

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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July — August 2009

Bob Warren, Editor (bmbobwarren@comcast.net)

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B&MRRHS CALENDAR

Meetings commence at 3:30 pm on the second Saturday at Rogers Hall unless otherwise indicated.

July 25 & 26 Lowell Folk festival

The Society is looking for members to help out at the Lowell Folk Festival...if interested please contact Jim Nigzus at the Lowell PO Box or Buddy Winiarz via e-mail at CPC835-DD@juno.com.

August 15** Silver Lake RR in Madison, NH a joint meeting with the Cotton valley Rail Trail Club. Noon to 5 PM.*

Sept. 12 The Society will present a slide show of the late Frank Ellis, which will include the Maine Central, Belfast & Moosehead Lake RR, Berlin Mills, several excursions in the North Adams, MA. area and much more.

* Directions to the meet will be in the July/August Newsletters.

***This event was rescheduled from the 8th. If raining, the event is being rescheduled to the 22nd of Aug.

Directions To The Rogers Hall Society Meeting Location

From Rt. 495 take exit 38 which is Rt. 38, go right, this is Rogers St. Depending if you come from the north or south there are six and seven sets of lights respectively. Approximately 1.3 miles from Rt. 495 is the last set of lights (working) bears to the left here. Rogers Hall is about 3 tenths of a mile on your right. Directly across the street is Rogers Fort Hill Park, parking is available there.

If you come from Rt. 133 (Andover St.) follow that until you intersect Rt. 38 in Lowell. Go through this intersection and take your third left which is High St. Go to the end and take a left and this will take you to

Rogers Hall on your left and Rogers Fort Hill Park on the right.

If you come from Rt. 38 or Rt. 113 you need to get off at the overhead traffic circle as if going to St. Johns Hospital. Follow this to the intersection of Rts. 38 and 133 and follow the above directions to High St.

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 2285 Stagecoach St. SW, Los Lunas, NM 87031

The editor reserves the right to edit any submitted material.

MEMBER INFORMATION

Newsletter

Correspondence concerning the Newsletter can be sent to either
2285 Stagecoach, Los Lunas, NM 87031
or emailed to:
bmbobwarren@comcast.net

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

B&MRRHS, P.O. 469, Derry, NH 03038 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.

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MEMBERSHIP

- Please renew your membership within the ninety-day renewal period or you will be deleted from the membership list. • All renewing members are provided a preaddressed renewal envelope, containing your membership data on the flap. Please

DO NOT over tape the flap.

- Write any address changes on an additional piece of paper and include within the renewal envelope
- Payment is by check or money order ONLY... please do not send cash. You may pay by cash if you attend a Membership meeting or train show at which the society has a presence.
- If you do not get society publications after renewing contact the society at the address below.
- Prior to moving, please notify the society to insure continued receipt of society publications, etc. Failure to do so requires additional expenditures to have returned mail forwarded to you if your new address becomes known.
- A RED DOT on your address label indicates that this is the last item you will receive from the Society, as you have not renewed within the allotted timeframe.
- All questions regarding your membership should be addressed to:

Membership

c/o B&MRRHS, PO Box 469

Derry, N.H. 03038-0469

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 469

Derry, NH 03038-0469

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

Company Business

Nominations for President, Vice-President, Treasurer, Secretary and Clerk are now being taken along with three Directors seats and two Alternative Directors until August 15, 2009. Member must be in good standing to run for any seat.

Nominations should be sent to Buddy Winiarz at the PO Box in Derry or to the CPC835-DD@juno.com.

The May 2009 membership meeting was a slide presentation by member Ira Laby on the Boston & Maine's Conn River line and various other places in the area. Scenes on the former Central Mass and the Claremont & Concord were also shown.

The April 2009 meeting was our joint meeting with MassBayRRE in Newton. Paul Hallett, Operations manager of the Conway Scenic was guest speaker. Paul told of his career in railroading and future plans at Conway Scenic.

IN MEMORIAM

Patrick J. Abegg

Patrick J. Abegg, 44, passed on suddenly on Saturday, April 25, 2009 in the Brigham & Women's Hospital, Boston following a brief illness. He was the devoted husband of Jane B. (Muisse) Abegg and proud father of Tyler.

Born in Weeping Water, Neb. on July 11, 1964, he was the son of Gerald Abegg of Westford, formerly of Lexington, and the late Mary (Ward) Abegg.

Patrick was a graduate of the Lexington High School class of 1982 and the Washington University in St. Louis. He was employed for 16 years as a data analyst for Blue Cross/Blue Shield. Although he was born in Nebraska and raised in Lexington, Gloucester was his home.

