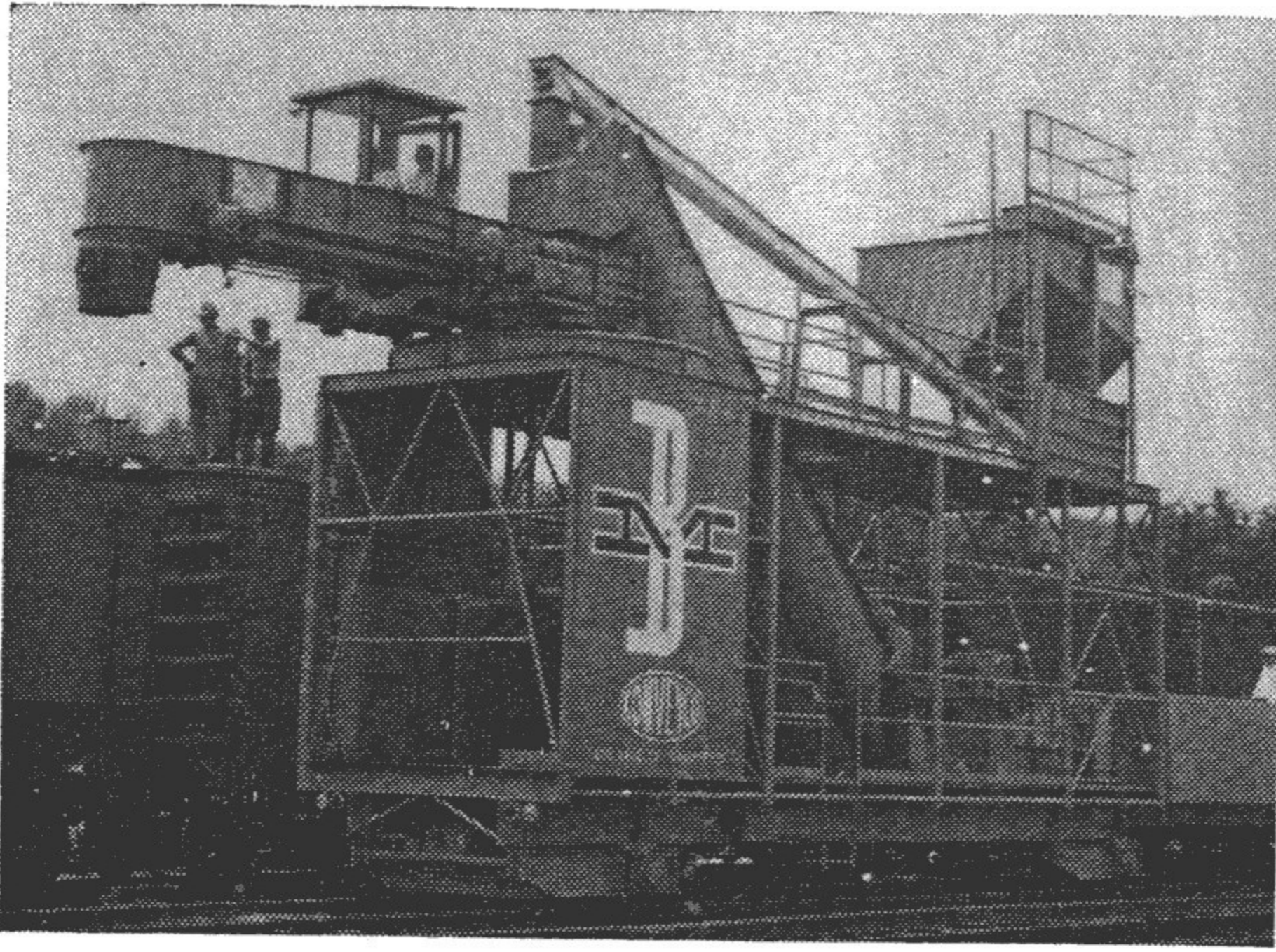
