

APD-1

Boston & Maine Railroad Historical Society  
19 Incorporated 71

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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May — June 2005

Bob Warren, Editor (bobwarren@earthlink.net)

Visit the B&MRRHS on the web at: <http://www.trainweb.org/bmrrhs/>

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**When attending a Membership meeting please enter through the weave room entrance, there will be a sign. Walk through the weave room to the elevator and onto the second floor. This is a National Park security rule and the Society has to abide by it. — Buddy Winiarz, President**

### B&MRRHS CALENDAR

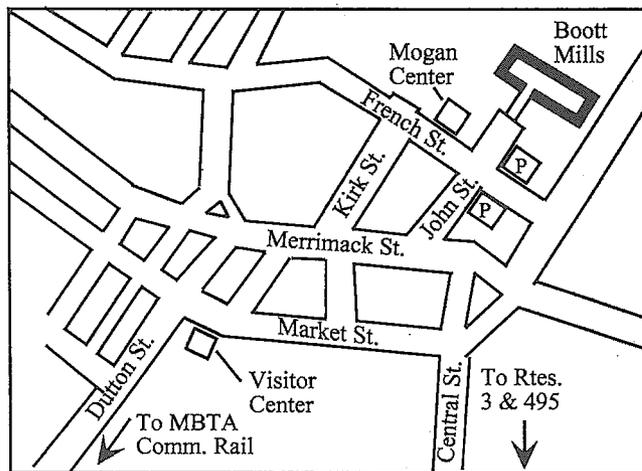
Meetings commence at 3:30 pm on the second Saturday at Boott Mill unless otherwise indicated.

- May** Justin Winiarz presenting slides from NY, PA, MA and Ohio.
- June** Gary Webster will be presenting New England railroading\*  
*\*Meeting to be held on the 18<sup>th</sup> instead of the second Sat. of the month*
- July** Folk Festival...no membership meeting
- August** No Meeting
- Sept** TBD
- Oct** Dick Towle showing the B&M and other railroads
- Nov** TBD
- Dec** Member's night

### DIRECTIONS TO THE LOWELL MEETING PLACE

At the traffic light near the Morgan Center, take a right or left depending on which way you come down French St., go past the little guard shack (Parking lot is on right-Boarding House Park is to the left), Walk over the trolley tracks and bridge, into the courtyard, bear to the right, the Museum entrance is on your right hand side. The doorway will be lighted. Also look for signs.

**VISITORS MUST PARK IN THE LOT ON FRENCH STREET-NO PARKING IS ALLOWED IN THE COURTYARD.**



### NEXT ISSUE

The deadline for submitting material for the Newsletter is the first of each even month. Such material can be sent to the editor at the above email address or to 1201 Kapok Circle, Clearwater, FL 33759-3210.

The society reserves the right to edited any submitted material.

## MEMBER INFORMATION

**Newsletter**

Correspondence concerning the Newsletter can be sent to either  
The address on page I  
or emailed to:  
bobwarren@earthlink.net

**All Other Correspondence** goes to the following address  
(or by email) including catalog orders, correspondence with the Board  
of Directors, Archives, Historian, or Bulletin.

B&MRRHS, P.O. 469, Derry, NH 03038 or  
CPC835-DD@JUNO.com

In all instances involving money **DO NOT** send cash as the society will  
not be held responsible for if lost.

Make checks, etc. payable to **B&MRRHS**

**Address Change:** if you change your address please let the Society  
know by mail or email. When you do not let us know, it costs extra for  
postage: first mailing, returned postage and second mailing, i.e., three  
mailing costs to one person.

## Society Officers, Directors and Staff

President	Buddy Winiarz
Vice President	Russ Monroe
Treasurer	
Secretary	
Clerk	Ellis Walker

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John Goodwin	Mike Basile	Paul Kosciolk
Jim Nigzus	Sandy Shepard	

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Dan Hyde Jonathan Miner

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Model Projects Coordinator	Vacant
Newsletter Editor	Bob Warren
Contributing Editor	Buddy Winiarz
Program Chairman	Jim Nigzus Buddy Winiarz
Show Coordinator	James Nigzus
Webmaster	Jonathan Miner

## 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

Buddy Winiarz, Membership Sec.

**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 9116  
Lowell, MA 01852-9116

Basic	\$30
Basic & Spouse	\$32
Contributing	\$35
Canada & Overseas	\$50
Sustaining	\$50
Supporting	\$75
Benefactor	\$100
Corporate	\$500

## MESSAGE FROM THE PRESIDENT

Due to a major snowstorm there was no March meeting of the BoD or Membership.

The tour of BET is on hold as there is a major shakeup at the "T"...I've been pushed from one person to another etc...so for the moment it is on hold.

Due to technical difficulties there is no Board Meeting Minutes from the April meeting. They will appear in the next Newsletter - ed

I'd like to add some comments about the Modeler's Notes survey.

Several members stated "specialty cars" and "N scale"...I'm not sure but the reason we do not do much in N scale is because we have to have a certain number run off, not sure if it is 150, 275 or 300 or whatever the count is. Unfortunately for the percentage of those that model in N the main reason we do not do N scale is that the items tend to hang around for several years (3-5) at least, in other words they do not sell as well as HO. This would also go for O and S gauge, not to mention the cost involved.

I agree with many that wrote you both do a great job with the MN's and I hope that I can speak not only for myself but for the Board and Staff members thank you for a Job well done.

At 113 replies I would say that is pretty good for the Society, that amounts to about 11%. We get about that back on the "elections."

As for more articles and other items of interest, i.e., coaling towers, track plans etc, we need people to do them. As you both know research is the key and that needs to be done by someone. I noticed in one reply someone wrote about asking for more data on a certain subject and he basically answered his own question by saying "I know, do it and we'll print it."

I feel that members that want certain subjects should write to either co-editors or the Society stating their desires, but if not for your survey nobody has any idea what members want. The sad part is that we have addresses for Models, the Bulletin, the Society in general in both snail-mail and e-mail yet nobody will say anything. I have been saying that for a long while, especially since I got involved as NL Editor... people will chat with this one and that one but never to who it should be with and some of the comments reflected that.

