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# NEWSLETTER

**Boston & Maine Railroad Historical Society**  
19 *Incorporated* 71

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P.O. Box 2936  
Woburn, MA 01888

This Newsletter printed by All-Print, Salem, N.H.

Meeting/Membership Telephone Number (617) 628-4053

May-June 1996

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## — B&MRRHS CALENDAR —

- MAY 11, 1996** B&MRRHS Historian Harry Frye will be giving us a presentation on the history and development of railroading in the State of New Hampshire.
- JUNE 8, 1996** 7:30 P.M. at the Mogan Center. Program to be announced.
- JULY 26-28, 1996** We will be conducting our annual rail-car display as part of the Lowell Folk Festival. Please stop by and say hello.
- AUGUST 10, 1996** This will be our 19th annual B&M day at the Conway Scenic Railroad. Lots of activities are planned. A flyer containing additional information and ticket ordering instructions is enclosed with this Newsletter. We hope to see you there!

### NOMINATIONS FOR OFFICE

Anyone interested in being nominated for office in the B&MRRHS, or in nominating someone else for office, should send a letter to the P.O.Box in Woburn or call the B&MRRHS answering machine. This year there will be three seats on the Board of Directors (all three-year terms) open, as well as two one year terms for Alternate Director, and one each for President, Vice-President, Recording Secretary, and Clerk.

We strongly urge all members in good standing to consider running for office. Remember, it is volunteerism that makes our group function. Get involved!

## !! ATTENTION !! IMPORTANT MEMBERSHIP AND NEWSLETTER INFORMATION

We are in the process of changing Membership Secretaries. Henceforth, all membership correspondence and dues payments should be sent to the following address: B&MRRHS, P. O. Box 9116 — Dept. M Lowell, Mass. 01852. Any mail sent to the Florida P.O. Box will automatically be sent to Lowell as per

Postal procedures.

This also means that we will be printing the Newsletter in the Lowell area. So **please bear with us** while we go through this transitional period.

# FLYING YANKEE GIVEN TO GRANITE STATE

It was a train unlike any seen before or since, and for more than 20 years the FLYING YANKEE transported rail passengers throughout northern New England in the mid-20th century with unmatched speed and efficiency.

Now the FLYING YANKEE is about to become the property of the state of New Hampshire. The ownership of the vintage stainless steel streamliner is being transferred to the state for

one dollar by Heritage-New Hampshire, the Glen museum which purchased the train and moved it to northern New Hampshire two and a half years ago from a railroad in Massachusetts where it sat dormant for 36 years.

The goal is to fully restore the FLYING YANKEE to operating condition and run it as a tourist train in New Hampshire.

*(Union Leader)*

## RAILROADING DOWN EAST:

### B&M IS NORTHERN NEW ENGLAND ON WHEELS; PT. 4

One piece of rolling stock we didn't catch at the shops was the streamlined unit—once the *Yankee*, now the *Cheshire*. This is the equipment used on the Boston—Portland and Boston—White River Junction runs as needed. We can see her at the station, for she's back in service with her front end as good as new, after receiving a bad smash on it when she went into a siding at Walpole, N.H. On the Boston—White River route she brought passengers a new type of service with her all-reserved-seats and buffet, as well as opening a new, and badly needed, route to northern Vermont via Bellows Falls.

The very names "WHITE RIVER" and the "STATE OF MAINE" bring to mind visions of ice, snow and long cold winters—which northern New England still has, although on every occasion when snow falls, many an old timer grunts and tells the younger generation:

"Don't have any snow a'tall these days. No, siree! Why, back in the days when..."

Perhaps the winters are lighter these past few years, or so it may be that modern methods of snow handling keep the white stuff beaten back so there seems to be less of it. The Boston & Maine sees plenty of snow every winter. Snow that causes delays, from a few minutes to many hours on bad nights. Spells of low temperatures harden the grease in journals enough to make hoppers curse the yardmasters who tied on "just six more cars—Mooney can pull 'em and he'll never know he's got 'em." And Mooney pulls "em until he gets caught in a sag and finds his tonnage apparently growing like the pack on a tired soldier's back, heavier with every minute.

Just last winter, on February 8th and 9th, we had one of the worst snowfalls in six years, tying up the Boston area completely. Within twenty miles of the city the snow came in a particularly heavy rush on a Thursday night, accompanied by winds and temperatures that packed the drifts in solid masses. Passenger cars yarded for commuter movements were immobilized, as were all freight sidings. In spite of the snowplows, half a dozen Jordan spreaders and the snow melter, North Station was tied up.

Morning papers and the radio frankly told travelers to expect only "spasmodic" service. It required the service of some 1,000 extra workers, including a score of women, 100 Coast Guardsmen and 300 soldiers, to restore traffic. Yes, the Boston & Maine still gets a lot of snow.

This snow problem caused the engineering department to turn out the SNOW MELTER, an ingenious machine that chews its way through snowfalls that might otherwise tie up tracks for a long time. The melter is often referred to as "MIKE & IKE," because of its fabrication from two tenders coupled

head to head. It consists of three pieces. An endless belt Fox snowloader ahead of the two tenders operate as melting tanks, while an engine on the rear acts as power and heating unit.

In operation, the ice melter moves along at two or three miles an hour, depending on the amount of snow. The loader scoops to about two inches between the rail and on either side, feeding snow through the conveyor to the top of the tender tanks, where it drops into the steam filled chambers. When the 10,000 gallon tanks are filled—which means 13,500 cubic feet of snow have been absorbed—the entire assembly moves to a river of trestle and ejects the water through dump valves on the tanks in eighty seconds.

The melter has given real service in the North Station passenger section, where the former practice was to plow the snow into windows between the tracks until cars could pick it up and haul it away—a double move for the railroad and

making the platform unserviceable for the cash customers. This was usually a double-track operation, with empties on one track and conveyors or bucket loaders on another—actually a triple track operation if you count the plow.

"It was a long job," recalls a veteran of 45 winters in the Boston Terminal. "We shoveled and pushed or plowed and rolled the snow off the platforms and right-of-way for many a long day and night, and then woke up to see 'em all snowed full again!"

