

Boston & Maine Railroad Historical Society
Incorporated

NEWSLETTER

Meeting/Membership telephone: 978-454-3600

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May–June 2018

www.bmrrhs.org



Pan Am's PLED (Plainville, Connecticut to East Deerfield) pulls out of the Mount Tom power station in Holyoke on February 23, 2018. This may have been the last move out of the yard. See page 6 to learn what the four locomotives were hauling. Photo by Kevin Burkholder, BSRM.

B&MRRHS CALENDAR

SATURDAY, MAY 12, 1:00–3:30 PM

Plymouth Regional Senior Center

(The former Plymouth B&M station)

8 Depot St., Plymouth, New Hampshire

“Through a Trainman’s Eyes,” presented by Gary Gurske, who began his career as brakeman with Penn Central in 1970, eventually retiring from Conrail. He worked various locals in Connecticut, then Springfield, Beacon Park, and

the B&M’s Boston engine house. Gary was even part of the crew handling the Barnum & Bailey train.

JUNE

There will be no June meeting.

E-UPDATES

Members who would like to receive meeting updates electronically are invited to send their e-mail addresses to MalSockol@aol.com.

NEWSLETTER

The Boston & Maine Railroad Historical Society *Newsletter* is published six times a year.

The editor welcomes articles, photographs, and news items about the B&MRRHS and the Boston & Maine Railroad, the B&M's predecessors and successors, as well as news about other New England railroads. It is best to query the editor before submitting material. We reserve the right to edit all material submitted for publication.

Opinions expressed in the *Newsletter* do not necessarily represent the views of the Society, its officers, or members. Reference in the *Newsletter* to commercial products or services is for the convenience of the membership only, and in no way constitutes an endorsement by the Society.

Please send Newsletter correspondence to
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MEMBERSHIP DUES

Dues are payable by check, money order, postal money order, or cash (in person only). Sorry, but we cannot accept credit cards. All payments in US dollars. Please allow four to six weeks for processing.

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

Please send membership requests and questions to Membership, B&MRRHS, PO Box 469, Derry, NH 03038-0469.

All other correspondence — including catalog orders, correspondence with the Board of Directors, Archives, Historian, or Bulletin — goes to B&MRRHS, PO Box 9116, Lowell, MA 01853. You can also e-mail bmrrhs@gmail.com.

CHANGE OF ADDRESS

Please let the Society know your new address before you move. Returned and forwarded mail costs the Society money.

MEMBERSHIP RENEWAL

- Notices are sent monthly based on members' renewal dates. Envelopes are clearly marked "RENEWAL NOTICE."
- If a member does not pay within the renewal month, he or she may receive two reminder letters. Not responding may result in removal from the member list.
- When members renew, typically the month of renewal does not change. (A member with a 06/16 renewal date who pays in August would have a 06/17 update to renew.)
- Please review your label for the renewal date. Refer questions to the Membership Secretary.
- Payment is by check or money order only. You may pay by cash at a membership meeting or train show at which the Society is present.

DIRECTIONS TO SOCIETY MEETINGS

Meetings are held at Rogers Hall, 196 Rogers St., Lowell, MA 01852.

From Rt. 495 take exit 38, which is Rt. 38. Turn 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 (working) lights. Bear to the left here. Rogers Hall is 0.3 miles on your right. Directly across the street is Rogers Fort Hill Park, where parking is available.

If you come from Rt. 133 (Andover St.), follow that until you intersect Rt. 38 in Lowell. Go through the intersection and take your third left, which is High St. Continue to the end, and take a left. This will take you to Rogers Hall on your left and Rogers Fort Hill Park on the right.

If you come from Rt. 38 or Rt. 113, 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.

EDITOR'S NOTE

Beyond satisfaction at its rescue, the story in this issue of B&M No. 1113 struck me in another way: I live ten miles from the old Mount Tom power plant and drive past it regularly, but I had no idea that a living piece of B&M history was working behind the chain-link fence. What other examples of B&M equipment might still be hidden nearly in plain sight?

Recalling some of the B&M trains I watched in the 1960s and '70s, I want to ask Newsletter readers: Is there a B&M locomotive or piece of rolling stock that you remember and hope might still be hidden somewhere, awaiting discovery? Do let us know at michael.b.shavelson@gmail.com.