I believe between the Bulletin, NL and MN's we have a pretty good mix for the members.

Remember, it takes all kinds to make a Society and we have several categories of interest for all. Some like the MN's as their first choice, others the Bulletin and others the NL and some only care about one of those and not the others. And that comes from talking with members over the past years at train shows Keep up the good work.

Buddy

## Company Business

### Upcoming Elections In October

Nominations are being accepted for the following Positions are open:

President (2 years)  
Vice President (2 years)  
Treasurer  
Secretary (Recording)  
3 Directors  
2 Alternate Directors

### Program Chairman Wanted

The Society is looking for a Program Chairman to set up presentations for Membership meetings. If interested please contact the Society via e-mail, regular mail or tell someone at a meeting.

### Help Wanted

No previous experience required.  
Steam Locomotive #410 Work Session

Anyone interested in helping out with the ongoing restoration of this locomotive is asked to write to:

B&M 410; P.O. Box 9116; Lowell, MA 01853

Work is done on designated Saturdays during the spring and fall.

So 'come on down' and help restore this rare piece of Boston and Maine History.

**Jim Nigzus - Restoration Chairman**

## Train Shows

### Concord (NH) Model RR Show\*\*\*

September 11, 2005

Everett Arena, Loudon Road (Exit 14 off Rt. 93)

Time: 10 — 4

Fares: \$3.00; Under 12 FREE; Family (max) \$7.00

### Pepperell Siding Model Railroad Club\*\*\*

September 25, 2005

Hollis/Brookline High School

Route 122 (South), Hollis, NH

Time: 10 — 4

Fares: Adults \$5.00; Under 6 FREE; Family (max) \$12.00; 65 years and older \$4.00

\*\*\* The society will be represented at these shows.

### Ammonoosuc Valley RR Assoc.

October 29, 2005

Littleton Armory; US Rt. 302 East, (Exit 42 off Rt. I-93)

Littleton, NH

Time: 10 — 3

Fares: Adults \$3.00; Students \$1.00; Family (max \$7.00); Under six FREE

*Train Shows con't next page*

**Train Shows** continued**35<sup>th</sup> Anniversary Special Train 1970-2005**

Mystic Valley Railway Society

June 25<sup>th</sup> via chartered motor coach to Brunswick, ME to ride the rails of the former Maine Central to Rockland and back.

Fare: \$35/person

Details: MYRS, PO Box 365486, Hyde Park MA 02136-0009

Or: 617-361-4445 ; Or WWW.MYSTICVALLEYRS.ORG

**The Dartmouth II**

White River Jct. – Wells River one day excursion

Saturday, June 11 sponsored by Massachusetts Bay Railroad Enthusiasts, Inc., runs White River Jct.-Wells River, VT and return, one day only, using Green Mountain RR vintage equipment over “rare mileage”!

Lv. Amtrak WRJ station 10:30 AM; return about 5:30 PM.

Limited photo stops.

Fare \$45; children 5-12 \$30; box lunch \$10; Boston bus/van connection \$40. MC/Visa accepted.

Info/resv.: SASE to Mass Bay RRE, Box 4245-BV, Andover, MA 01810; 978-470-2066

e-mail: [trips@massbayrre.org](mailto:trips@massbayrre.org); or check our website:

[www.massbayrre.org](http://www.massbayrre.org).

The consist will be a matched set of GMRC “New Green” coaches:

**New Hampshire’s Hobo And Winnepesaukee Scenic**

**Railroads** will be hosting their 17th annual track car meet June 3 to 5, 2005. A Friday evening Bar-B-Que at Hobo Jct. will be followed by trips planned from Hobo Jct. (No. Woodstock) to Weirs Beach and return on June 4 and Tilton to Weirs Beach on Sunday the 5<sup>th</sup>. Additional information is available from Paul Yorkis, 24 Kimberly Drive, Medway, MA, 508-533-4848 or [pgyorkis@aol.com](mailto:pgyorkis@aol.com).

**The 470 \$70 Railroad Club**

**September in the Wolverine State**

Mystic Valley Railway Society

September 2-11<sup>th</sup>

Via Acela Express from Boston

Variety of rail of accommodations; many meals; 6 nights hotel and all motor coach connections.

Fares start at \$1,625 per person double occupancy coach class.

Details: : MYRS, PO Box 365486, Hyde Park MA 02136-0009

Or: 617-361-4445 ; Or WWW.MYSTICVALLEYRS.ORG

**Amherst Railway Society**

January 28 & 29, 2006

Eastern States Exposition Grounds

West Springfield, Ma.

January 28 : 9-5

January 29 :10-5

**Mystery Photo**

Did you guess the location was Beardstown, Mass?

The following accompanied the photo in the last issue of the Newsletter: The 1923 roster of stations lists Bernardston on the Connecticut Division Main line, 42.66 miles north of Springfield. H.J. Foley was the agent.

*Gary LaPointe* was the first to respond that the mystery station is Bernardston, MA, at MP 43 from Springfield on the former Connecticut River line.



*Steve Fix photo*



*Douglas Rice*: “The March-April Mystery Photo Location is on the ‘Oat Meal Road’ (that is what we – on the Conn River – were called by the Fitchburg Division) account of our gravel ballast compared to their stone ballast! The place is Bernardston, Mass, looking northward (also east by the compass) or ‘outward’ by D&M direction. The brick water tank and the train order single were long gone, but the freight house – the peak of it just showing under the orderboard – was still standing when I went on the road in 1944. Although it was not longer used unless somebody used it for storage. All that is there is the main line. The crossing only went across for access to the cars on the team track.”

## The Beautiful Stone Bridge At Bernardston, Massachusetts

An address by Alden Dreyer

*It was originally addressed to the Railway & Locomotive Historical Society and numerous interested parties.*

This is the B&M RR Bridge that has served faithfully without fail or stress since 1848.

And still sees a heavy freight train almost every day of the week

Dear Railway Historians,

"For forty years or more I've believed that attributing the wonderful Bernardston railway bridge to Theodore Dehone Judah did his reputation a considerable disservice as well as to that of the engineer who actually built the bridge. Judah was a hero for his integrity, sincerely, enthusiasm and energy in difficult times. His engineering skills, however, are quite questionable and that is relevant to this discussion, but not historically important.