The snowmelter operates on one track at a time. It allows the snow to be shoveled or pushed off the platforms first, thus speeding up snow removal and getting the platforms back into service much sooner than by former methods. In the old days, before plows, loaders and melters began to strengthen the backs of the shovelers, snow fighting was a real battle.

The old-timer squinted reflectively at the ice cars (for diners and water coolers) spotted near the station, almost across the street from the Mass. Registry of Motor Vehicles, and remarked: "Course, you can never see winters like we used to, young fella. I remember in '13 or '14..."

(Reprinted with permission from Carstens Publications).

*(Continued next issue)*

#### FOR SALE...

B&MRRHS NEWSLETTERS—January 1979 through August 1986 and B&M BULLETINS Vol. 8 #1 through Vol. 14 #4.

Contact Ken Healy 2492 Regina St. Ottawa, Ontario K2B 6X5 Canada or call 613-829-7545.

## NEW USE FOR FORMER B&M CONCORD SHOPS

Steenbeke & Sons hardware and building supplies store in Concord, N.H. have opened a new facility in the former Boston & Maine Railroad repair and communications site. This is located in the Concord Industrial Park.

According to Jim Steenbeke, the Concord facility will occupy 67,000 square feet of which 15,000 will be devoted to the retail store, with the remaining area to be used for contractor and warehouse purposes. Another building, the former B&M communications center, is being completely renovated into office rental use.

The development of the Industrial Park was precipitated by the state construction of I-93 upgrading of the Exit 13 area, which required the taking of their former store site.

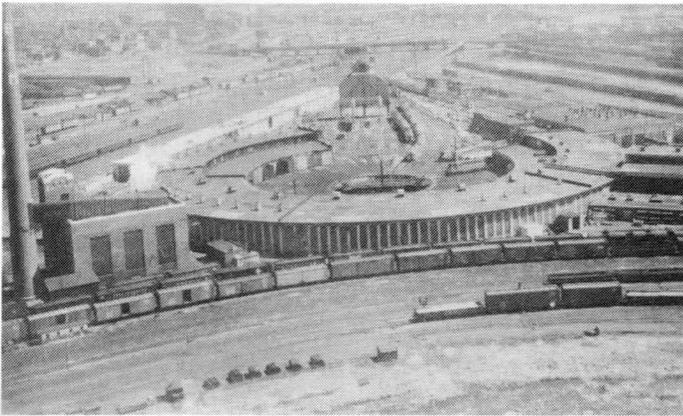
"We were planning to expand the Manchester St. store

when we ran into the state's plans for Exit 134 during the permit process back in 1993," said Steenbeke. "So we began to shop around. There aren't a lot of areas left in Concord for the use we had in mind, so we zeroed-in on this site."

This project brings alive once again an area of town that once thrived with the activity of railroading, once a major employer of Concord residents. The present facility still has rail tracks embedded under asphalt, where steam locomotives once moved under cover to maintained and serviced.

After the B&M ceased using the buildings in the early 1960's, the property has seen a large number of uses. The last tenant was Edgcomb Steel.

*(New Hampshire Business Journal)*



A view of the extensive Boston Engine Terminal. This was made around 1954 but still shows the coaling tower (note the Budd car servicing barn and new diesel house.



Snowplows such as this one kept the B&M's lines open after heavy snowstorms. (both photos collection of Buddy Winiarz)

## SALMON FALLS DEPOT ARTICLE CORRECTIONS

*Mr. Nelson Lawry sends along a few corrections and additions to the story which appeared in the last Newsletter. He was also most generous in providing the photo below of the station being burned down by the local Fire Dept. Also of note is that the individual seen standing along side the station in the photo which appeared in the last Newsletter is Mr. Lawry. He writes the following...*

### Errors:

- (1.) The station was burned on 18 November--NOT December--1995
- (2.) There is, alas, no Rollinsford Public Library. The branchline station was owned by the Rollinsford Library Trust, which was, and is, administered by a board of trustees. The efforts of the trustees are made toward a public library.

### Omission:

Both the library trustees and the historical commission of the town did their best to save the station (e.g., a For Sale ad did appear in, among other periodicals, the B&MRRHS Newsletter), successfully forestalling its burning more than

once. It had become a public hazard, however, and when efforts to obtain grant money to rehabilitate it failed, we had no option but to destroy it. The act was not one of callous indifference or ignorance.



Salmon Falls depot is seen in a fully involved state of burning. This was done as a practice by the local fire department. (Nelson Lawry photo)

### \*\*\*\*SPECIAL NOTICE\*\*\*\*

Enclosed in this issue is a flyer for the Society's annual trek to Conway Scenic Railroad. Please notice that we have a DEADLINE for this year's trip. This is due to the fact that we need to let them know how many people will be riding the train up through the Notch. Please note: IF YOU ARE NOT REGISTERED BY THE DEADLINE (7-20-96) YOU WILL NOT BE GUARANTEED A SEAT ON THE "DAY WHITE MOUNTAINEER" TRAIN.

The box lunches will consist of the following:

A—THE CRAWFORD CLUB—fresh oven roasted turkey, apple smoked bacon, lettuce, tomatoes on a fresh baguette.

B—Arethusa Vegetarian Rollup—romaine lettuce, tomato, cream cheese, carrots & sprouts all rolled up in a soft flour tortilla.

C—Sawyer River Corned Beef—thin sliced, deli style corned beef stacked high on rye.

All Box lunches include chips, kosher dill pickle, fresh fruit, homemade brownie and choice of Arizona Iced Tea or Pink Lemonade.

Please indicate which choice if ordering a box lunch.

## CHICAGO RAIL TO INSTALL SIGNAL REMINDER

Washington—Officials at Metra, the Chicago commuter rail system, say they may have found a simple and inexpensive way to remind engineers of the color of the last signal they passed.

It's an electronic box with red, yellow and green lights, plus buttons the engineer would push when passing a signal to illuminate one of the lights, providing a reminder of what signal the train had just passed.

The box would be plugged into the locomotive's event recorder, and any engineer not using the buttons could be disciplined.

One of the unanswered questions from the fatal collision Feb. 16 of a Maryland Rail Commuter train with Amtrak's Capitol Limited is whether engineer Richard Orr passed a yellow signal, forgot about it as he sat at a station, then accelerated to a speed that was twice as fast as allowed by signal.