LETTERS TO THE EDITOR

I am deeply saddened to report the passing of Jim Lethbridge, who served the Society for almost a decade as *B&M Bulletin* photo editor, on March 11, 2018, at age 77. A longtime member, Jim got more involved with the B&MRRHS when he noted the poor quality of photo reproduction in the *Bulletin*. While I had no background in working with PhotoShop, Jim generously offered his time and expertise to improve the images that we ran. His skill and dedication is best on display in the book *Mid-Century Memories, The Boston & Maine Railroad: 1936–1950*, by Robert L. MacDonald (B&MRRHS, 2013), for which he also served as photo editor.

Jim took an envelope stuffed full of black-and-white prints, many of them torn and terribly damaged by creases, tape, and rusted paperclips, and transformed them into a gallery of one of the most significant troves of previously unpublished B&M steam photos in recent years. He invested hours into individual images, and the care and precision he lavished on those pictures comes through in every page of the book. Jim fell in love with the Boston & Maine of his youth in Melrose, Massachusetts, and he had particularly fond memories of the last years of big steam. Jim lived in the Rochester, New York area with his wonderful wife, Joy, where he enjoyed classical music, and especially organ music.

Arrangements have been set for a memorial service this spring. We will be dedicating a special summer photo issue of the *Bulletin* to Jim's memory.

Andrew M. Wilson

Editor, *B&M Bulletin*

I'm intrigued by James Van Bokkelen's letter in the March–April 2018 *Newsletter* about the one-time *Snow Train* on January 26, 1941 from Gloucester to Intervale.

James posits that, in order to avoid turning the train in Salem and again in Portsmouth, three locomotives might have

been used: Rockport–Salem; Salem–Portsmouth; Portsmouth–Intervale.

Here's one alternative using a single locomotive for the trip (three separate locomotive crews and related costs on a Sunday seem expensive):

Train leaves Rockport at 7:30 a.m. James notes that the schedule allowed 27 minutes from leaving Manchester to leaving Salem (7:48–8:15). In the March 1, 1941 B&M timetable, some trains accomplished that in 19 minutes (skipping some stations). Thus the 27 minutes would allow the *Snow Train* several minutes' boarding time in Salem.

The regular timetable allowed five minutes to get from Salem to Beverly but the *Snow Train* schedule allowed 15 (8:15–8:30), an extra 10 minutes. It might have taken seven minutes to back through Salem tunnel onto the Peabody leg of the wye, pull forward to rejoin the main at Northey Point, and still have three minutes boarding time in Beverly. The operator at Salem Tower could see the train throughout this wye move and thus would have aligned switches very quickly. There is no conflicting passenger traffic at Salem shown in the timetable.

If the B&M were planning an engine change coming off the Gloucester Branch, it could just as easily have been done at Beverly, but there was a wye in Salem that would facilitate a single locomotive for the trip. Also Salem would have provided additional passenger revenue, the whole point of running these excursions.

From Portsmouth, the train could have proceeded eastbound up the mainline as far as Jewett, turning west to join the Conway Branch at Somersworth. This segment from Jewett (built as part of the Portsmouth, Great Falls & Conway, completed 1872) was down to a single freight customer in 1941 and would be abandoned that November. If this route was used, it might have required slow running. Regular timetable schedules called for two hours and about 20 minutes from Dover (on the Western Division) to Intervale. The *Snow Train* was allowed 2 hours 45 minutes to get from Portsmouth to Intervale (9:25–12:10), so it would have to hustle however it got there.

Of course, it's possible that the train didn't run at all, given that it was advertised as "Snow Conditions Permitting."

Congratulations to our team for such an excellent reproduction of the *Snow Train* booklet: amazingly sharp and crisp.

Robert Willoughby Jones

Marblehead, Massachusetts

The Editor's Note in the March–April 2018 *Newsletter* about Wayne Gagnon's death sparked memories for me. My dad, Roland Turnblom, was a passenger conductor on the Port-

land Division, and my love of railroads and the B&M began when I rode with him on a regular basis as a boy in the 1950s and '60s.

My dad was born in 1907 and he died in 1967 at age 59, so he never had an opportunity to retire. He started in freight service



as a brakeman/trainman in 1942, moved shortly thereafter into passenger service, and was promoted to conductor in 1955. He worked mostly Haverhill to Boston runs, with an occasional trip or two to Newburyport and Rockport until service was cut back to Reading–Boston. His normal day then consisted of four or five round trips between Reading and Boston. Whenever I was not in school, I rode with him and knew just about everyone in train service and in North Station. The photo above shows him (left) in an RDC in the 1960s with Leon Wendell and George Guibord.