"To search the history of the exquisite viaduct at Bernardston, I needed some serious assistance and this came in the form of Dr. Charles MacGregor who has devoted entire days if not weeks to searching through newspaper records and other sources. As I told Charles early on, you could not have an intelligent discussion of the bridge until you knew when it was built.

"I reread (R&LHS) *BULLETIN* No.69 of May 1947 cover to cover, which is Charles Fisher's epic work on the Western Rail Road of Massachusetts. At the end he paid great tribute to the Connecticut Valley Historical Society and that was all I needed to narrow my Google search to something manageable. That led me to the Springfield Museums, which have absorbed the CVHS and Maggie Humberston who very kindly photocopied and sent me the first four annual reports of the Connecticut River Rail Road.

"As expected, these were mostly promotional in tone urging the stockholders to buy more shares as the prospects seemed brilliant. And they were such. Nothing was mentioned about an extravagant and elegant stone viaduct over the Fall River and I was expecting that also.

"But CRRR President Erastus Hopkins could not contain himself and states quite clearly that when the extension road opened on 01 January 1849 to the State Line, "The culverts and viaducts are of permanent masonry, without wooden bridges."

"Which is the documentation I've been searching for decades to prove that the bridge was built in 1847 & 1848, as I fully believed, but could not prove. Now Theodore Judah was perhaps 21 years old at the time and certainly in the area, but there is no reason to believe he had anything to do with the Bernardston Bridge and a great many reasons to believe he did not.

"John Childe was trained at West Point along with George Washington Whistler and William Gibbs McNeill and all three worked together to build the Western Rail Road with Childe in charge of the section in New York State. McNeill and Whistler are famous for their stone viaducts and bridges and culverts Childe is not.

"I suspect Childe was allowed to build the Bernardston viaduct as a monument to his considerable expertise and experience. The relatively high cost was hidden in the extension road construction budget. Not only were the stockholders and the public not

informed, but also it is quite possible that even the directors knew nothing about it.

"Childe was a railway construction engineer. When the CRRR was complete, he went on to the Mobile & Ohio in 1849. I await further reports from you M&O experts on his accomplishments and hopefully we can trace his progeny with enough success to find reference in his personal papers to his days back in Bernardston, Massachusetts.

"All the more relevant these days as the Federal government has appropriate \$750,000 to study the return of passenger trains to the stone viaduct. That's the foot in the door we've long awaited."

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**A Loram Rail Grinder** was first reported working on MBTA lines north of Boston in early February, and then it has worked on Guilford's freight main line between Plaistow and Portland. Some increases in Downeast train speeds are expected after the rail grinding is complete, particularly in the Biddeford to South Berwick section according to a proposed improvement program published on NNEPRA's web site last summer... The grinder departed Guilford February 22.

The 470 470 Railroad Club

*See speed chart on pg 12*

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## More Mystic Jct Yards Disappear

During the month of December, GRS maintenance of Way crews were busy pulling up the rails and ties of former Boston & Maine Yard 7 in East Cambridge, MA. This yard was last used on November 13, 2001. Yard 7 was then removed from service, along with the remnants of Yard 8 in Somerville. Yard 7 had been used some time ago for intermodal operations. Yard 8 had been a hump yard, complete with car retarders, up until the late 1970s to early 1980s. When the remainder of the yard was removed from service, only a few tracks remained. A single passing siding was installed. Minor derailments were very common in Yard 7 and 8, especially toward the end of their life. Several months ago, the "Red Bridge" was removed, leaving Yard 7 without rail access. "Red Bridge" was a truss bridge, consisting of several spans, connecting Yards 7 and 8 (*actually several of the yard 8 'R', or receiving tracks extended to Lechmere Square - ed*). The bridge crossed over the Fitchburg (Div) /South Acton Commuter Rail Line of the MBTA, (*near Tower H*) west of Boston Engine Terminal. Some years ago, there was a lot of word going around, regarding the sale of this area by Guilford Rail System, for development. Yard 7 takes up many acres of land, and is near the City of Boston, with a large value.

Atlantic States limited via The 470 The 470 Railroad Club

## Railroad Museum of New England Receives 2005 H. Albert Webb Railroad Preservation Award for B&M GP9 1732 Restoration

The Railroad Museum of New England, based in Thomaston, CT, is the 2005 winner of the H. Albert Webb Memorial Railroad Preservation Award, given by Mass Bay RRE member Leigh Webb. The \$10,000 grant associated with the award will support restoring Boston & Maine "Bluebird" GP9 to operation, including installing a rebuilt EMD 567C diesel engine in the locomotive.

1732 was one of 50 GP9s that replaced B&M's first freight diesels, the 48 EMD FT units that went into service during World War II.<sup>o</sup> In 1957, B&M traded in those worn-out FTs for GP9s, which came to the railroad in the new "McGinnis" color scheme of bright blue, black and white - earning them the nickname "Bluebirds" from B&M crews. Often running in three- or four-

into B&M blue and restored its B&M number. However, on a December 2001 run, 1732 broke its crankshaft and has been out of service since then.

The Museum had acquired a factory-rebuilt 567C diesel engine from Metro-North RR, which never put the engine into service after its rebuild. The diesel engine also needs repairs after being stored outside at Metro-North.<sup>o</sup> The Museum expects both to repair the 567C engine and install it in 1732 during 2005-2006. This will put the 1732 back in tourist train service and make it available for the RMNE "Engineer for an Hour" instruction program.

Mr. Webb created the H. Albert Webb Memorial Award in 2000 to recognize his father's love for New England railroading. The award aids non-profit, tax-exempt organizations that preserve historically significant railroad equipment, structures or information from New England railroads.