One of the new Federal Railroad Administration rules that grew out of the crash would hold trains leaving stations to slower speeds until the engineer can see the next signal.

That's a problem for MARC because signals on the CSX Transportation lines it uses are as much as three miles apart.

Metra spokesman Christopher Knapton said each installation of the proposed signal reader box should cost less than \$1,000.

*(Boston Globe)*

## OLDEST LIVING BOSTON & MAINE EMPLOYEE

Edward L. Smiley had railroad blood in his veins when he was born. His maternal grandfather was an oiler for the Delaware, Lackawanna and Western Railroad, working the track from Spragueville to East Stroudsburg. His daughter, Lizzie B. Nyce married Stearns P. Smiley in 1895 and moved to Southampton, Ma. to work for the New Haven.

Ed Smiley began working for the B&M on April 12, 1915 and received his telegrapher seniority date on September 1915. He began at Mt. Tom and worked many of the stations on the Conn River Div. before going off to France during WW I. Upon returning home, he was asked to qualify in the Springfield office as a train dispatcher, where he worked as needed until the office closed September 1, 1930 and the work moved to Greenfield.

Ed was "about ten times out" when it came to dispatching in the consolidated office in Greenfield but things slowly improved and he moved there with his family in 1934 where he still lives on 757 Bernardston Rd. Ed met his wife, Sylvia, while she was employed as a clerk in the B&M's signal department in Springfield. They had three children and after 68 years of marriage have five grand-children and six great-grand-children. After you meet Sylvia, you will realize why Ed has hung around so long.

Ed retired in October of 1966 from his position as second trick Conn. River Dispatcher, he was 70 years old and the last daily passenger trains had been discontinued the previous month. "Not much to do and hardly anybody to talk to anymore," is the way Ed puts it. After the locals got in, there would be only three or four freight trains to manage on a railroad that extended from Springfield, Ma. to the Canadian border. I remember like it was yesterday when Ed went out the door one night, got to the stairs, came back, stuck his head in the door and said "I'm going home and I won't be back." With five spare dispatchers, he had no need to give any notice.

Ed has been an inspiration to me since the first day I met him in 1963. He is a "GENTLEMAN" and living proof that nice people finish last because the other kind are never finished. At 99, he still manages the family finance and Sylvia still manages the home, although she is beginning to accept a little help here and there.

*(Submitted by Alden H. Dreyer.)*

*Ed Smiley will be 100 years old in the next few months and I know Alden and the Boston & Maine RRHS congratulate him on his long life and wish him the best to come—ED.*



(Left) President Joe Shaw (Standing) and Chairman Paul Kosciolk share a few laughs during the show. (Right) Jim Nigzus, Jr. (Kneeling) and Mike Basile display one of the B&MRRHS' new hardware acquisitions—a car measuring stick. Assisting is one of SPRRHS's members.

## AMESBURY TRAIN SHOW

Show co-chairman Paul Kosciolk would like to thank all the members of the Society who came out to lend a hand at the joint show with Salisbury Point RRHS in spite of the winter weather we had. Despite this year's snow storm both Society's made a little extra for themselves. Special praise goes to Mike Basile, Brian Bollinger, Nate Drone, Fred Brown, Jim Nigzus, Sr., Jim Nigzus, Jr., Carl Byron, Dan Hyde and Joe Shaw.

We'd also like to thank those who did programs—Lenny Bachelder, Russ Monroe and Buddy Winiarz.

—JN



(Left) Jim Nigzus, Jr. and Fred Brown at the B&MRRHS table. (All photos by Linda Weeks)



## LITTLETON, MASS. STATION PLANS ON HOLD

The MBTA has rejected the new Littleton station and parking lot as proposed by the town of Littleton. It was to have been on the south side of Route 2. Reasons cited for the rejection were cost (\$5-6 million), the environment (wetlands & big blue heron nesting area), and the need for a new exit from Route 2 too close to the existing I-495 and Newtown road exits. The MBTA proposes to expand the existing station instead. Another possible location is west of the original B&M wooden frame station near Sanvel Concrete.

—From [terwilli@yankee.com](mailto:terwilli@yankee.com) via the Internet and Bob Warren

### NOTICE TO ALL MEMBERS

Please let the Society know if you have a **change of address**. This will ensure that you get continued mailings and information of what your Society is doing.

Also if you know of a member of the Society who has passed away please let us know.

### A REMINDER...

The deadline for the July/August issue of the Newsletter is June 8, 1996. Please send all items for the Newsletter to the Woburn PO box in care of "Newsletter."

(BW)

## MEMBERSHIP NOTICES

The Friends of Bedford Depot Park has memberships open to all who are interested in joining. They are trying to restore the Bedford Depot area and put a Budd car on static display. For further information write to:

FBDP George Dalrymple, Sec./Trea.  
3 Mea Rd.  
Bedford, Ma. 01730.

The Union Station Alliance has membership open to all who are interested in joining. They are in the process of trying to restore the Worcester Union Station for reuse. For further information write to:

Union Station Alliance  
P O Box 218  
Worcester, Ma. 01613

## BOSTON & MAINE 3713 UPDATE

In a recent letter to the B&MRRHS from the Lackawanna & Wyoming Valley Chapter of the NRHS, a "preliminary Inspection and Condition Assessment" have been done on the boiler. This entailed the dome cap, boiler being entered, tubes and flues looked at, braces, staybolts, crown sheet, firebox, safety valve and other related gear. The report found that the general condition was good but that some parts will need to be replaced.

## UPGRADING OF CROSSINGS IN DOVER REQUIRED

Dover, N.H.—A proposed upgrade of Chestnut and Third Sts. rail crossings is a must for passenger service to travel through this city. But the crossing at Central Ave. must be included in the package according to the state Dept. of Transportation.

Both rail crossings at estimated at a cost of \$700,000, must be done as soon as possible, said John Amrol, a DOT rail crossing coordinator. In a meeting recently with Dover and Boston & Maine RR officials said the Chestnut St. crossing has been under scrutiny since 1991 and that Dover must take action to remedy it. Amrol explained that it makes sense to fix both crossings at once. Making the Central Ave. junction a separate project would mean going back and making adjustments to the traffic and railroad lights at the other crossings.