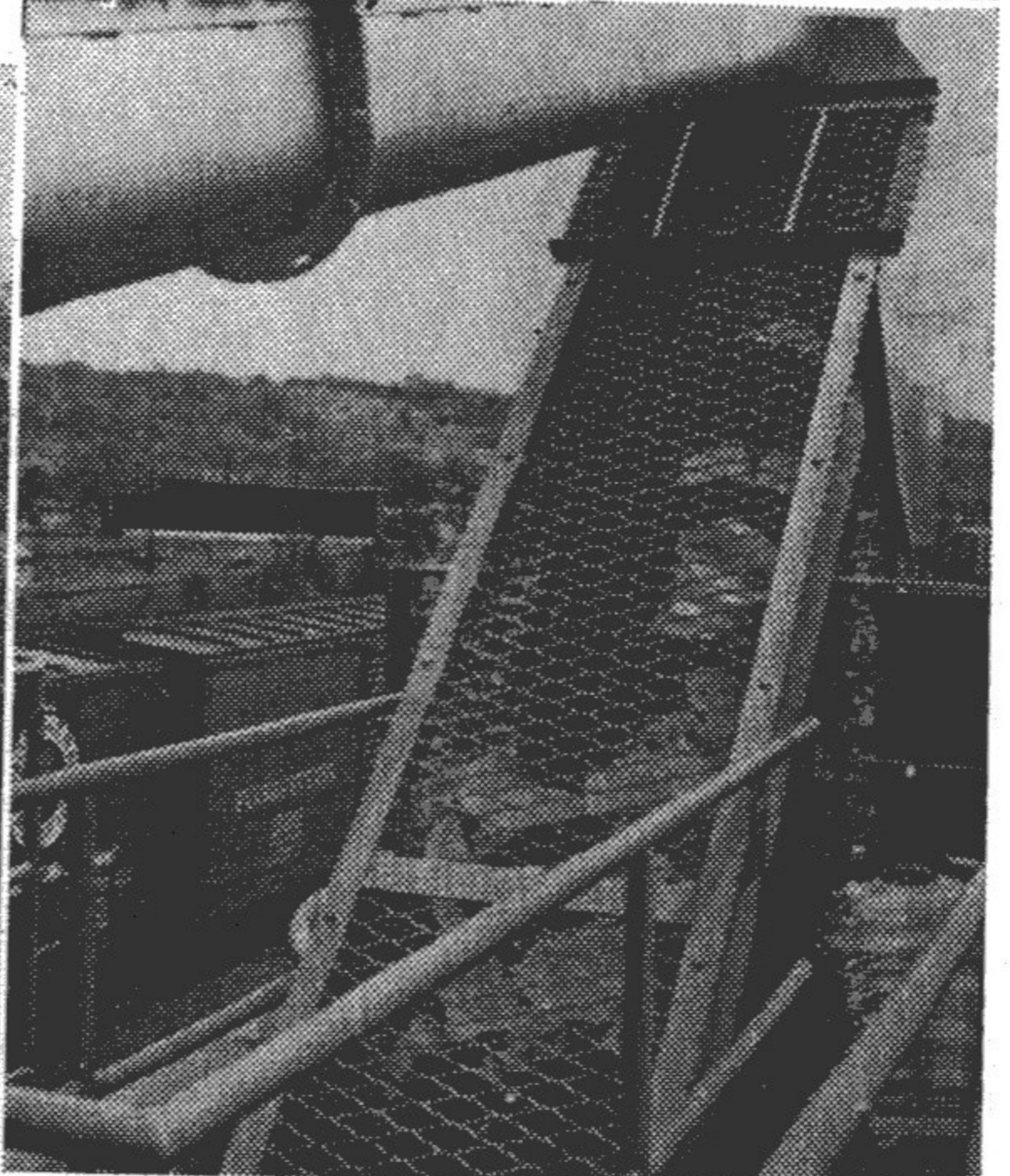