While I never got to meet Wayne Gagnon as an adult, we did exchange a couple of emails some years ago. We may have met each other as kids, but I have no recollection. I did know his dad, Paul, and rode in the cab with him many times when my dad was working with him.

Incidentally, the note about Wayne's dad and grandfather had their names and dates reversed. Wayne's dad was Paul (1920–2004); his grandfather was Albert (1884–1977).

E. Wayne Turnblom

Lakewood Ranch, Florida

When the 2018 B&MRRHS calendar was being assembled last year, the cover image chosen was the watercolor of a freight behind T1a No. 4000 meeting *The Minute Man* in the Deerfield Valley just east of Hoosac Tunnel. The picture has been displayed in the archives for years, but we found no information when we removed the print from its frame for scanning. However, it was clear that the bottom of the print had been cut with scissors; and there was an odd smoke-stack-like protrusion into the image. Could it have originally been a calendar print?

Turns out it was. Recently, while reviewing B&M Passenger Department material for information on the building of North Station and the Hotel Manger, we came across the following notation for January 1929: "Color calendars for 1929 given out"! Color printing was very expensive in those years, so this must have been the image used. Undoubtedly the calendar had this image on top, with tear-off monthly sheets below. So now the picture has been on a Boston & Maine calendar twice — 89 years apart. A complete original with all the months intact would be a wonderful find.

As for that odd protrusion, which was shaped like a small stack, it was cropped out because the B&MRRHS calendar dimensions were different from the print.

Incidentally, it wasn't just *The Gull* that was snow covered in the winter of 1948. (See page 1 of the March–April 2018



Newsletter.) I believe that was the year the B&M advertised in the Boston papers for snow shovelers at 50 cents an hour. Good pay in those days. (North Station photo B&MRRHS Archives.)

Carl Byron

Groton, Massachusetts

EXPANDED SPACE & NEW SCANNING CAPABILITIES FOR ARCHIVES

Effective March 1, the Society acquired 700 square feet of additional space at our Archives Annex in North Chelmsford. The space will be used for storage of rail-



*Jim Nizgus works on shelving in the expanded Archives Annex.
Photos by Dan Hyde*

road records, for scanning, and for processing new donations. A construction crew consisting of Jim Nizgus, Fred Brown, Dan Hyde, Paul Kosciolk, Jimmy Nizgus, Rick Kfoury, and Tim Hairston prepared the space, built shelves for the storage of banker boxes, and



Rick Hurst, Mal Sockol, Brad Blodget, Carl Byron, and Rick Nowell moving material into the expanded archives.

muscled the first group of boxes into the area. This new space will relieve the serious overcrowding of our two

rooms on the first floor, freeing up space for cataloging and use by researchers.

An excellent turnout of 13 volunteers participated at our work session at Lowell on February 17. We welcomed a new committee member, Al McCarty. Much was accomplished, and there were good discussions of railroad events, past and present. Our volunteers organized steam-engine component drawings; labeled Edward Ozog locomotive photos and sorted them by locomotive number; answered information requests; filed railroad historical



Jimi Smith, Coley Walsh, Jack Madden, and Bob Farrenkopf scan documents with the Society's new scanner.

society magazines; separated large folders in the photo files; and inventoried the contents of metal file boxes containing documents from the Fitchburg, Boston & Lowell, and other nineteenth-century New England railroads.

The Archives has taken delivery of a Contex Quattro 4400 continuous-feed document scanner. This machine will allow us to scan large-format documents of any length and up to 42 inches wide. Drawings of stations, bridges, and other structures; steam-locomotive components; right-of-way maps, and other track plans are all candidates for scanning. With the device, we will be able to make archival copies of important drawings and reduce damage to fragile documents from handling. It will, in a large way, help bring our collection to the attention of the public.

Members or friends who would like to contribute to the purchase of the scanner may mail donations payable to B&MRRHS to B&MRRHS, PO Box 9416, Lowell, MA 01853. Please mark your check "For Scanner."

— Rick Nowell, Archives Chairman



Former Boston and Maine No. 1113 shortly before its departure from the Mount Tom power station. Photo by Kevin Burkholder, BSRM.

THIRD CAREER BRINGS EX-B&M SWITCHER TO NORTH ADAMS

By Michael B. Shavelson

A former Boston and Maine SW-1, which had been working steadily from 1941 until a few years ago, has been saved from the scrapper's torch and should be hauling trains later this year for the Berkshire Scenic Railway in North Adams.