In connection with the intersection improvements, officials have been thinking of changing the traffic pattern at Third St. But because of a safety problem, Dover must cooperate, said Vinay V. Mudholkar, chief engineer of design and construction for the Boston & Maine. According to Amrol, whether passenger service comes to Dover or not the work must be done to both crossings because there are problems and "it's got to be done as a package."

*(Foster Daily Democrat)*

## OL' ENGINE 494 TAKES ITS PLACE IN HISTORY

White River Jct.—State officials announced, on Jan. 3, 1996, that the National Register of Historic Places now includes Engine #494, the 19th century B&M Railroad locomotive that has stood by the train station for 38 years. Officially entered on November 13, 1995 by National Park Service.

The designation "gives real credibility to keeping #494 a historical place in the town of Hartford" said Parks & Recreation Director Tad Nunez.

Engine #494 was built in 1892 at the Manchester Locomotive Works and was exhibited at the 1893's World Columbian Exposition, according to a news release from the Vermont Division for Historic Preservation.

The locomotive was overhauled in 1927 and used to haul coal to the base station of the Mount Washington Cog Railway. A rail preservation group restored #494 in 1938 and displayed it at the 1939 New York World's Fair.

The engine then spent about 15 years in the Fitchburg and Lowell railyards, according to the "Historical Highlights of the Town of Hartford, Vt."

After a winter in the Boston & Maine's West Lebanon (Westboro) rail yard, engine #494 was moved to White River

Jct. in 1957, where it was later joined by a B&M caboose built by the Laconia Car Co. of New Hampshire in 1921.

Some people have joined together to preserve and restore #494. "our goal is to stabilize it and restore it to its 1957 condition," said Chuck Ryerson, head of a subcommittee doing the hands on work.

"All of us dream of operating it some day," he said. Even if the historical place designation made that difficult, it was still worthwhile, he said, since it documented the locomotive's history and would encourage its preservation by future generations.

So far, volunteers have cleaned out the fire box, put a tarp over the caboose to limit weather damage and lubricated parts to break up rust and allow for their disassembly for clean-up. The most expensive work will require hiring a contractor to remove asbestos around the boiler that holds moisture and causes rust, he said.

Ryerson said Engine #494 is the only surviving Boston & Maine locomotive with an "American" wheel arrangement of four leading and four driving wheels and no trailing trucks.

## STEVENS STATION: A COMMENTARY

As a child I remember riding in North Andover and crossing the tracks near Stevens Mill and seeing the Stevens station. I recall it was closed (boarded up) and there was no familiar blue and white B&M station sign. I asked the driver what the name of the station was and he replied, "Stevens." The date must have been in the very late 1920's or early 1930's.

I recall the building was a typical, medium-sized wooden station, no doubt dating from the 19th century. The Essex Railroad (inc. 1846) opened the line from Lawrence to Danvers in 1848. The J.P. Stevens Co. opened a wool flannel mill here in 1813. The station appeared in the time tables as early as 1885. The Essex RR was operated by the Eastern RR and was taken over by the B&M in 1885. This line was called the "Lawrence Branch" by the B&M.

The schedule of trains indicated that the service was for workers coming to the mill from Lawrence area to the northwest and from Danvers and Salem area to the east. The road was never a profitable one for either passenger or freight. Permission to abandonment was granted in 1925, with all service ending in 1926 and the tracks from Danvers to Stevens station removed in 1927.

In 1955, after the closing of the Stevens Mill, the line was abandoned west to Machine Shop station. This was the depot for the Davis & Furber Machine Co. The track from Machine Shop to North Andover was abandoned in 1981.

The B&M station list for 1923 shows a passenger agent and telegraph service, but no freight agent. Freight for the mill no doubt was handled at nearby Machine Shop station.

The so-called station for Stevens referred to in the Jan./Feb. Newsletter article, appeared to me as a crossing attendant's shack. It would not have been large enough for an agent. The statement that a new station for Stevens was built in 1924 lacks credibility. The station I saw as a child appeared to be an old and abandoned building. It is indeed doubtful that the railroad, never prosperous, and on the eve of the 1925 request for abandonment, would erect a new station.

Further research may show in what year the old Stevens station was taken down. The building referred to in the NEWSLETTER piece may have been the crossing tender's shanty at one of the several highway rail crossings in North Andover.

(Submitted by member Richard G. Durnin of New Brunswick, New Jersey.)

*[ED. note—does anyone have or know of a photo of the Stevens station that I may use in the Newsletter??]*

### APOLOGIZES...&...CORRECTIONS

In the last issue of the Newsletter, 410 Chairman Jim Nigzus was omitted as the submitter of the 410 report and credit for the Daily Record photo was from the Walker Transportation Collection.

Also, while working on the last Newsletter my computer joined that great "scrapyard" in the sky, and one item in SIDINGS was about an intoxicated women. A few lines were omitted and it was dealing with the former Boston & Maine RR station in Meredith, N.H.

## DID YOU EVER WONDER???

Did you ever wonder what all those markings are on the side of a freight car as you watched it pass by? Well here's some explanations.

**CAPY** (nominal cap.).....is the intended load-carrying capacity of the car to the nearest 1000 lbs. Determined by the structural strength of the car's underframe and size of the journal bearings of its trucks.

**LD LMT** (load limit).....maximum weight of lading that can be carried by a car, to the nearest 100 lbs. This is done by subtracting the weight of the car when empty from the total allowable weight, given the size of the journal bearings. The LD LMT is usually greater than its CAPY and is never exceeded by the CAPY.

**LT WT** (light or empty)...weight of empty car.

**B&M 1-94**.....this indicates the last time the railroad verified the car's weight (Jan. 1994). **NEW** and a date indicates that the weight shown is the car's as-built weight and that it hasn't been field-checked since.

**PLATE C**.....shows that a cars extreme outside dimensions fall within a standard cross-section, useful to know when restricted clearances are involved. Plate B is the smallest, with other Plates e and F. A car that exceeds these markings will be shown with a circle marked with "EXCEEDS PLATE\_\_".

**EXW**.....(extreme width) and **H** (height above the rail at which that width occurs) are shown when a car's eaves height exceeds 12 ft. 0 inches. Cars over 15 ft. 6 in. high will also display **EXH** (extreme height) and **W** (width at that height).