In addition to his wife, son and father, he is survived by his stepmother, Beverly Abegg, his brother, Michael Abegg, a sister and brother-in-law, Lisa and Michael Brose and many nieces and nephews.

Pat, a long-standing member was also a former member of the Societies Board of Directors and past editor of the Newsletter.

The Cotton Valley Rail Trail Club Of Wolfeboro, NH Open House

Sunday, July 12th from 9am to 4pm at Fernald Station, 64 Governor Wentworth Highway in Wolfeboro.

Visitors will be able to tour the restored former Wolfeboro Railroad engine house, train station, and working railroad maintenance of way equipment. Free rides will be provided in member owned railroad motorcars on a 6 mile section of the former Wolfeboro Railroad.

CVRTC currently maintains the 11 mile line, of which 6 miles is currently designated as a "rail with trail corridor" where railcar hobbyists, runners, bikers, and snowmobilers can equally enjoy access to the stunning scenery of the Lakes Region.

Hot dogs and refreshments will be for sale. For more information please contact Ian MacMillan at ian_macmillan@roadrunner.com or visit www.cvrtc.net.

Train Movements In And Out Of North Station According To The September 1950 Track And Yard Book.

Weekday Departures

Fitchburg – 26

New Hampshire – 34

Portland (Eastern and Western Routes) – 69

First train departure

Fitchburg – 2:25A

Portland – 2:30 A

New Hampshire – 2.50A

Last train departure

Fitchburg – 11:45P

New Hampshire – 11:50P

Portland – 11:55P

Saturday Departures

Fitchburg – 16

Portland – 45

New Hampshire – 24

Sunday Departures

Fitchburg – 9

New Hampshire – 10

Portland – 25

Arrival numbers are approximately the same.

Bob Warren

B&M #410 Work Sessions

It's springtime in New England and that means work sessions on the B&M #410 on Dutton St. in Lowell has begun. Several Saturdays have seen members come down and work on the combine and locomotive.

The photos are from the May 16 and June 6, 2009 works sessions, taken by Dan Hovey.



Dan Hyde, Dan Hovey, Jim Nizus and Bill Coffee pose for the camera while replacing siding on the combine.



Dan Hyde explains the poster to two visitors from West Roxbury, Ma.



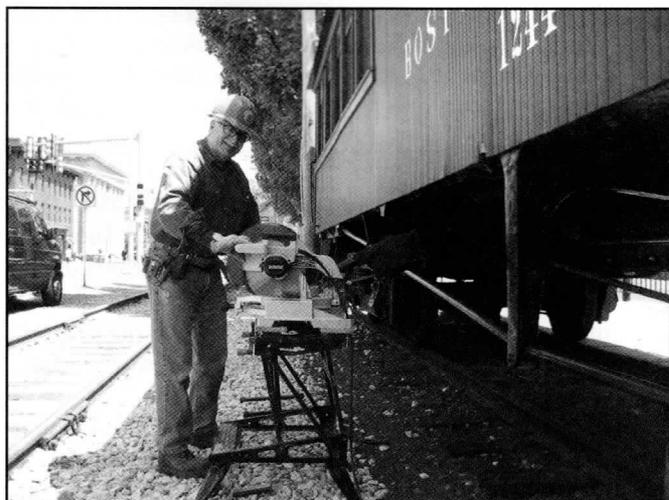
Jake Foley is all business at scrapping the rust of the #410's tender light.



Bill Coffee removing rust from one of the combine's steps.



The work crew of May 16, 2009 of Bill Coffee, Dan Hyde, Jake Foley, Jim Nigus and Fred Brown. The other two gents in the back are unidentified.



Dan Hovey cuts boards for the combine.

Engine and train movements at North Staton

James Beranek asked:

How were arriving locomotive-hauled commuter trains handled at North Station if they were scheduled to go back out again fairly soon? Did the whole train back out to the coach yard and then come back in with a new or turned engine?

Was a new locomotive ever coupled on the rear car of the just-arrived train (now the head car of the departing train) and the cars then separated from the original locomotive (which would then back out light after the train had departed)?

Or did a switch engine pull the cars (uncoupled from the original locomotive) from the arrival track and place them on a new departure track to await a new locomotive?

Bob

Let's divide the passenger trains into two groups - local or commuter and long distance.

Long Distance Trains

Long Distance trains are made up in either Yard 3 or Yard 14 and moved to the proper station track by a yard crew. The road engine would then come from the engine house in adequate time to be coupled to the train, have air brake test done and then be ready to depart at the scheduled time. Tower A and Towers C or H, depending on route, would have the respective route lined up just prior to departure time so there is no delay in getting the train on its way.