The 2004 Webb Award went to the Piedmont Chapter NRHS of Charlotte, NC to restore the interior of six-double-bedroom-lounge Pullman Pine Tree State, the last sleeping car built for the New Haven. The 2003 award to the Friends of Bedford Depot Park in Bedford, MA paid for rebuilding a quarter-mile of two-foot-gauge track on the original right-of-way of the Billerica & Bedford RR, the first U.S. two-foot common carrier. The 470 Railroad Club of Portland received the 2002 award for boiler work on Maine Central Class W 2-8-0 501 (Alco-Schenectady, 1910), a project which is still continuing.<sup>o</sup> Mr. Webb made the 2001 award to the Lackawanna & Wyoming Valley Chapter NRHS, Scranton, PA to assist in restoring B&M Class P-4a 4-6-2 3713 (Lima, 1934).

William Crawford, Awards Committee Chair, (781) 581-0411, CrawfordWm@aol.com



unit combinations, the "Bluebirds" were B&M's main freight power until 1972, when the 200-series GP38-2s arrived.

By the mid-1990s, when the Museum began searching for a "Bluebird" for its collection, the GP9s had long since been repainted into Guilford Rail System gray and were becoming scarce. 1732, renumbered as Springfield Terminal 68, had been traded to a locomotive leasing company in 1996. In 1997 RMNE purchased the locomotive, moved it to Waterbury, CT and put it into service as Naugatuck RR 68.<sup>o</sup> The "Naugy" was familiar territory for the 68; it ran on the ex-New York, New Haven & Hartford Waterbury-Torrington branch in the mid-1980s when B&M operated that line. In early 1998 RMNE repainted the 68



## The History of the Numbering & Renumbering of B&M's XM-1 Boxcars

By Tim Gilbert

1) In late 1929/early 1930, the B&M purchased 1,000 boxcars which were numbered in the #71000-71999 series. These cars had *what the Class Card diagram called "ARA" doors and "ARA" roofs; the roofs that were ribless and the doors were the peculiar looking three panel one which got the name "Reverse Creco" although Creco probably had nothing to do with their construction - the "Reverse Creco" term I believe was invented by Harry Frye, the late historian of the B&MRRHS. 25 of the cars were steel; the other 975 were single sheathed using the 1923 ARA design. 975 had B&M reporting marks while 25 had MTC (B&M's Mystic Terminal) Co.) marks per the following:*

B&M #71000-71953	Single-sheathed
B&M #71954-71974	All-Steel
MTC #71975-71995	Single Sheathed
MTC #71996-71999	All-Steel

2) Later in 1930, another 1,000 boxcars were purchased: - this time, all were single sheathed, had Youngstown doors and Murphy Roofs (eleven ribs). These were numbered as B&M's #72000-72999 series.

3) In 1945, fifteen of the #72000's were converted to stock cars and renumbered into the #27500-27514 series. The conversion consisted of replacing the wood sides (but keeping the steel trusses) with slats. In 1955, fourteen of the survivors (#27511, ex-72250, had been destroyed in East Deerfield in 1950) were removed from stock car service with six being converted to wheel cars WHB-50 through WHB-55; and the other eight being converted back to boxcars and renumbered with their original #72000 number. None of the fourteen survivors were included in the 1955-1956 sale/leaseback deals.

4) Between the time of acquisition and 1955, many of the #71000's had their original doors replaced with Youngstown doors. The original door hardware with seven bottom guides was retained - the #72000's had Youngstown Camel door hardware which had fewer bottom door guides - a spotting difference between the #71000's and #72000's even after 1,300 of the total 2,000 cars in the #71000-72999 series had been sold and leased back to the B&M in 1955-1956.

5) All surviving cars (about 1,975 of the original 2,000) were retrofitted with AB Brakes beginning in 1946. This retrofitting was completed in 1950.

6) Starting in July 1955 and continuing until November of that year, 500 of the cars, all single-sheathed, were sold to International Railway, refurbished, renumbered into the #70000-70499 series & leased back to the B&M for ten years. Part of the refurbishment included replacing whatever "Reverse Creco" (sic!) doors survived with Youngstown doors. The cars selected for this sale/leaseback were random. For instance, #70000 was ex-#72872; #70001 was ex-#71034; #70329 was ex-#72005; #70345 was ex-MTC #71993; #70361 was ex #71003, etc..

7) Starting in December 1955 and continuing until May 1956, 500 cars were sold to the Hyman Michaels Company, refurbished, leased back to the B&M for ten years and renumbered into the #70500-70999 series. #70500-70987 (488 cars) were single-sheathed and the last 12 were all-steel and renumbered

into the #70988-70999 series. Refurbishing included the replacing of whatever "Reverse Creco" (sic!) doors survived with Youngstown doors. The cars selected were randomly chosen. For instance, #70500 was ex-#72972; #70507 was ex-#71865; #70747 was ex-MTC #71976; #70799 was ex-#72000; #70896 was ex #71004; #70986 was ex-#72865; #70987 was ex-#71756; #70995 (steel) was ex-#71957; #70996 (steel) was ex-MTC #71998, etc..

8) Starting in May 1956 and continuing to December 1956, 300 cars, all single-sheathed, were sold to the Hyman Micheals Co., refurbished, renumbered into the #69700-69999 series and leased back to the B&M for ten years. Part of the refurbishment included replacing whatever "Reverse Creco" (sic!) doors survived with Youngstown doors. The cars selected for this sale/leaseback were random. For instance, #69700 was ex-#72378; #69701 was ex-#71182; #69779 was ex-#72006; #69813 was ex-#71007; #69932 was ex-MTC #71977; #69998 was ex-#71561; #69999 was ex-72329, etc..

9) 100 randomly selected cars not subject to the 1955-1956 sale-leasebacks were sold to the FDDM&S between 1956 and 1959.

10) 67 randomly selected cars not subject to the 1955-1956 sale-leasebacks were sold to the WAG in 1959; two more in 1959 & another four in 1960 through February 1960 - after which I don't have car-by-car records of B&M's retirements, wrecks, and sales. I assume that more cars not subject to the 1955-1956 sales-leasebacks were sold in 1960 - in the April 1961 ORER, there were 150 cars listed in WAG's #5000-5150 series, and I assume all of them came from the non-sale-leaseback cars.