**EW**.....(eaves width) and **H** (eaves height) show the width and height at the eaves—the edge of the roof projection which extends over the sides of the car.

**IL**.....inside length.

**IH**.....Inside height.

**IW**.....inside width.

**CU FT**.....(cubic feet) shows the volume of the car based on interior dimensions.

**ABD**.....IS THE TYPE OF BRAKE EQUIPMENT FOUND ON A CAR. The ABDW brake valve is a modification of the ABD, which is descended from the AB of 1933.

**LUB**.....(lubricated for roller bearings) or **RPKD** (repacked for regular bearings) heads the journal-bearing maintenance column. **NO** means the car has NFL bearings, which require no field lubrication. If journals need to be serviced, the date and location of the work, as well as the interval until the next servicing are shown.

**BLT-7-69**.....car was built in July 1969. When a car is rebuilt, **REBLT** and the month and year are shown.

**2 IN HF COMP SHOES**.....the car has 2-inch thick, high friction composition (as opposed to cast-iron) brake shoes.

**XM**.....on the CAPY line represents the AAR's mechanical designation of the car.

**BS-192-A** (example).....is the railroads own classification for the car.

**JACK HERE**.....shows where to place a jack while jacking up the car-body for rerail or repair.

**50K** (example).....placed near the door to show maximum axle load permitted in a car.

Railroads may also have other little symbols and notes in a particular area for a car.

*(Trains Magazine)*

## HOPES DIM FOR VERMONT PASSENGER TRAIN

Montpelier, Vt.—The tracks to Rutland are being repaired, but hopes of seeing them used for passenger service any time soon are dim, some lawmakers say.

"I have to say that I'm getting pessimistic," said Sen Cheryl Rivers, D-Windsor, at a meeting with state officials on the status of Vermont's rail projects.

"The only hope I see for pulling something together on this, absent some sea change, is a multi-year plan," added Rivers, who serves on the Senate Transportation Committee.

The Vermont House this month (March) approved spending \$740,000 on track improvements that are needed to restore passenger service between Whitehall, N.Y. and Rutland. But Vermont's spending is contingent on a waiver that will allow the state to spend four times that amount in federal funds for track improvements. And the Vermont-only waiver has been tied up for months in the federal budget process. The work needed to bring the tracks up to the required standards for passenger service is expected to cost about \$3.5 million.

Vermont Railway, which owns the tracks and uses it for freight service is spending \$1 million toward the upgrade, said Vermont Railway President John Pennington. But millions of dollars more will be required before an Amtrak train can run north to Rutland. The federal waiver will supply those funds.

Some lawmakers think Vermont should look at other ways of paying for the track repairs. Relying on the waiver is like

waiting for a "winning lottery ticket," said Rep. Karen Moore, D-Rutland. "The bottom line is, for the Rutland area and the western part of this state...we have nothing until (another funding source) provides us with something," Moore said. "This is a project that has local support...yet we have precarious funding." Lawmakers are also looking into getting a loan from the Vermont Economic Development Authority.

Gov. Howard Dean has pledged his support for the western route. And lawmakers from both sides of the state, as well as Rutland businesses, have pushed hard for it this year, saying it would bring economic benefits to all of Vermont.

Rivers said that supporters hadn't pushed hard enough. Rutland-area legislators aren't showing that the western Amtrak train is more important than other projects, she added, pointing to a \$300,000 air-service subsidy that was approved by the House this month.

"We have to set our priorities," said Rivers adding that "every place I go for money, Rutlands been there." But Moore said Rutland asks for more because it has been traditionally been left out of transportation planning.

Meanwhile, Vermont is only 10 days away from losing its existing Amtrak service, the Vermonter between Washington, D.C. and St. Albans, and is still negotiating with Amtrak over the price of another year.

*(Union Leader)*

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## SATELLITE TRACKING SYSTEM

Erie, Pa.—The same satellite system that tracks whales across oceans will soon be adapted in an attempt to keep tabs on train traffic and help prevent rail crashes.

In the system, which incorporates military technology, a computer would be able to stop or slow a train if it sensed a collision was imminent.

General Electric Transportation Systems and Harris Corp of Melbourne, Fla., are working together on the "Positive Train Separation System, in their joint venture, GE-Harris Railway Electronics.

Using the Air Force's satellite navigation system, the locations of trains across the country could be observed from a ground station. Speeds and distances between both freight and passenger trains can be monitored and even controlled.

The system has been developed at the request of a private railroad, which was not identified by the companies. It will be tested three months from now (June '96) on 800 miles of track in Washington and Oregon. GE Transportation System workers in GE's huge Erie factory are working on the project, which will be tested into 1997.

Jim Burke, a spokesman for Harris Corp., said the system would make railroad travel safer for passenger and freight trains. He said if every U.S. railroad used it for all trains and tracks, the cost would be \$1 billion but the cost per railroad would depend on the amount of track covered.

"Preventing accidents is still largely based on railroad dispatchers knowing where trains are supposed to be, making sure they are maintain as safe an interval and running speed," said Burke.

Currently, no radar-type system follows train movements.

Their location is monitored by dispatch centers, track sensors and radio communication. The Separation System will be the first to use satellites.

Burke said the system would warn engineers by a bell or a buzzer if they are too close to other trains. If the engineer doesn't reduce speed, a computer gradually would slow the train—or stop it.

Sensors on the train would respond to a satellite computer system. The signal is fully automated and doesn't require an operator to observe each train.

*(Portland Press Herald)*

### BOOK REVIEW

The Society has received the publication "A Hoghead's Random Railway Reminiscences," by George E. Leu published by Vintage Press (140 pages @ \$16.95 8 1/2x5 1/2). One of our "book reviewers" said the following: "This was a delightful little book. Marinated in memories of railroading, and highballing in humor of same. Eases skillfully over the years of involvement of head-end power on the Great Northern from steam thru electric and diesels over the Cascade Mountains. The reader grows "whiskers" along with the author as each page is turned...Four stars!—SC

This book also has photos and a glossary at the end of the book on railroad terminology.