When a long distance train arrives at No. Station, it will move with the road engine out to the respective yard after all passengers/baggage/express/mail has been removed from the train. The only long distance train that I recall that was handled differently was the Gull, which arrived around 6 or so in the morning. Since Pullman passengers didn't have to disembark from their car, a yard engine would pull the entire train, sans road power out so that the road power could go to the engine house. Once the road power was out of the way, the yard crew would shove the train back onto the track that it had arrived on.

Commuter trains.

For the most part when they arrived from the outlining terminal, the train would be moved by the road engine out to the respective yard for servicing. Road engine then would move to the engine house for servicing.

The road engine would come from the engine terminal and couple up to its train in the storage yard and then shove the train into No. Station.

A member of the road crew, typically the flagman would be on the rear of the train during the move either to the storage yard or No. Station.

No commuter trains had their engine cut off and another engine coupled onto the 'former' rear end of the train as is typical in Europe

Movement within a station track.

All movements onto a station track had to stop within a car length from the bunter before proceeding to move back and touch the bunter. This was done to prevent accidentally running into the bunter and causing damage to either the bunter or train.

Progress On The B&M 1094 Cafe-Coach

By Ted Anderson

The real spark plug on progress on the B&M 1094 cafe-coach at IRM is Jack Biesterfeld. Like several of you, my involvement is primarily financial to keep it going. Jack is currently heading East again to Strasburg for restoration information and to Scranton also. Keep him in your thoughts! He has fixed most coach section windows; stripped, painted the upper deck (ceiling) & coated most of the old varnish in the section. My only involvement is bleaching the dark water-stained wood spots before more of the Mohawk door & window varnish (long & short oils for durability) goes on. Jack has added fake food in the cafe, don't test it for flavor! The money continues to come in for indoor storage (\$6k needed per car) and three replacement mahogany windows slowly get through the wood shop as Bob Kutella's badly broken arm heals from a fall. We have left a portion of the ceiling unfinished in one corner for archival record of the several finishes & decorations. Do stop by on your way through Chicago, call first. Also don't forget that the Pullman Library has extensive if not totally complete B&M passenger and freight car drawings, many now influencing accurate model design.

Improved Connecticut River Valley Train Service

Three regional planning groups in Vermont and Massachusetts are teaming up to explore the possibility of improving passenger rail service in the Connecticut River Valley. The Windham Regional Commission and the Southern Windsor County Regional Planning Commission have joined the Springfield, Mass.-based Pioneer Valley Planning Commission in an effort to upgrade passenger service between Springfield, Mass., and White River Junction.

The Knowledge Corridor Passenger Rail Study is studying the feasibility of moving Amtrak's existing route of the Vermonter from Springfield via Palmer and Amherst, Mass., over to the Connecticut River line now owned by Pan Am Railways.

The move to the river route, which runs parallel to Interstate 91 and last saw passenger trains in the late 1980s, would again provide service to Holyoke, Northampton and Greenfield, Mass., and provide a faster, more direct route to Brattleboro.

Supporters say the change would serve more people than the current Vermonter route. While this specific project is focused on the 120-mile portion between Springfield and White River Junction, the improvements are expected to enhance the entire Amtrak Vermonter line from St. Albans to Washington, D.C.

Brattleboro (VT) Reformer via Alex Mayes via Railpace's Hot News

Steamtown Taking Locomotive Out Of Service

By David Singleton, Scranton Times

Steamtown National Historic Site will take one of its two main-line steam locomotives out of service later this year for a federally mandated inspection and overhaul, leaving the park with a single operating steam engine until at least midway through the 2010 season.

With the sidelining of Canadian Pacific 2317, the site will make a hard push to complete the lengthy restoration of the Boston & Maine 3713 locomotive and to get its Baldwin 26 locomotive

back into service, said Harold H. "Kip" Hagen Jr., Steamtown superintendent.

Federal Railroad Administration regulations require operating steam locomotives to undergo a major inspection, which essentially involves stripping them down to the bare boiler, after 1,472 service days, Mr. Hagen said. Steamtown anticipates CP 2317 will hit that threshold and have to be removed from service sometime this fall.

That means another Canadian Pacific locomotive - 3254 - will be the only working steam engine at the site until the Baldwin 26 comes back into service, probably during the summer or fall of next year, Mr. Hagen said.

The Baldwin, a smaller engine used as a yard shuttle at the park, has been out of commission since it went into Steamtown's shops for an FRA-mandated inspection in 2000.