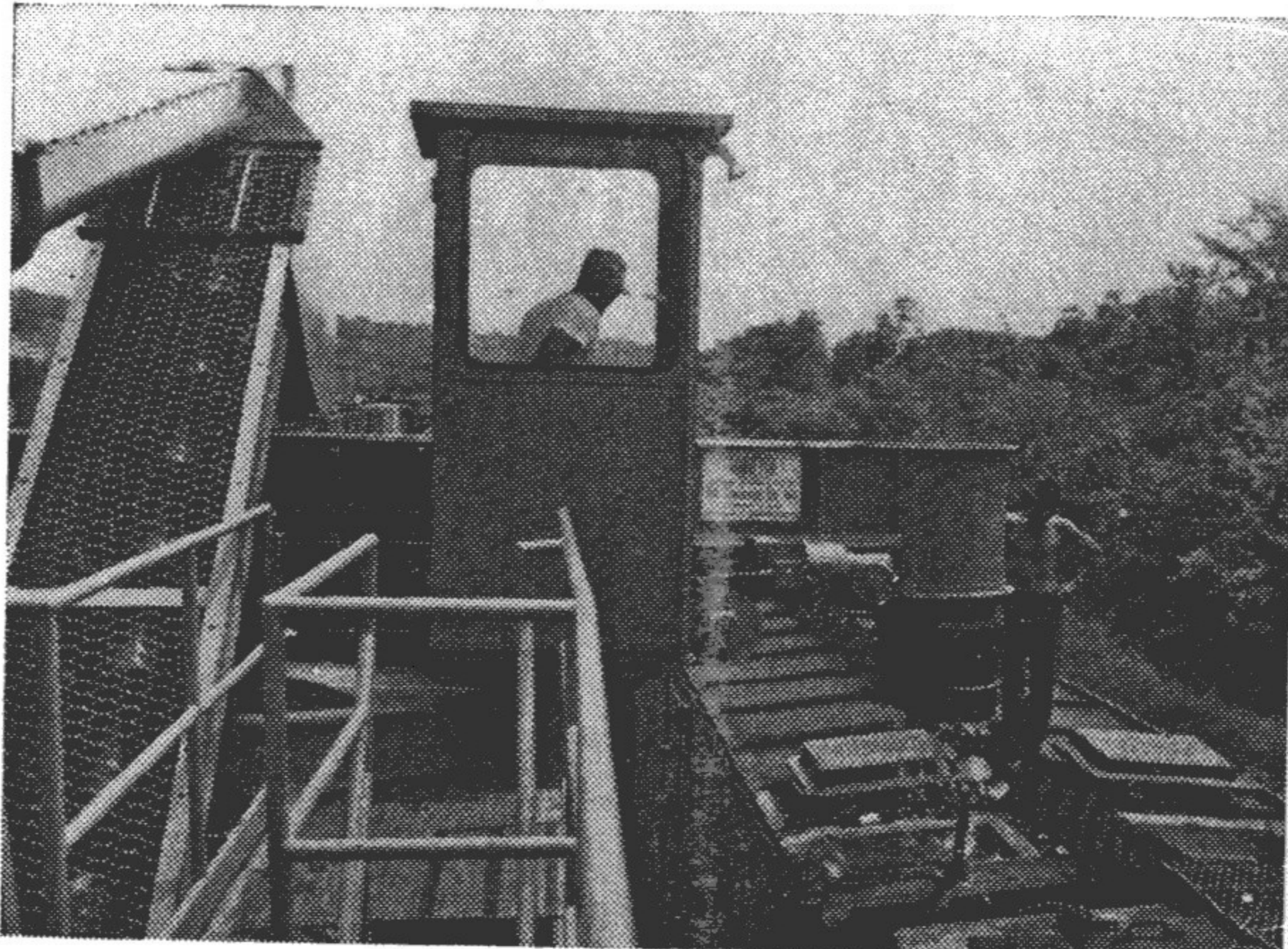