## UPDATE - AMTRAK SERVICE TO PORTLAND MAINE

Update - Amtrak Service to Portland Maine\_ The efforts to initiate passenger service between Portland, Maine and Boston's North Station are proceeding on schedule with service planned to begin in October barring any major, unforeseen setbacks. Wayne Davis of Trainriders revealed that there are minor ROW upgrade issues in a few areas which may keep the train from operating at peak speed for the first few months, but that this shouldn't have any impact on service or ridership. Projected travel time for the new service will be 2 hours, 5 minutes which seems competitive with other transportation modes. The new service will leave Boston's North Station on the MBTA Lowell Route (the original Boston and Lowell main), switch to the "Wildcat" connector to CPW-WJ (Wilmington Junction) on the original Boston and Maine's main and then on to CPF LJ (Lowell Junction) on Springfield Terminal's Freight Main. The new trains will use the Freight Main from there to Portland. The "Wildcat" may be one of those ROW upgrade issues that Mr. Davis mentioned, track speed is reportedly limited to 10 mph. The aforementioned route near Boston is preferred over the route through Reading (as the Haverhill commuter rail does) to avoid potential delays by the single track on the latter route. Preliminary stops mentioned for the new service in Massachusetts will be Mishawum (Industriplex) and Lawrence, Bradford, or Haverhill. Stops may also be made at Exeter, Durham (when UNH is in session), Dover (new location, not the old station site) in New Hampshire and Wells Beach, Old Orchard Beach (summer season only), Biddeford-Saco, and Portland (west side of town - not the old waterfront location) in Maine. New stations/shelters will be constructed at these stops as necessary. Funding

for the project will come from a variety of sources. The necessary capital improvements to Springfield Terminal's Freight Main (reportedly \$60-odd million) are being funded in part by Federal Transit Administration (FTA) & the Maine Department of Transportation at sufficient levels to cover the New Hampshire portion as well. Maine DOT is to make up any operating deficit for Amtrak & cover the cost of station help, porters, and other related personnel. The Maine Turnpike is reportedly funding the Wells Beach stop which will be near Exit 2. All other stops are being paid for & maintained by the municipalities. The Portland design has been finalized, however, higher than expected costs may cause further delays before the start of construction. Equipment will likely be push-pull cars, either using ex-Metroliner cab cars similar to those on the "Vermont", or possibly stripped F-40's as control cabs. Plans call for 4 round trips a day to start. The busiest trains will likely be the early morning Boston-bound train following the Dover & Exeter stops and the Portland bound trains returning during the afternoon on weekdays. Additionally, it is expected that vacationer traffic will fill all the trains during the summer, especially on weekends. Springfield Terminal will benefit from the project by receiving funding to rebuild its Freight Main from CPW WJ to Portland. Construction contracts should be let by April assuming there are no more delays in the multi-tier agreements between NNEPRA-Amtrak, NNEPRA-ST & ST-Amtrak. Note, it was rumored that Guilford made a proposal to run this service which was later rejected by the States involved.

—From [terwilli@yankee.com](mailto:terwilli@yankee.com) via the Internet and Bob Warren

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## GUILFORD NEWS

Guilford #350 (ex-CR #3266), along with #351 and #352, is equipped with train-stop equipment for use on Amtrak owned trackage. This equipment was came from four ex-D&H GP-39-2s which were removed when their lease ran out. The fourth unit, #353, is at Waterville having cab signal equipment installed.

GP39-2s #352, #353 and #363 arrived on PODH for storage before going back to their lessor. Four other units #354, #355 and #366 along with C424M #452 are at Waterville awaiting movement west.

The west end of GRS continues to be served by local RJ-1 based out of Scotia, N.Y, the unit ties up at the west end of the former Scotia Navy Depot, now the Scotia-Glenville Industrial Park. The crew goes on duty between 7 and 9 am Mon.-Fri. On M-W-F they operate between Rotterdam Jct. and the Batten Kill RR interchange at Eagle Bridge, N.Y. with occasional jaunts as far east as North Adams, Ma. On Tue. & Thurs. the unit usually works the local customers in the Scotia-Glenville area with a trip over to the Conrail interchange at Rotterdam Jct and the D&H interchange at Mohawk Yard.

(*Railpace magazine*)

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## COMMUTER DISTRICT NEWS

The first rebuilt Pullman coaches were delivered to the MBTA on February 20 in Readville. These coaches will soon begin revenue testing on the Rockport Branch... Construction on the New Engine Terminal is continuing. Additionally, tracks 1, 5-10 are all open to the new bumpers. It looks like the steel work is near completion for a 3(?) story building over by the New Hampshire main. Piles are in place and concrete is being poured for a large structure near the ex-Fitchburg main... The MBTA is seeking to lease surplus Amtrak F-40's when they become available to expand the power pool for the new Old Colony lines... Reactivation of the Old Colony lines will likely be delayed as contractors and the MBTA sort out disputes over awards of engineering and construction contracts... Apparently Amtrak GP-40TC #194 will continue on in MBTA commuter service on the North Side as long as it doesn't break down.

—From [terwilli@yankee.com](mailto:terwilli@yankee.com) via the Internet and Bob Warren

## SIDINGS...

Your Society has come into the possession of a "measuring stick" that was used to measure the width and height of loads on flatcars and in boxcars. I've been told this is a rare find.

Rutland, Vt.—A summer tourist train in northwestern Vermont will expand its route to Rutland this summer. Vermont Railway and Leslie Otten, the owner of the Sugarbush ski resort who is buying Killington, struck a deal with a group of Middlebury businesses to extend the Burlington-Middlebury run south to Rutland. The route will attract summertime tourist to Rutland and give a boost to efforts to bring Amtrak service from Whitehall, N.Y.

*(Boston Globe)*

A nineteenth century locomotive weathervane from the Edaville Railroad was a high light at James Julia's February 10/11 Americana sale in Fairfield, Maine. The 51-inch object went for \$7,700.

*(Boston Herald)*

Rumor had it that Dick Nichols was selling Salisbury Point 10th Anniversary cars for \$1.50 at the joint train show the B&MRRHS and SPRRHS held in March. But the deal was only good with a coupon!!!!!!

Did you know that the railway telegraph system was invented by Granville T. Woods??