The switcher served the B&M for nearly two decades before the railroad sold it to Holyoke Water Power Company in 1959 for work at the Mount Tom power station in Holyoke, Mass., which went on line in 1960. B&M 1113 was renumbered to 1849 and painted light blue, gray, and white. The engine shunted coal hoppers until the plant, the last coal-powered station in Massachusetts, was closed by owner Eversource in December 2014. Berkshire Scenic approached Eversource at the time, but the energy company said that it might use the SW-1, by now painted yellow, at another location. At that point, says Brent Bette, Berkshire Scenic Railways' manager of special projects, "the line went dead."

After three years, when the permitting process was completed and demolition of the power station got under way,

things started happening. Fast.

"We got a phone call from a contractor in January that the locomotive was slated for scrapping by Environmental Remediation Services, Inc. (ERSI) in Schenectady and that we had better act now," says Bette.

Bette, BSRM chief mechanical officer Tom Delasco, and volunteer Teddy Winchman drove to Holyoke on January 31 to inspect the engine. "Once we got to the site and began climbing over the locomotive it became clear that it was like one of these stories you hear from time to time of a classic car being tucked away in the back corner of a barn. We were in awe at how good its condition was."

Bette and his colleagues entered the cab and found it to be, "like a time capsule. Not only had the cab been largely untouched since 1941, but there was an original FCC radio transmission identification card on the wall issued to the B&M, framed under glass."

No. 1113 had spent its second career in the Mount Tom engine house, which doubled as warming station for coal cars. "Because she was inside for nearly 60 years," says Bette, "her cosmetic condition is remarkable. It was overwhelming that we had a chance to preserve the engine in its current state."

Bette says that under the hood the condition was also re-

markably good, something for which he credits Mount Tom's Neil Black, who maintained the switcher for 40 years. Black told Bette that, "We babied her for all these years and I'm so happy to see her saved." He even handed the BSRM crew the original EMC mechanical book, which he had in his office. "Tom knew the locomotive very well," says Bette, "and he told me the story of all her dings and dents. He was an incredible resource for us."

Black told them that No. 1113 had been sent to Pan Am's facility in East Deerfield in 2014, about ten months before the power plant was shut down, where headwork and wheel work was completed and a new air compressor installed. "The mechanical condition is the best I have ever seen for a locomotive of its age," says Bette.

BSRM negotiated with ERSI's president, who agreed to sell the unit for \$20,000, its scrap value.

"We contacted Pan Am," says Bette, "which was exceptionally easy to work with. Some of the old guard in the company, who had hired on with the B&M, were well aware of the locomotive. Some had worked with it over the years, especially the road crews who used to deliver coal twice a week to the plant. Pan Am sent out an inspector, who gave it a clean bill of health, so what we had to do to the locomotive mechanically was minimal."

Pan Am's PLED (Plainville, Connecticut to East Deerfield) handled the move on February 23. PLED had four locomotives that day, remembers Bette, and as the engines rumbled into the Mount Tom yard, a cold, miserable afternoon, he was aware that this was likely the last move into that yard. "It was a phenomenal send-off for a little locomotive."

The Pan Am conductor and the engineer had hired on with B&M. "They remembered the locomotive because they had

often worked the Mount Tom job," says Bette.

"You know, trains are cold steel and devoid, seemingly, of personality. We were in the cab, talking with the engineer, who was telling us about his days running RDCs. As the air was coming up on the unit, all of a sudden, ever so slowly, the engineer's side windshield wiper starts moving. As the air builds, it moves a little bit faster. The B&M engineer said to me, 'She's coming to life. She knows she's been saved.'"

After a two-week layover in East Deerfield, B&M No. 1113 made its way to North Adams on the NA local, arriving on March 14.

BSRM is planning a two-phase restoration. In phase one, new batteries will be installed, and the oil will be tested and, if no problems are revealed, changed. The engine's bell, which was stolen at some point, is being replaced, as is the horn. Phase two will see a restoration of the cab and sandblasting and repainting of the exterior. "We will renumber her back to 1113 and return her to the original black car body with red and white stripes on the nose," says Bette. "She never had a minuteman herald on the cab, just the number."

BSRM will highlight No. 1113 as a transitional locomotive between steam and diesel. "It has many features, right down to a hand bell-ringer in the cab, that harken back to steam. When she was built in October 1941, diesels were being produced mostly for yard use."

No. 1113 will serve alongside the museum's B&M RDC 6126.