Major problems were discovered at that time, including a crack in the crown sheet on the back of the boiler.

Mr. Hagen said before Steamtown initiates any major work on CP 2317, it will focus its attention on finishing the restoration of Boston & Maine 3713.

The locomotive has been undergoing restoration at Steamtown since 1994 under a partnership agreement with the Lackawanna-Wyoming Valley chapter of the National Railway Historical Society. The volunteer, nonprofit organization has been performing work on the locomotive as it raises money.

The restoration of the Boston & Maine locomotive, which will cost well over \$1 million "when it's all said and done," could be completed as early as 2011 or 2012 if everything goes well, Mr. Hagen said.

"That's barring any unforeseen circumstances," he said of the timetable. "Sometimes you find problems you didn't anticipate."

The park's long-range plan is to have three mainline locomotives - the Boston & Maine and the two Canadian Pacifics - in operational condition, he said.

"It just takes time, and it takes money," he said.

Submitted by Scott Whitney

Where are they? Gas-Electrics

B&M #1180 went to the St. Mary's RR in 1946 and in 1953 to the St. Louis Transportation Museum. It is currently located underneath the Roberts Building pavilion at the Museum in stable condition. It has not been restored but has been under cover for nearly 20 years.

B&M #151 became Sperry Rail Car #127, Aug 1939. Walther's offered a model of this car in it's original livery and later in yellow and silver as SRS #127.

Submitted by Bruce Bowden

"Here Comes the Train..." Part II of III

by Dr. Paul Loatman, Jr., City Historian [5/8/01]

Mergers, modernization, and mismanagement characterized the history of local railroads in the 20th century. Like the Hoosac Tunnel railroad before it, the Fitchburgh system, which had bought the BHT&W in 1887, succumbed to the law of nature that the little fish is swallowed up by the larger fish. In 1900, although its port facilities were huge, the B&M lacked a satisfactory outlet to the west; the Fitchburgh had few facilities at Boston port while it controlled the Hoosac Tunnel opening to the west. Each having what the other coveted, the B&M leased the Fitchburgh for a period of 90 years in 1900, a move which railroad historian E.C. Kirkland pointed out "would make the Mechanicville and Rotterdam Junction gateways points of great importance to the western connections." Business interests throughout New England heaved a collective sigh of relief at the move because it removed any threat that New York Central factors might gain control of the all-important Hoosac Tunnel, the Bay State's transportation window to the west. Locally, Mechanicville's position as the pivot point in this great rail network was now insured.

Mergers did not solve all problems, however, and "dot.com" stock price gyrations today have nothing on transportation issue fluctuations 100 years ago. B&M shares sold for \$202.50 in 1900; by 1919, despite high inflation, the line's stock had declined by 82%, selling for only \$38.50 per share. Regardless, Mechanicville played an increasingly important role as the western gateway of the road. The line considered transferring its car repair shops here in 1901 but told the local governing board it "needed some arrangement...whereby the boundaries of the village will not be extended to include railroad property." Not surprisingly, "some arrangement" was made along these lines, heralding a theme which recurred throughout a good part of the last century. Indeed, although the Village Board prevented municipal expansion, it extended its water lines outside corporate limits to the railroad. Interestingly, the state legislature had been considering a bill prohibiting municipalities from taking such a step at this time. However, Edwin T. "Boss" Brackett and fellow Republican, State Senator George Whitney of Mechanicville, joined hands in killing the proposal in committee, while simultaneously floating another one through permitting cities and villages to extend water lines beyond their boundaries "for fire protection only." The Brackett-Whitney law also canceled an earlier one which required such largesse to be granted only with the approval of local voters. In 1902, the Village Board extended water service to the B&M at a price 25% below the established legal rate, even making the move retroactive by a year without consulting local voters on the issue. Since the B&M consumed 170 million gallons of water a year, it seems unlikely that it was being used only for "fire protection."

Given all of these behind the scene machinations, some local residents questioned the B&M's demands and wondered if the railroad instructed its employees how to vote in local elections. Editor Mead's loud public defense of the B&M against these charges probably raised more suspicions than it allayed. His move was out of character for someone who regularly pilloried the D&H as "the SKUNK" in his columns and who more than once testified against the line at Public Service Commission hearings in Albany.