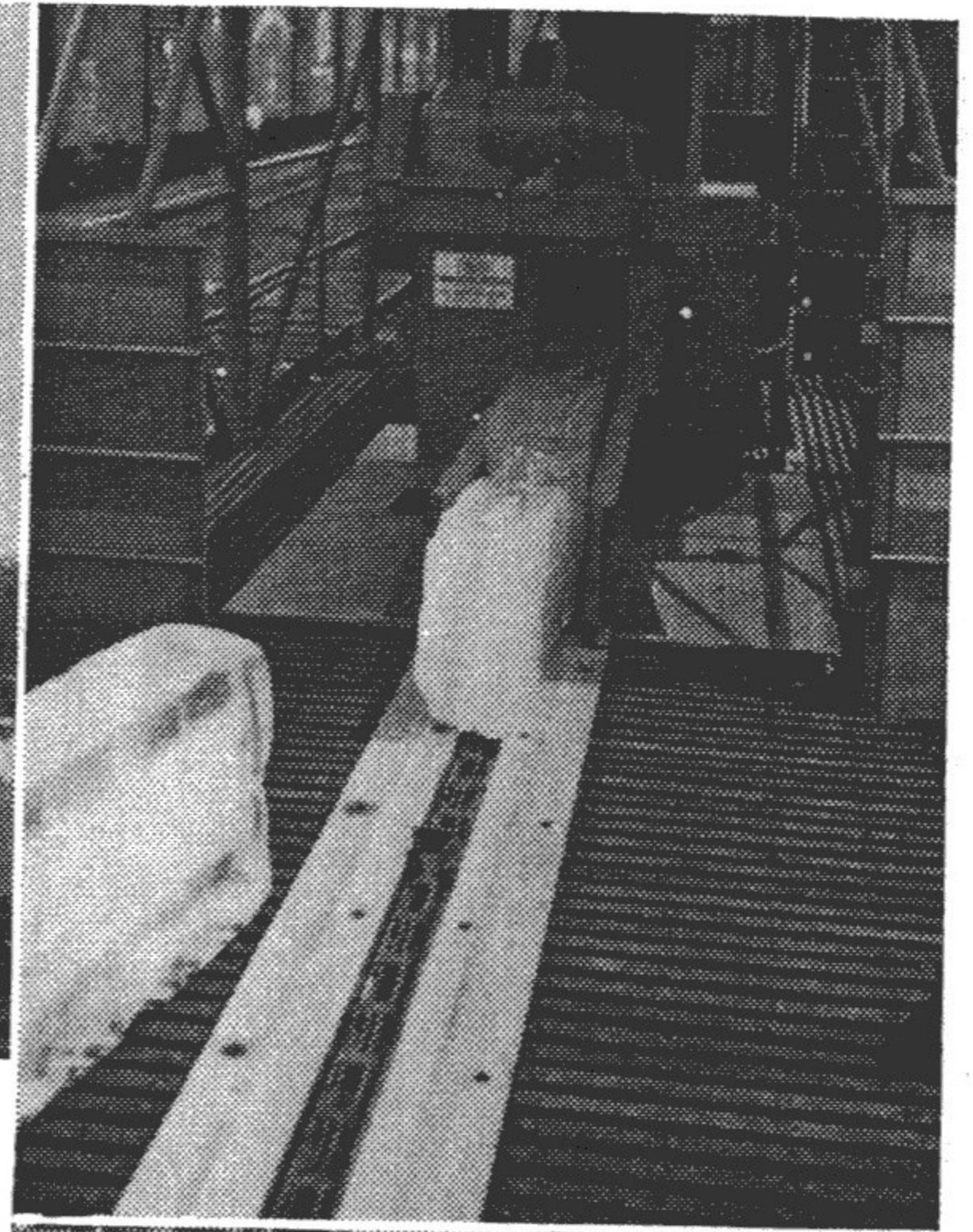


