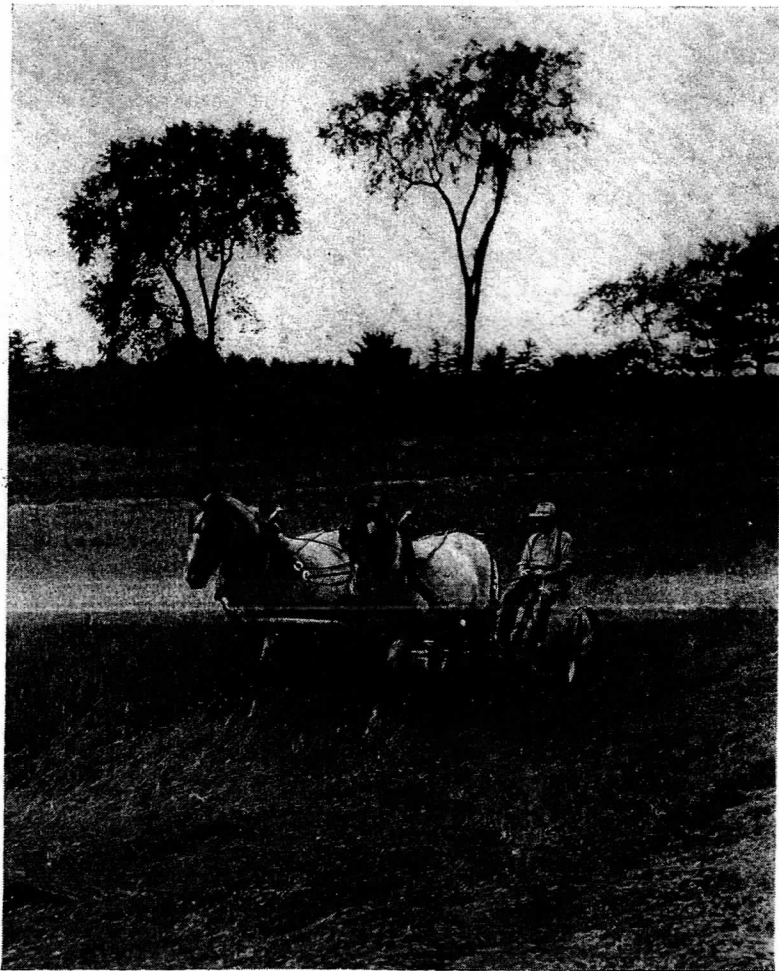
Jim Nigus

**Coach seats donated by
Vermont Rail System
Burlington, VT
2016**



Nick Palazini photo

Menu



Typically New England



MINUTE MAN SERVICE

If you wish — This menu may be a souvenir of your trip.

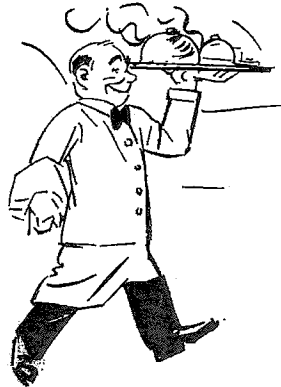


Table Talk

CHOWDER

Featured in this menu, as "Boston and Maine Recipe of the Month", is a widely known and popular dish — New England Clam Chowder. Tasty and nourishing, it may be served as a hearty main dish or as a tempting appetizer. If you haven't had a New England Clam Chowder we hope you will try one here in the Restaurant Lounge Car.

We might suggest another fine opportunity to partake of an excellent New England fish dinner, clam chowder and all. The One Day Summer Excursion Tours being operated this season by the Boston and Maine Railroad include trips to Portland, Maine, Gloucester and Rockport on Cape Ann, Mass., and to historic Kennebunkport, Maine. These trips afford ample time to thoroughly enjoy a famous shore dinner at any of these points in a manner and tradition of many years standing.

New Englanders are proud of their Chowders. If you haven't tried one, do so and see if you don't agree that they are delicious!

BOSTON and MAINE RECIPE OF THE MONTH

NEW ENGLAND CLAM CHOWDER

Cook
1 Quart Clams for 20 minutes
Strain off the juice and save it.
Chop the clams very fine.

Chop
1/8 Pound fat salt pork very fine and
try out.

Add
1 Medium onion chopped fine and cook
in fat until pork is dry and onion
cooked but not browned.
Strain, saving the pork, onion and
fat.

To
1/2 Cup pork fat

Add
1 Pint each of scalded milk and med-
ium cream.
Bring to boil, stirring to prevent
burning.
Add the chopped clams, juice, pork
and onion and
1 Cup cooked diced potato and
Salt and pepper to taste.

Ales and Beers

Budweiser Beer .....	.40	Narragansett Beer .....	.40
Ballantine Ale .....	.40	Schlitz Beer .....	.40
Carlings Red Cap Ale .....	.40	Pabst Blue Ribbon .....	.40
Kreugers Ale or Beer .....	.40	Miller High Life .....	.40

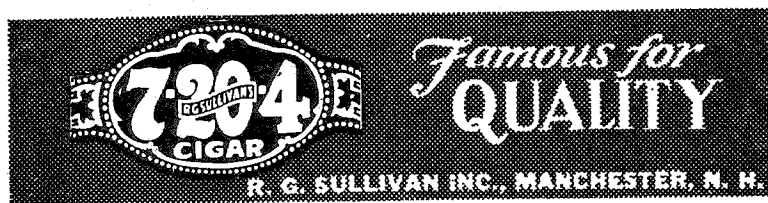
Mineral Waters, etc.

Canada Dry Club Soda .....	.15	Alka Seltzer .....	.15
Canada Dry Ginger Ale .....	.15	Bromo Seltzer	Ind. .15
Cott Ginger Ale .....	.15	Aspirin Tablets	Box .15
Coca Cola .....	.15	Poland Water (Natural)	
Pepsi Cola .....	.15	Bottle ....	.35
		Half Bottle....	.25
Quinac Water....	.15		

Cigars and Cigarettes

Corona Perfectos .....	.25	Cigarettes	
Blackstone Cabinets .....	.20	Domestic Blends .....	.30
Overland Perfectos .....	.20		
7-20-4 Londres .....	.15		
Playing Cards .....	.75		

The Boston and Maine Railroad wishes to insure that everyone and especially passengers traveling with children, have an opportunity to eat enroute. Stewards will, therefore, decline to serve beverages at tables when passengers desiring food are waiting for seats. Alcoholic beverages sold only subject to State Regulations.





Relax . . .

You're traveling the Easy Way

Train travel is your best bet for care-free transportation the EASY WAY. Just sit back and RELAX. Enjoy your ride and watch the beautiful New England countryside roll by. Remember — whenever you

travel through northern New England on a business or pleasure trip this season —

**TAKE IT EASY —
TAKE
THE
TRAIN**



August, 1953

Jerome Press  Boston, Mass.

Lester Stephenson Collection