"We are bringing up two coaches to North Adams from the BSRM site in Lenox so the 1113 actually has something to pull," says Bette. "That is slated for late spring or early summer. We hope to have her fully restored by early fall."



Boston and Maine SW-1 No. 1113 in North Adams, May 27, 1959. The switcher is now back in North Adams, at the Berkshire Scenic Railway Museum. From the Harry A. Frye Collection, B&MRRHS.



Former B&M sleeper Salisbury Beach, which was owned for many years by the late Thomas Pearson, was sold in April to Bob Lowe, who also owns the former Pennsylvania Railroad sleeper Colonial Crafts. Salisbury Beach was built in Worcester by Pullman (Osgood Bradley) in 1954, part of an order for four such cars, all named in the Beach series, and was numbered B&M 34. It frequently protected the Pullman sleeping car line between Concord, N.H. and New York (GCT), known as the "New York set-out sleeper." Following the discontinuance of all B&M sleeper service except for the Montreal trains on the Conn River (which ran with NH sleeping cars), the B&M was unsuccessful finding a use for its four sleepers, and they were all sold to the Canadian National, where they finished their service lives. In the photo above, the car is seen at South Station during the 2008 Fourth of July weekend, following a cross-country charter trip with its owner and paying guests. Upon departure, Pearson invited a number of B&MRRHS members to ride from South Station to Worcester, the birthplace of the car. B&M Bulletin photo.

Membership Badges Available

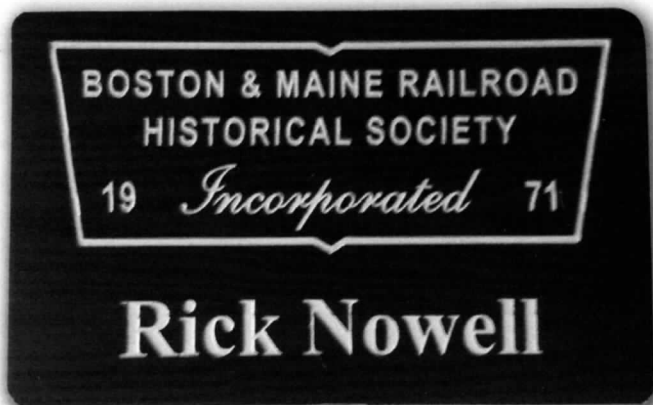
B&MRRHS Members are entitled to wear the official membership badge at all society events. The badge is blue, 3 inches wide by 2 inches tall, with white letters. It has a magnetic attachment system that prevents holes in shirts and sweaters.

We sell and mail membership badges at cost.

Make check for \$12 payable to B&MRRHS and send to:
Name Badge, B&MRRHS, PO Box 9116, Lowell, Ma 01853.

Please specify name for badge.

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



Boston and Maine Railroad
 Fitchburg Division
 SNOW PLOW SCHEDULE
 Season 1957-1958

<u>Plow No.</u>	<u>Kind</u>	<u>Headquarters</u>	<u>Plow Operators and Addresses</u>	<u>Phone No.</u>	<u>Territory</u>
W-3713	Russell Double Track	East Fitchburg Mass.	August Stebbins	Leom. E. Fitchburg 4-8410	to E. Deerfield
			<u>Alternate</u> Robert Vaillancourt	Fitch. 5-4283	
W-3711	Russell Single	Gardner, Mass.	B.R. McGrath	Fitch. Worcester 2-0383	to Peterboro
			<u>Alternate</u> A.J. Santini	Winchendon 307-J (Gauthier)	
W-3722	Russell Single Track	E. Fitchburg, Mass.	E.A. Mahoney	Leom. E. Fitchburg 4-9418	to Bellows Falls
			<u>Alternate</u> Ralph P. Walsh	Fitch. 2-4760	
W-3742	Russell Double Track	E. Deerfield, Mass.	L.A. Lackey	Gfld. E. Deerfield Prescott	to Hoosick Jct.
			<u>Alternate</u> E. A. Elie	Gfld. Prescott 3-8307	
W-3733	Russell Double Track	Springfield, Mass.	P.S.J. Paluch	Chicopee Lyceum 2-0656	Springfield to Bellows Falls
			<u>Alternate</u> W.S. Tafara	Spfld. REpublic 9-0249	