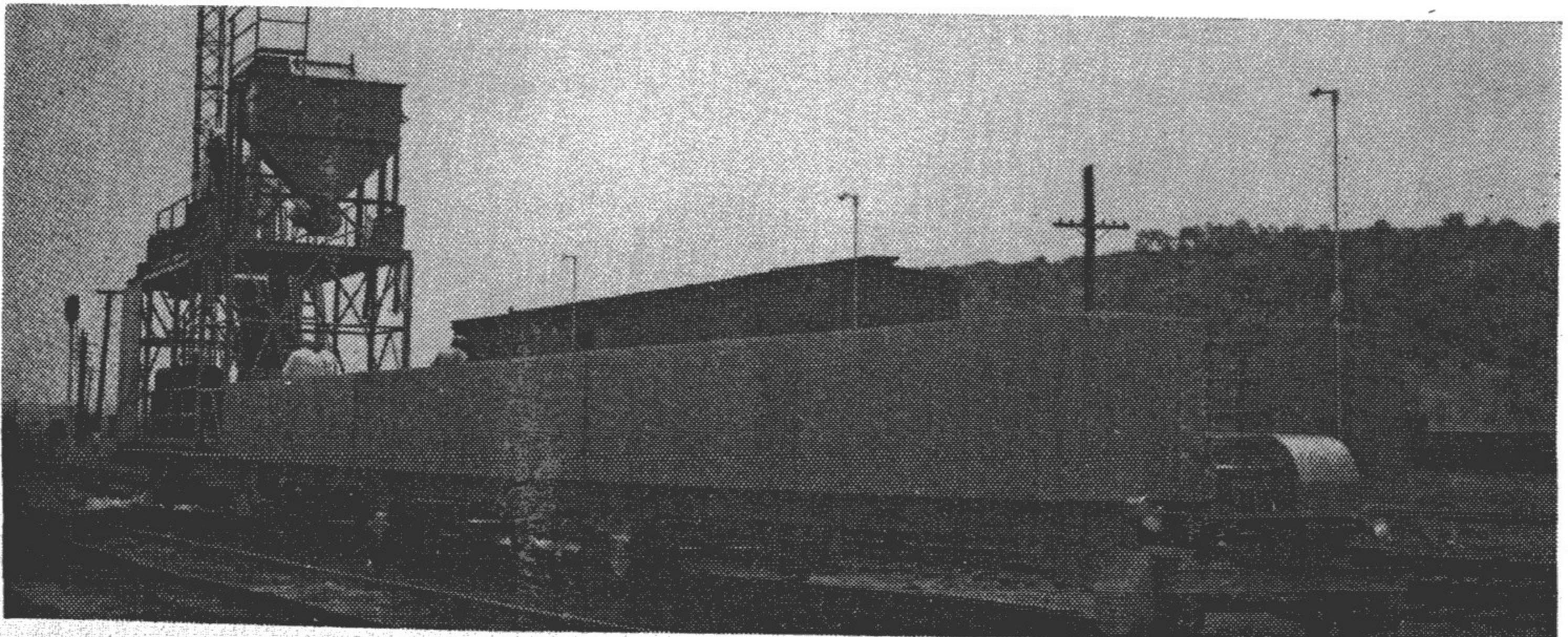
NEW ICING MACHINE IN OPERATION

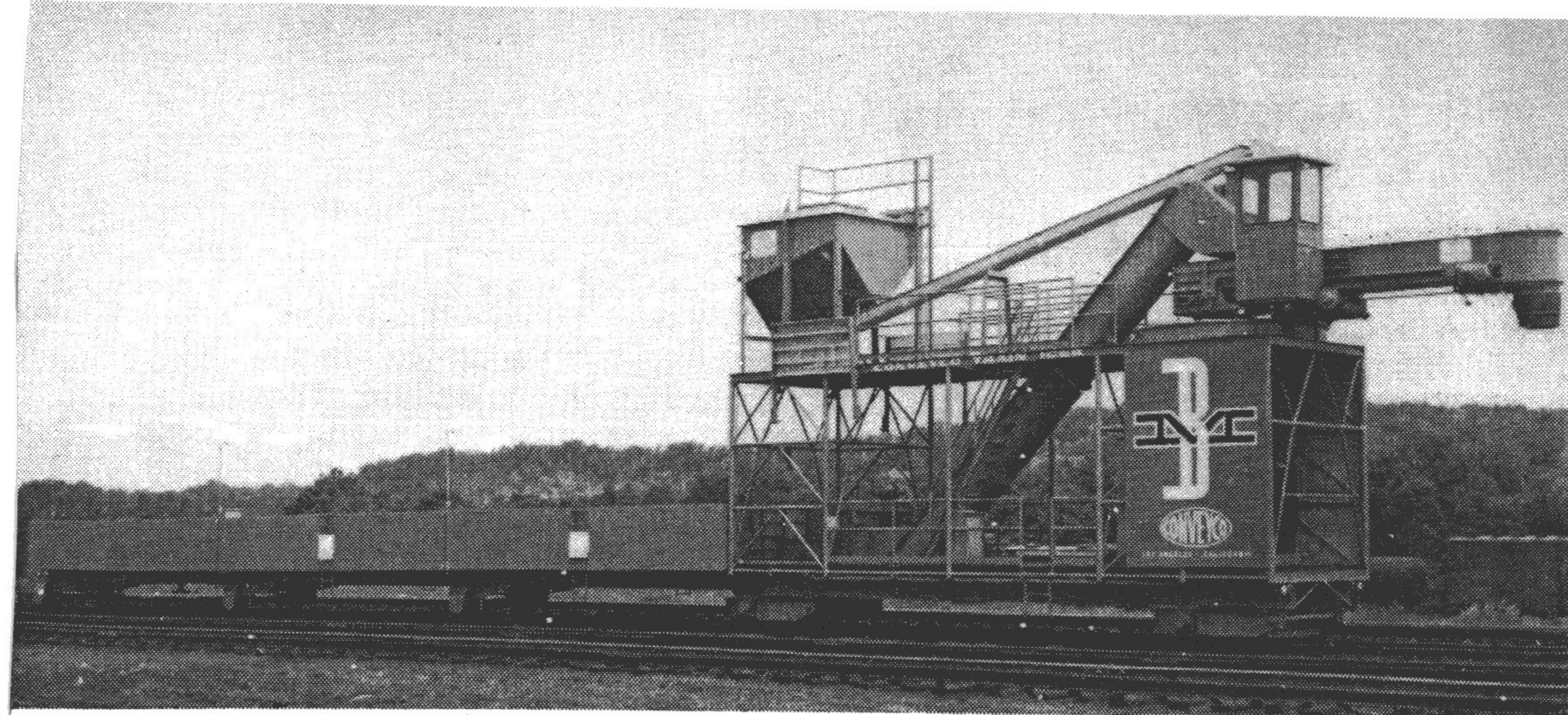


Top left: Close-up view of icer, showing adjustable delivery turret at upper left. Picture at right shows ice chain moving ice blocks into twin-drum chopper.



Above, left: Operator in control cab directs chopped ice into bunker of "reefer" car. Picture at right shows chopped ice moving up to delivery turret from ice breaking drums. Rear end view of icer (below) shows three tenders which feed ice automatically to icing machine.





Boston and Maine's ultra-modern, rail mounted train icer.

New Icer Speeds Perishables

Boston and Maine Becomes First Railroad in Country to Acquire New Type of Mobile Icer Which Greatly Speeds Up Handling of Refrigerator Cars

A novel car icing machine — the first of its kind to be owned by a railroad — is now in service at our Mechanicville, N. Y., gateway, enabling the Boston and Maine to provide better and faster service to shippers of perishables.

The new icer is a rail-mounted, self-propelled bunker icing machine which literally takes all the services of an ice dock directly to trains in the yard. It can be run on a parallel track alongside one train, to rapidly ice every "reefer" car in the train, or can be run between two trains to alternately ice "reefers" in both trains.

It requires only one and a half minutes to ice a car as compared with an average of eight minutes at the ice dock formerly used at Mechanicville. But its greatest saving in time is accomplished by the fact that its mobility permits icing every car in a train without uncoupling a car, whereas formerly it was necessary to uncouple cars individually and use a switcher to move them to and from the icing dock.

This simplified handling means a saving of as much as two hours per train in

terminal time, thus permitting faster train schedules and greatly enhancing the Boston and Maine's service to shippers.