11) After the leases expired in 1955 and 1956, I assume that the WAG bought more B&M boxcars, but I have no records to determine how many. *Perhaps, someone can trace this through the ORER's.*

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## Lisbon Station Restoration Update

By Roger Robar

I'm pleased to report that the Town of Lisbon has a General Contractor for "Phase One" of the historic Lisbon Railroad Station Restoration Project. The Contractor is 'The Lawton, Co.' from Littleton, NH. The signing of the contract, with representatives from the State of NH and our Architect were on hand. Funding for this major Phase One contract is in place and work will commence very soon. This contract will include work dealing with; concrete work, sill and floor framing, removing the overhead door and reframing the south end of the building, reframing the floor and walls on the north end and complete new roofing for the whole structure.

A major Capitol Fund Drive campaign will be initiated soon in hopes the project can continue into Phase Two with our GC. Non-the-less, the restoration project is a 'go'; I'm excited and pleased to see this circa 1870's historic station being saved. Please stop by and see this work in progress.

## Scranton Report

By Bill Coffey

We visited Steamtown again August 11 ('04) intent on getting a progress report on B&M 3713.

Falling in with the 12:30 tour, we were pleased that Ranger Ken Ganz was conducting the tour.

For those who don't know Ranger Ganz, he comes armed with an acid wit and is a master of deadpan.

In short, he is funny as hell.

As we made our way through the shop we were disappointed to find 3713 was not in the its stall.

What was there was her trailing trucks up on blocks and freshly sandblasted, and its axles, removed from the truck beside it.

As the tour continued, meandering through the shop, gradually toward where we started, I noted parts and material all marked 3713, but no 3713.

Ganz concluded the tour with "If you have any questions I'm available just come fine me."

I got in his face: "Where's our engine?"

Ganz: "3713"?

I: "yes, 3713"!

Ganz: "Couldn't save it. We cut it up"

I almost fell over at that point.

Ganz: "No, really we don't that here. It's in the sandblasting bay (pause). "You want to see it don't you?"

I: "Yes, I do."

He looks at his watch, 'Okay, c'mon, I'll show you.'

Back through the shops we go, it felt like we were running.

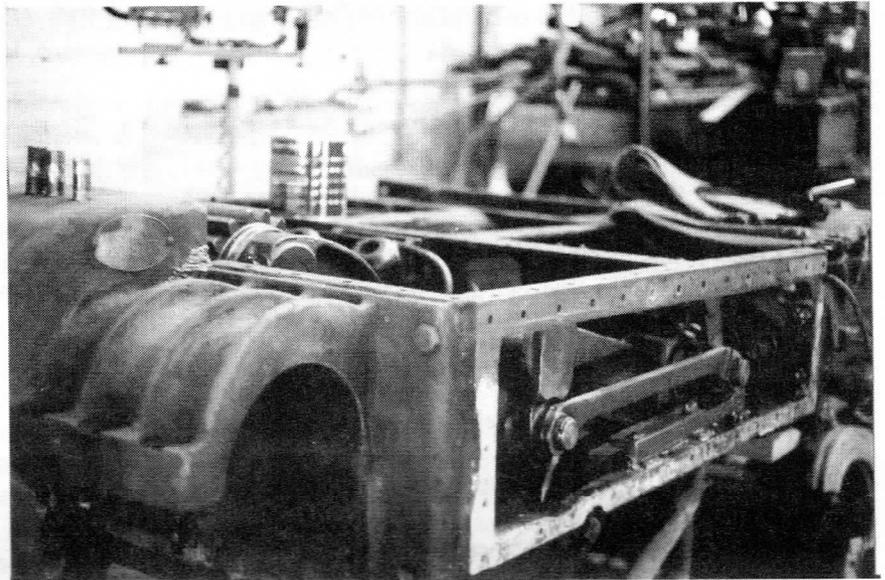
We get to the door and...it's locked.

Taking a break on a nearby couch, we find a Mr. Sturtevant. Gonz makes his pitch, "Mr. Sturtevant, "this gentleman has come all the way from Dunsmere to see the engine."

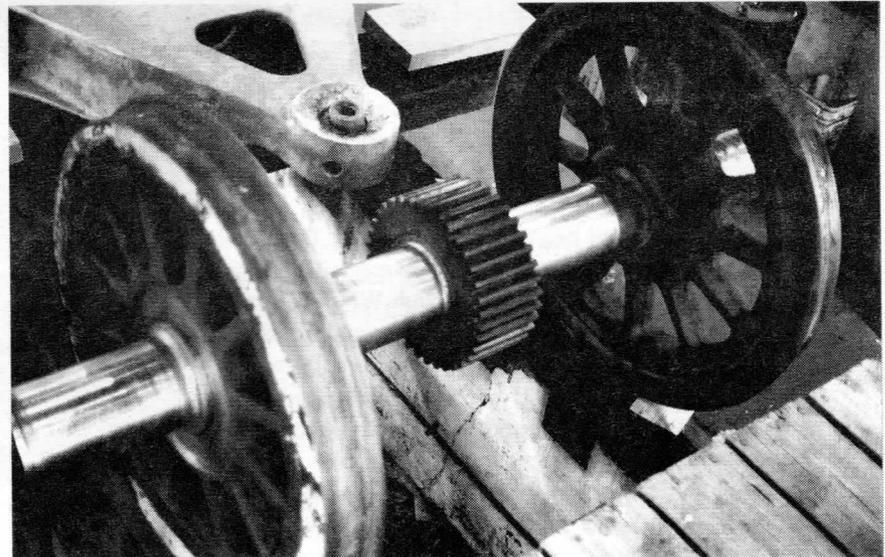
He repeatedly tells me how surprised the crew is over the condition of 3713, "Nothing like this", he says, pointed to a discarded dry pipe from a Pennsy K-4, which bears a huge, deep gouge in its side. "And they were running it like that", he notes.

3713 is nearly fully funded, very nearly, but there is still room on the donation plaque in the visitors center for your donation to be documented. What are you waiting for?