<u>Flow No.</u>	<u>Kind</u>	<u>Headquarters</u>	<u>Flow Operators and Addresses</u>	<u>Phone No.</u>	<u>Territory</u>
W-3734	Russell Double Track	Mechanicville, N.Y.	<u>Earl Clough</u>	McVille Morris 4-5553	Mechanicville to Hoosick Jct. Troy Br. Bennington Br.
			<u>Alternate</u> <u>F.J. Kramer</u>	Hoosick Falls, N.Y. 511-W-1 Y.	
W-3712	Russell Double Track	Mechanicville, N.Y.	<u>H.P. Richards</u>	McVille Morris 4-8114	Mechanicville to Rotterdam
			<u>Alternate</u> <u>R.F. Jones</u>	Valley Falls Plymouth 3-4455	
W-3736	Russell Single Track	E. Deerfield, Mass.	<u>E.W. Newell</u>	St. ss.	Greenfield E. Northfield, Ashuelot Br.
			<u>Alternate</u> <u>O.M. Field</u>	Orange Kingsdale 4-3816	Turners Falls Br.
W-3699	Single Track B&M Type	Northampton, Mass.	<u>J. Ogorzalek</u>	Northampton Justice ss. 7-7146	Wheelwright and (McClure) Easthampton Branches
			<u>Alternate</u> <u>A. L. Bush</u>	T. Falls UN 3-4230	

INSTRUCTIONS FOR SNOW PLOW OPERATORS

1. CONDUCTOR must be in snow plow at all times when it is in operation ahead of an engine and is responsible for the observance of signals, crossing whistles, flags, etc. and MUST have his designated position where he is in control of the whistle, conductor's valve, etc. PLOW OPERATOR MUST REFUSE TO OPERATE PLOW UNLESS CONDUCTOR IS PRESENT.

SNOW PLOW OPERATORS SHOULD NEVER ASSUME ANY OF THE RESPONSIBILITIES OF THE CONDUCTOR, BUT SHOULD INSIST THAT CONDUCTOR PERFORM ALL OF HIS DUTIES AS ABOVE DESCRIBED.

2. PLOW OPERATORS ARE IN CHARGE OF PLOWING OPERATIONS AND SHOULD PLOW SIDE TRACKS AS MAY BE NECESSARY.
3. Flow Operators must, before leaving their terminals, make sure the flanger blades are cutting at least $2\frac{1}{2}$ inches and not more than 3 inches below the top of rail.
4. Flow Operators must make sure CAR MEN put hot oil into boxes on snow plow at the beginning of run, also at intermediate terminal before return trip is commenced. Supply of oil and to heat and apply it with, should be kept in plow.
5. Flow Operators should notify their Supervisor and Division Supt. immediately by wire of any highway crossings where snow has been plowed onto crossing by Town or State Highway plows and not removed.
6. Report promptly by message, or otherwise, to Division Engineer, Division Superintendent, and Track Supervisor, any repairs required to snow plow equipment.
7. Two or more flanger blades (standard to the particular plow) will be provided for each plow. Damaged flanger blades should be sent to Concord Shops, N.H. for repairs or replacements. In so doing, show return address, together with PLOW NUMBER on reverse side of shipping tag to INSURE RETURN OF BLADE TO SAME PLOW FROM WHICH REMOVED.
8. Upon arrival at Terminal and before leaving plow, crew should clean all snow and ice from front end of plow and leave it in proper condition to operate if repairs are not required, including fuel, lights, necessary tools and other equipment.
9. Make prompt report in DUPLICATE, on prescribed form at end of each plow run.

10. During a run, Operator must make frequent service tests of the flanger by raising it and immediately dropping it, that they may be sure that it is working properly and also to prevent its freezing in one position. This must be done at least one a mile, if not necessary on account of crossing or connections.
11. Operator is responsible for the equipment in his snow plow and must see that his plow is at all times properly equipped with the following tools and material. If any are broken or lost on his trip, he should immediately make requisition on his superior for replacement.

Following equipment must be kept in plow at all times:

2 Headlight Bulbs	Supply Wood Blocking
1 Inside Light Bulb	2 White Lanterns
1 Chain	2 Red Lanterns
2 Re-railers	1 Red Flag
1 Axe	Torpedoes and Fuses
1 Large Monkey or Stillson Wrench	Waste
2 Shovels	Long-nosed oiler & 1 can oil
1 Spiking Hammer	Wrenches & tools for air lines (furnished with plow)
1 Claw Bar	In old plow, with hand-operated wings, supply of oak wedges.
1 Broom	Small supply track and shim spikes

Greenfield, Mass.
October 30, 1957