This being the year of the 100th Boston Marathon here's a little tidbit. In 1907, repairs close the railroad bridge at Metcalf's Mill and the start of the race is moved to Steven's Coner on the Hopkinton road, Tom Longboat, an Onondaga Indian from Canada, beats a freight train that cuts off a bunch of runners in Framingham and he goes on to win the race in 2:24:24.

*(Boston Globe)*

The steam locomotive was invented by Richard Trevithick of Great Britain in 1804

The Altoona Railroader's Memorial Museum has announced that a \$3.50 charge will be levied to reach trackside at the Horseshoe Curve National Historic landmark in 1996. This includes a round-trip on the funicular. This fee will help towards the upkeep of the area which is not subsidized.

*(470 Newsletter)*

Atlanta, Ga.—Amtrak's Sunset Limited, headed from Miami to Los Angeles with 170 passengers collided with a tractor trailer in Alabama (3/19/96) sending three people to the hospital, state police said. The accident occurred at 8:20 am at a crossing near Tilmans Corner, Ala. The first of the trains two locomotives caught fire after hitting the truck and had to be separated from the rest of the train. Amtrak said the engineer and his assistant were treated for smoke inhalation and minor injuries. The truck driver was also treated for injuries and were not life threatening.

*(Boston Globe)*

Red Cliff, Colo.—A student engineer was in control of the Southern Pacific freight train that derailed, killing himself and another crew member. Investigators believe the crash may have been caused by human error, braking to late.

The preliminary determination was based on analysis of a computer record that showed when the train's air brakes were applied and how fast the train was going, said SP spokesman Larry Kaufman. Investigators further added that the train was going 64 mph in a steep, curvey section of track when the crash happened, the speed limit in the area is 15 mph.

*(Boston Globe)*

Hot from the "rumor" stove in the buggy: Tower "A" in Waterville is/has been closed??

Remaining B&M and MEC GP-7's and GP-9's are capped and sitting at Rigby Yard, supposedly for sale???

Any truth or substance to these rumors?????

The federal government has approved \$750,000 for the improvement to increase the clearance over a railroad bridge in Gorham, N.H. The 17' 10" clearance will be increased by 4 1/2 feet by lowering the track under a bridge which spans the Androscoggin River, the highway and the railbed of the St. Lawrence & Atlantic RR. This will remove the last U.S. impediment to double-stack trains between the East Coast and the Midwest. Under the financing the St. Lawrence & Atlantic will pay 20% of the cost, enabling the state to meet the matching requirement.

*(Union Leader)*

The state of Vermont has purchased about 5 miles of B&M track that connects North Bennington with the B&M tracks in Hoosick, N.Y. The state paid \$280,000 or \$50,000 below the appraised value. Once the track is refurbished the state will lease it to the Vermont railway.

*(Burlington Free press via 470 Newsletter)*

An East Greenwich 16 year old youth was killed when he was hit by a Boston-bound passenger train. The engineer told investigators that he spotted the boy on the tracks but could not stop in time. He also stated that the boy did not even move though the train had its horn blowing as it barreled down. Speeds of up to 95 miles per hour are permitted on the stretch of track in the Davisville area said Amtrak spokesperson Maureen Garrity, although she did not know the speed of the train at the time of the accident. The train stopped about a mile after the accident.

*(Salem Evening News)*

### **"There's No Business Like Show Business..."**

If you or someone you know would like to do a slide or movie presentation for the B&MRRHS, please contact our Program Chairman, Jim Byington. He can be reached through the Society's telephone at (617) 628-4053, or by dropping a line to Jim at the B&MRRHS P.O. Box in Woburn.



## TAP RAILWAY FUND TO SAVE AIRPORTS?

CONCORD, N.H. (AP)—Should New Hampshire use money earmarked to improve railroads to help preserve small, private airports?

The Legislature will decide whether to borrow money to buy threatened airport properties or if the Aeronautics Division will be allowed to dip into the Bureau of Railroads and Public Transportation's rapidly dwindling purchase fund.

Railroad preservation advocates say money should not come from the fund established to buy abandoned railroad rights-of-way.

"As long as there is money on the books, we can share it," Christopher Morgan, state railroad bureau administrator, said, "but the \$1.5 million still left in the fund would buy 30 to 60 miles of railroad corridor, so it's not an excessive amount."

Rep. Kenneth Weyler, R-Kingston, sponsored a bill to give the

state first crack at private airports put up for sale. His idea is to prevent them from being closed or lost to other development by having the state buy them, then lease them to airport operators.

Mr. Weyler, an airline captain, said the money is needed to make the state competitive when private airports are in danger of being bought for other development. He asked for \$3 million. When his plan passed the House, it was amended to give the state authority to get the money from the railroad fund.

Paul Chapman of Derry, new president of the 140-member New Hampshire Railroad Revitalization Association, said tapping the railroad right-of-way fund appears to punish Mr. Morgan for prudent spending.

Harold Buker, director of the State Aeronautics Division, said the funds are key to the state's goal of preserving its airports.

—Lawrence Eagle Tribune

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## WEST END UPDATE

Reports from Springfield Terminal indicate that rumors regarding a switch in the interchange point with Conrail from Barber Station in Worcester, MA to Rotterdam Jct., New York are unfounded. Reportedly, the current interchange agreement with Conrail and the Providence and Worcester is working well and there are no plans to change it. Additionally, Springfield Terminal reportedly is considering whether it can continue to provide intermodal service once the CP Rail run-through trains are discontinued on Feb. 29. Speculation seems to center on ST bringing intermodal trains up the Worcester Main from Conrail, perhaps even as part of Conrail's Selkirk-Ayer multilevel trains 438/439. It is interesting to note, however, that circumstances continue to indicate a change in interchange to Rotterdam. ST has replaced its GP39-2s with GP-40s on a one for two basis bring their power up to an operating level last seen when they were operating the west end gateway. -Track work efforts last summer focused on the ex-Fitchburg Division Main from Fitchburg to Charlemont and beyond. The Rotterdam Jct. Branch has been upgraded from 10 to 25 mph following extensive rebuilding. Conrail has been qualifying crews on the Worcester Main in order to run its own trains to Ayer (ML-438/439) which takes away the prob-