The self-propelled icer carries its own supplies of ice and salt. The ice, in 300-pound blocks, is carried in three tenders coupled to the rear of the icing machine, the three cars having a total capacity of 45,000 pounds of ice. Salt is carried in a 12,000 pound storage bin atop the icing machine.

A chain-type conveyor, running through the middle of the three tenders and powered by a 3-horsepower motor, feeds the ice to a twin-drum ice breaker on the lead car. The ice breaker chops the blocks into bunker size pieces and these are carried by a screw-type conveyor to the upper level of the icer, on to a shuttle conveyor which leads to a discharge chute or snout. At the same time another inclined screw device carries salt in measured quantities from the storage bin at the rear of the icer to the discharge conveyor and both ice and salt are fed simultaneously into the bunkers of the "reefer".

The icing operation is controlled by an operator in a cab mounted above and to one

side of the discharge conveyor. The operator controls the movement of ice and salt and he can also move the discharge conveyor in a 220-degree arc and shorten or lengthen the reach of the conveyor so that four ice hatches in opposite corners of the "reefers" can be serviced from one spot.

The icer unit is completely self-contained. It has its own power supply which not only operates the unit itself but also supplies flood lighting for the ice tenders and the tops of the cars being iced. It has other special attachments which are to be used for servicing mechanically refrigerated cars by "boosting" the batteries on such cars, providing propane gas, servicing heaters or providing new heaters.

The Boston and Maine's new icer is the second of its kind to be placed in service in the entire country. Its prototype was designed by the Pacific Fruit Express Com-

pany and is in use by that company at Eugene, Oregon. It came to the attention of the Railroad's management a year ago when studies were being made as to how the ice dock system at Mechanicville could be modernized and improved.

Daniel A. Benson, vice president-Operating, dispatched John E. Rourke, now assistant director of Research and Development, and Donald McKeown, mechanical engineer, to Oregon to inspect the new machine. As a result of their report it was decided to install a similar machine at Mechanicville in place of the ice dock, thus improving icing car operations while eliminating part of the very heavy outlay that would be needed otherwise to modernize the ice dock operation.

The new icer was manufactured by The Conveyor Company of Los Angeles, Calif., and was placed in service in July.

Memorial For Camp Sea Haven Founder

Labor and management representatives of the Boston and Maine family were among several hundred persons who visited Camp Sea Haven, summer polio camp at Plum Island, on Sunday, August 9, when a bronze plaque was unveiled in memory of Daniel R. Harrington, of Haverhill, founder of Sea Haven, who died last February.

The plaque was presented by the camp's Board of Directors, on which the Boston and Maine is represented because of the generous contributions made to the camp by the Railroad family.

President Patrick B. McGinnis, as the official spokesman for the Railroad family, paid tribute to Harrington's vision and kindness in founding the camp and pledged that management and employees of the Railroad would continue to support the camp.

President McGinnis emphasized that employees of the Railroad rather than management were the originators of the financial sponsorship given the camp, but that management is very happy to co-operate in the joint executive group known as the "Boston and Maine Friends of Camp Sea Haven".

Harrington founded Sea Haven in 1947 and lived to see the camp develop into a colony of 17 cottages, a recreation and dining hall, and swimming pool facilities, cap-

able of providing 70 child polio victims with recreational vacations for periods of three weeks at a time.

Joseph Murphy, chairman of the camp's board of directors, officially presented the bas-relief plaque in tribute to Harrington. In his eulogy of Harrington the speaker also paid high tribute to the Boston and Maine family for their generous contributions of money, buildings and equipment in recent years.

This summer the Railroad family has contributed over \$3,900, thus far, for continued maintenance of the camp, and a program of maintenance and improvement of the camp's buildings and facilities has again been carried out.

Harrington's widow, Mrs. Charlotte K. Harrington, and her son, Daniel Harrington, Jr., 28, are carrying on the administrative leadership of the camp with the assistance of a staff of 24 persons, provided by the Essex County Chapter of the National Polio Foundation.

Rest in Peace

"Jim, wake up. There's a burglar in the kitchen and he's eating up the rest of the pie we had for dinner."

"Go back to sleep. I'll bury him in the morning."