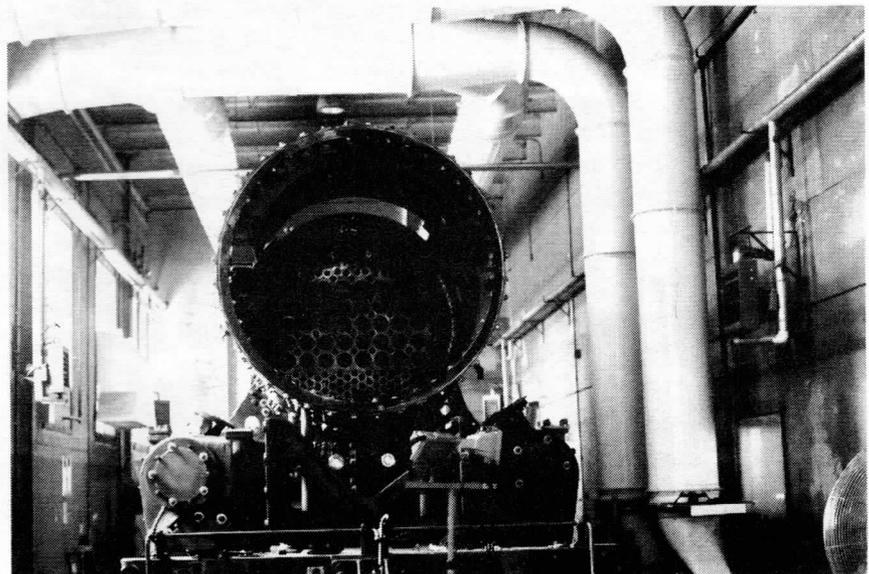
Again, thanks to the Stemtown personnel for making the viewing possible.



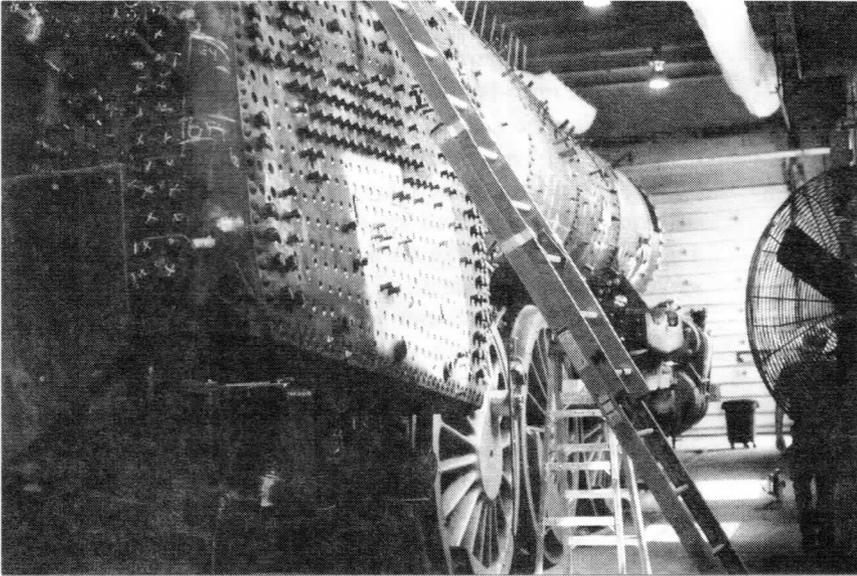
Trailing truck booster engine.



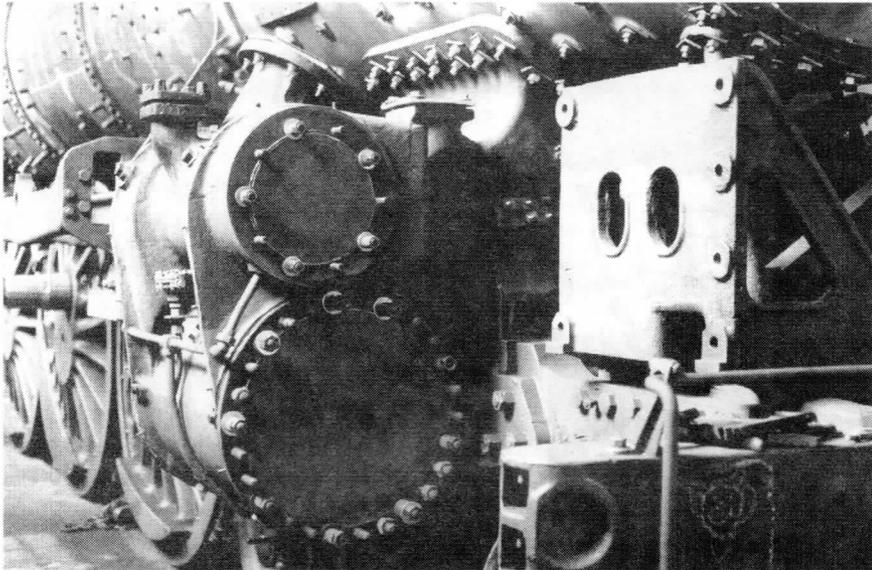
Trailing truck wheel set with drive gear



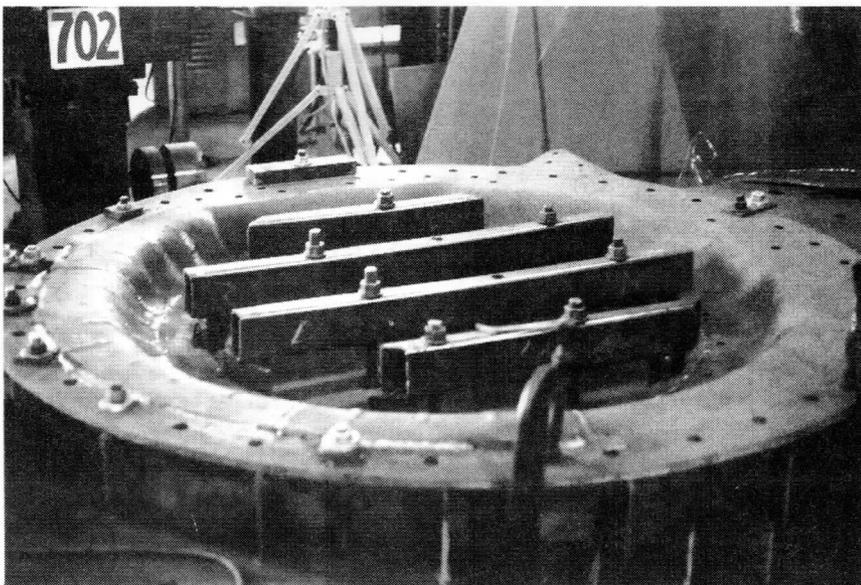
View showing firebox tubes



Firebox end



Capped cylinder ends



Smokebox cover

### Fire Department vs. Wild turkeys

Unit #690 recently experienced an electrical fire and as one of the Greenfield Fire Department engines was approaching the train a flock of wild turkeys took flight, one of which crashed into the driver's side windshield shattering the glass which was sprayed fireman Tom Scopa with glass. The flying glass did not seriously injure Scopa, nothing mentioned about the bird.