lem of what to do with the racks and the high/wides since they cannot fit through Hoosac. -Radio chatter in Portland, Lawrence, Fitchburg, E. Deerfield, and North Adams starting at about August of last year has independently indicated the shift was to happen "soon". Hoosac Tunnel Upgrades: On February 14th, 1996, the Massachusetts legislature passed the Seaport Improvement Bond Bill which calls for substantial improvements to the Port of Boston and state financial support for removing overhead obstructions on major freight rail lines throughout the state to allow doublestack trains to operate to and from the Port. With passage of the bill, the state has committed to invest \$110 million in improvements on rail lines owned by Conrail, the Boston & Maine Corporation (Guilford) and the Providence & Worcester Railroad Company. The bill provides funds for final design & engineering services to improve the clearances of the major obstacle to doublestacks on Springfield Terminal's Boston and Maine Freight Main - the Hoosac Tunnel. Allegedly, Guilford Rail Systems will need to find additional funding for a significant portion of the construction costs once the project design phase nears completion.

—From [terwilli@yankee.com](mailto:terwilli@yankee.com) via the Internet and Bob Warren

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## ENFIELD, N.H. RESCUE SQUAD SEEKING DEPOT DATA, PHOTOS

B&MRRHS member Charles M. Harrington, on behalf of the Enfield, N.H. Rescue Squad, is looking for information on the Enfield, N.H. depot. His group, as part of an agreement with the town, is in the process of rehabilitating and restoring as completely as possible, the depot building which once served passengers and housed an agency for freight customers on B&M's Northern line.

The group is in particular need of photographs which show the arrangement of windows on the side opposite the platform (street side).

At the 1995 town meeting, the Town of Enfield purchased the building as a training/meeting area for its rescue squad. In return, the squad has agreed that it will attempt to return the building to as near its original appearance as possible.

Currently, about half of the building's varnished woodwork is intact as well as a great deal of crown molding and other details. A new heating system has been installed as well. They are striving for as much accuracy in restoration as possible.

Mr. Harrington can be reached at 603-632-4998 or by mail at 4 Patricia Court, Enfield, N.H. 03748.

*(Editors note: The upcoming B&M Bulletin will be featuring an article on Merton Stearns' experiences as an agent at Enfield during the late 1940s. There are a number of photos—some showing the depot—which accompany the article. John Alan Roderick tells us, however, that there are none which show the street side of the structure, Perhaps someone can help these guys out.)*

# MEMBERSHIP MEETINGS

## MARCH, 1996

The March, 1996 meeting featured a presentation of B&O steam and other subjects by our old friend H. Arnold Wilder. All in attendance were, not surprisingly, treated to a terrific show made even more enjoyable by Arnold's wit and wisdom.

## APRIL, 1996

Our annual joint meeting with the Mass Bay Railroad Enthusiasts was capped off by a super slide presentation by Mr. Donald McKay who gave us a good look at the New Haven—in beautiful living color—during the 1950s and 1960s.

Thanks go to Arnold, Don and all who attended the meetings.

REMEMBER ALL MEMBERSHIP MEETINGS START AT 7:30 PM UNLESS OTHERWISE NOTED.

## Thanks...

Thanks go out this issue to the following contributors: Elliot Spigel, Alden Dreyer, Richard Durnin, Steve Cook, Joe Shaw, Linda Weeks, Jim Nizgus, Richard Muse.

—BW.

## EXTRA!!! EXTRA!!! EXTRA!!!

This year your Society is celebrating its 25th anniversary. Plans are being made for a banquet and other activities. Chairwoman Patricia Byron has gotten Mr. Harold Carstens to be our guest speaker. Dates of the celebration will be October 11 and 12, 1996. More details will be printed in the next Newsletter. So mark your calendar for those dates, we look forward to seeing you there.

## UPCOMING EVENTS OF INTEREST...

- MAY 4, 1996 Bedford, Ma. the FBDP will sponsor a walk along the old B&M Reformatory Branch between Concord and Bedford.
- MAY 12, 1996 Mother's Day Special where Mom rides for free when accompanied by one or more children.
- May 12, 1996 Green Mountain Flyer begins operations on weekends in Bellows Falls, Vt.
- MAY 18, 1996 North Conway, N.H. 23rd annual Spring Show at the John Fuller School on Pine St. 10-4 Admission is \$2 adults, \$1 children under 5 years free Family \$5 max.
- MAY 18, 1996 Chester, Ma. 6th annual "Chester on Track" Railroad Day 9-4—FREE. All types of activities including operating layouts with 1927 FLYING YANKEE, parade, music, food, Conrail unit and much more.
- MAY 18, 1996 Wilmington, Del. 6th annual Delaware Transportation Festival 10-4 at the Wilmington Amtrak Station—FREE All types of railroad and commercial displays along with layouts and Operation Lifesaver. Contact Julie Theyerl at 302-577-6380 for further info.
- MAY 31-JUNE 2, 1996 Boston Trolley Meet, Holiday Inn, Newton, Ma. For more info contact Boston Chapter NRHS PO Box 252 New Town Station Boston, Ma. 02258 along with SASE.
- JUNE 8,9, 1996 Cape Cod Railfest Hyannis, Ma. Write to Cape Cod RR 252 Main St. Hyannis, Ma. 02601 or call 508-771-3788 for information.
- JUNE 16, 1996 Fathers Day at Conway Scenic, Dads ride free when accompanied by one or more children.
- JULY 26,27,28 1996 Lowell Folk Festival. Come on down and help man the Combine and show off your Society.
- AUGUST 10, 1996 B&MRRHS Day at Conway Scenic Railroad—see inclosed flyer and notice.
- AUGUST 14-19, 1996 "Adventure Tour of Maine Railroads" presented by Maine Railwatch Quarterly—\$549. Write to: Maine RailWatch Tour '96 PO Box 941 BM Yarmouth, Me. 04096.
- SEPT. 7, 1996 RUTLAND LIMITED \$35 adults \$25 children under 3 years free when held. Contact Green Mtn RR PO Box 498 Depot St. Bellows Falls, Vt. 05101 or call 802-463-3069 for reservations.
- OCTOBER 11/12, 1996 October 11/12, 1996 25th Anniversary of the B&MRRHS.