*The Beacon*, Greenfield, MA via David Ashenden

### Former B&M GP40-2s Have A New Home

# 300 went to Lessor Helm as their HATX 512, is now Ontario Northland's #2201

# 304 went to Lessor Helm as their HATX 510, is now Ontario Northland's #2202

# 311 went to Lessor Helm as their HATX 515, is now Ontario Northland's #2200

### Littleton Considers Resurrection Historic Depot Area

The town has commissioned a study regarding the relocation of the existing MBTA station from its current site near Route 2 and in a residential area to the town's center.

The move to the Taylor Street depot would help return the area to a center of commerce. Parking for the existing number of automobiles would be provided with the possibility of expanding parking facilities.

Lowell *Sun* via Jim Niguez

### 'Flying Yankee' Is A True Legend

Over the years much has been written about the Flying Yankee but did you know it was the second such train to depart the Budd Company shops in 1935?

Upon it's arrival in Boston and into regular service the train set traveled over all the roads rails and on occasion was used special excursions.

Resurrected from a static display at Edaville the train set was acquired by Bob Morrell who brought it to New Hampshire and the start of the resurrection as an operating train. Over the years the train has been worked upon at the Claremont Concord Railroad shops and is being ready to move to the Plymouth & Lincoln Railroad for final restoration.

It is anticipated that it will require \$1.5 million to complete the task and upon receipt of such an amount, Paul Giblin, project consultant anticipates the rails will be shinned by the Yankee's wheels in approximately 24 months.

Meredith, NH *News* via Jim Niguez

### Guilford's New Paint Scheme

I do not know why but I do know this is a T. Mellon brainchild. He has started a new holding company in the name of Pan Am Railways. I was told that they put aside \$800,000.00 to get this off the ground (no pun intended) and this money cannot be used for anything other than rehabbing equipment for this holding company. It is reported that they will be doing 200 cars for this.

And as for engines I was told that the design department (I believe) has not gotten the word to design the paint scheme for them YET!!

Jon M. Landry

**Pan Am World Airways Logo Riding The Rails** — Waterville, Maine – The once-familiar logo of Pan American World Airways is now riding the rails on Guilford Rail System freight cars, according to an Associated Press story in the Maine Sentinel and published on the Mainetoday.com Web site. Based in North Billerica, Mass., Guilford has owned the Pan Am name, colors, and logo since 1998. Pan Am President David A. Fink, who also serves as executive vice president of Guilford Rail System's parent, Guilford Transportation Industries (GTI), declined to comment on the boxcar project.

Industry insiders told the Morning Sentinel the project appears to be an attempt to rehabilitate the rail company's image. About 250 cars, some Boston & Maine and some Maine Central, began showing up with the Pan Am logo in March. Guilford acquired the Maine Central in 1981 and the Boston & Maine in 1983.

The original Pan Am World Airways began flying in 1927 and grew into one of the world's largest airlines before shutting down in 1991. The discount carrier of that name which followed never turned a profit. It served 14 cities in Florida, the Northeast, Midwest, and Puerto Rico before falling into bankruptcy. Guilford bought the airline's name, jets, parts, and flight certificates and began passenger service out of Pease International Tradeport in Portsmouth, N.H.

But Guilford has faced problems on the ground, including fines for environmental violations in Massachusetts, union lawsuits in New Hampshire, and overdue taxes in Waterville. The boxcar project was confirmed by a pilots' union involved in a lawsuit with the railroad company over its recent alleged union-busting moves.

"Its boxcars are being painted in Pan Am colors despite the fact that Pan Am is not in operation right now," said John Perkinson, a spokesman for the Airline Pilots Association International. Guilford stopped Pan Am flights on October 31, 2004, after the union sued the company for transferring flights from unionized Pan Am to its non-unionized subsidiary, Boston-Maine Airways. A federal appeals court ruled in Guilford's favor in February.

*Trains magazine website*



*Keven Burkholder photo*



*Scott Carrier photo*

### Yard Seven Condos

On March 21-groundbreaking ceremonies were conducted on the site of the old Boston & Maine freight yard in the Lechmere area of East Cambridge, on the Somerville line, for the development of Northpoint "village." "This is going to be a fantastic project for the region, not just for the neighborhood," said U.S. Representative Michael Capuano at the ceremony, "Many generations of children will be denied the opportunity to break into the railyard; I guess this is progress." Real estate giant Spaulding & Slye Colliers has teamed up with Guilford Transportation Industries to turn the yard into "a city within a city", building 2,500 condominiums and townhouses, 10 acres of parks, commercial space, and a new Lechmere station. "We're transforming an entire corridor of grossly unused real estate," said Somerville Mayor Joseph Curatone; "We're creating urban villages where people can live, work and play."

David Ashenden & Boston Herald via *Steel Wheels* Boston Chapter, NRHS

## A Busy Branch Line

by Rick Nowell, Chairman Archives Committee

Our Archives holds an interesting list of private sidetracks on the Fitchburg Division. The list is in the form of 13 ink-on-linen tables that are 11.75 inches wide and 14.75 inches tall. One table was begun in 1916, all the others in 1918. All were corrected to December 30, 1922. They cover the main line from Union Square, Somerville, to Greenfield and the branch lines along the way.

The compiler grouped private sidetracks by station and usually identified each sidetrack by number within the station group. The tables show the number of tracks that constituted the "sidetrack," who owned it, and who had responsibility for its maintenance. They also show the date and form of the contract governing the use and maintenance of sidetracks.

To illustrate some of the data contained on these tables, we reproduce information from sheet number 7 of 13 covering the Watertown Branch. The table was begun on 4-1-1918 and was updated on 4-15-1921, 2-1-1922, 9-30-1922, and 12-30-1922. We include every siding and every user listed on the table. We show strike-throughs where applicable. We also show ownership and maintenance responsibility when given. The original tables show ownership and maintenance details under "Old Records" and "New Records." Where there is a conflict we show the entry under "New Records."

Among the data omitted from our table are contract numbers, dates, and form numbers.

The Archives catalog number for this series of tables is 2002.99.15. I will be happy to supply additional information upon request.

The Archives Committee meets monthly to answer requests for information and to preserve and catalog our collection of paper materials and photographs about the B&M, its predecessors and successors, and other New England railroads. New volunteers are welcome; contact Rick Nowell, Archives Chairman, B&MRRHS, P.O. Box 469, Derry, NH 03038.

### Private Sidetracks - Fitch. Division

#### Watertown Branch

<i>Track No.</i>	<i>Station</i>	<i>No. of Tracks</i>	<i>Used by</i>	<i>Owned by</i>	<i>Maint'd at Exp. of</i>
1	Fresh Pond	2	City of Cambridge	R.R.&User	R.R.&User
	do	1	Presto-Lite Co. Inc	User	User
1	Mt. Auburn	1	Atwood & McManus Box Co.	User	User
2	do	1	Prop. of the Cemetery of Mt. Auburn	User	User
3	do	1	Osgood & Wendell	User	User
	Fresh Pond	1	Herman M. Alperin & Co.	R.R.	User
1	East Watertown	1	J. W. Stone	User	User
2	do	1	Lyndonville Creamery Assn.	User	User
			City Fuel Co.	Track not Installed	
3	do	6	Hood Rubber Co.	User	User
	Union Market	1	American Express Co.		
	do		Thomas J. McCue; Vose Piano Company	Track not Installed	
1	Union Market	1	Union Carpet Lining Co.	R.R.	User
			F. H. Sargent & Co.	R.R.	User
			Waterproof Paint & V. Co.	User	User
			W.&S. Derderiau	User	User
2	do	3	Walker Pratt Mfg. Co.	R.R.&User	R.R.&User
3	do	1	U.S. Arsenal	User	User
4	do	1	Wallace J. Greene	R.R.	R.R.
			B & M R. R.	R.R.	R.R.
5	do	1	Nonantum Coal Co.	R.R.	User
			Watertown Lumber Co.	R.R.	User
6	do	1	Nonantum Coal Co.	User	User
7	do	3	T. Stuart & Son Co.	User	R.R.&User
			H.E. Fletcher & Co. [struck through and replaced by]	R.R.	
	Union Market	1	The Refrigerating Mach. Co.		R.R. 98% User 2%
1	Watertown	1	Watertown Concrete Co.	User	User
2	do	1	J. Cushing Co.	R.R.	R.R.
			Diamond Crystal Salt Co. [struck through]	R.R.	R.R.
			[no name]	R.R.	R.R.
			John McIntosh	R.R.	User
			Frederick A. Foster	R.R.	do 9%
			Percy Spague		
1	West Watertown	1	McNally & Flaherty [struck through]	User	User
2	do	1	Mass. Blower Co.	User	User

*Listing continued on pg. 12*

Watertown listing continued

Track No.	Station	No. of Tracks	Used by	Owned by	Maint'd at Exp. of
3	do	1	Howard Ice Co.	User	User
1	Bemis	1	Standard Charcoal & Wood Co.	R.R.	User
2	do	1	Aetna Mills	User	User
3	do	1	Nonantum Coal Co.	R.R.	User
4	do	1	C. H. Spring Co.	R.R.	User
			B. & M. R.R.	R.R.	R.R.
5	do	1	H. P. Hood & Sons	User	User
6	do	1	The Brunsene Co.	User	User
7	do	1	W. A. Webster Co.	User	User
8	do	1	Town of Watertown	Not installed	
1	Bleachery	1	Columbia Counter Co.	User	User
2	do	1	Metz Company.	User	User
3	do	1	do	R.R.&User	R.R.&User
4	do	1	John J. McCarthy	User	User
5	do	2	Davis & Farnum Mfg. Co.	?	User
			C. M. Howell Co	User	User
6	do	2	Waltham Bl. & Dye Wks.	R.R.	User
1	Newton Street	2	Carney Coal Co.		
			Standard Oil Co. of N.Y.	User	User
2	do	1	New England Coal Co.	R.R.	R.R.
3	do	1	Gibbs Express Co.	User	User
1	Waltham	2	N. & W. Gas Lt. Co.	User	User
			Edison Illum Co.	Track disconnected	
2	do	1	Waltham Coal Co.	R.R.	User
3	do	2	Boston Mfg. Co.	User RR	User

## Editor's Note

"do" indicates ditto marks on original

T. Stuart &amp; Co., Union Market. In Ó Owned by Ó column the original table shows "R.R.&amp; User" with R.R. stricken out.

## Proposed Track Speed Improvement Program

Location (Mile Post)		Miles	Current	Speeds /MPH	
From	To			8/1/2004	After Grinding
201.2	203	1.8	60	70	70
203	206.8	3.8	50/60	79	79
201.9	208.8	0.7	40	65	70
208.6	210	1.4	80	65	70
212	213.2	1.2	55/80	65	65
213.2	214.8	1.8	30/60	60	65
214.8	220	5.2	60	65	75
220	220.5	0.5	30	60	70
220.5	221.2	0.7	30	40	50
221.2	225.1	4.5	80	85	75
225.1	228.3	6.7	60	60	70
226.3	233	1.5	60	65	75
233	234.5	1.5	60	65	70
234.5	239	4.5	50/60	85	75
261.8	264.5	3.3	60	85	70
212.9	261.8	5.1	60	65	75

Proposed -Subject to Final Agreements

The 470 470 Railroad Club