The D&H had less clout with local elected officials as well, for when it sought the same water privileges granted to the B&M, the Village Board turned it down. The Albany-based line, employing far fewer men locally than the B&M, weakened its own cause since it seemed to go out of its way to rub local citizens the wrong way. Despite being ordered by the PSC to build a passenger station in a location which did not require patrons to cross private property to reach it in 1886, the railroad simply ignored the order for decades. When complaints arose about the foulness of the D&H's local passenger toilet facilities, the General Manager of the line refused to clean up the mess by stating, "anyone is a damn fool to use a railroad toilet facility." When the road's freight house on Park Avenue proved too small for the volume of business transacted there, the public street was used by the line as a dumping ground, while its coal cars also were regularly unloaded onto Railroad Avenue. Despite its unlovely relationship with the local governing board, the D&H's workforce employed almost 200 men here regularly throughout the better part of the 20th century, most working on its freight dock transferring cargoes with B&M trains.

During the first two decades of the 20th century, railroad employment here continued to climb until it reached 900 men in 1915, 700 of whom were employed by the Bay State line. This expansion had its false starts. Plans to build a round-house in 1906 were delayed for years, as was the development of a hump yard. Part of the reason related to complex changes in the industry which affected all railroads, particularly those in the Northeast where a thick web of overlapping lines led to a highly competitive market. Merger now seemed to be the order of the day, and in 1908, J.P. Morgan and Charles Mellon linked the B&M with the New Haven road. However, six years later, both lines went bankrupt, while little money had been spent on improving the system's rolling stock and yard network. The lone exception to this was the expenditure of a couple of million dollars in creating a hump yard to replace the old flat-yard layout here, thus increasing switching capacity from 800 to 4000 cars per day. The "Siberia" yards just north of Saratoga Avenue were removed to the west side of town, the new facility occupying a two-and-a-half mile strip of land which included almost 60 miles of track.

Four hundred Italian immigrants brought here by labor agents along with 200 African-American convict laborers shipped in from Louisiana completed the yard in September, 1913, a full year ahead of schedule. The B&M now abandoned its Rotterdam Junction classification yard and relocated it here. A roundhouse with fifty-two engine stalls, stock pens, coal pits, and an icehouse were also built, along with an electric powerhouse which permitted lighting of the yard, increasing efficiency and safety.

Despite a vast increase in traffic during World War I, the B&M's finances threatened the health of the line because it was committed to paying guaranteed dividends to bond holders of all lines it had leased over the years, regardless of its income. To repeat an oft-quoted cliché of that era, "that's a hell of a way to run a railroad," and the line was reorganized in 1918 at the instigation of the federal government. As *Railway Age* editors noted three years later, 2% of the line's problems had been due to operations, the other 98%, to financial mismanagement. Just when stability seemed in the offing, a new threat appeared, noted by V.P. Gerritt

Fort when he remarked on the "astonishing development of the use of motor vehicles...so rapid that its history is hard to trace." To meet the competition, employment was cut beginning in 1921, even though freight tonnage remained stable between 1916 and 1925. The I.C.C. approved a refinancing program in 1925, and the line abandoned some right-of-way in New Hampshire as it faced a competitive situation with motor trucks analogous to that which the advent of railways presented to stagecoaches. But it would take more than financial slight-of-hand to stave off competition, and as we shall see, major innovations were in the works.

Goffstown And Manchester Railroad- New Hampshire Central Railroad

By George Plummer Hadley

In 1846 Capt. Peter E. Hadley conceived the idea and began agitation of the subject of a railroad from Manchester to Goffstown, and the following year the Goffstown and Manchester Railroad was incorporated, extending from Goffstown West Village to Manchester.

The incorporators did not receive the satisfactory encouragement which they had anticipated, and the following year, June 24, 1848, the New Hampshire Central Railroad was incorporated, to extend from the city of Manchester through the towns of Bedford, Goffstown, Weare, Henniker, Bradford, Newbury, Wendell (now Sunapee), Newport to Claremont, connecting with the Sullivan Road. The New Hampshire Central Railroad Company by the terms of their charter were authorized to make use of the charter granted the year before to Smith, Hadley and others; and also to make such arrangements thereof as "may be deemed" for the said Central Railroad Company.

The Central Railroad Company did make such arrangements as "may be deemed" for the Central Railroad Company, and followed that clause of their charter to all intents and purposes. The original intention of the incorporators of the New Hampshire Central Railroad was a line from White River Junction to Manchester, which route as proposed was twelve miles shorter than by the way of Concord over the northern railroad.

The incorporators met at Bradford August 3, 1848 A subsequent meeting was held on November 1, and the directors "voted to proceed with the building and construction of the road."

Stock books were at once opened and \$300,000 subscribed. Francis Chase, a civil engineer, had in August, 1848, began a preliminary survey, and the road was built under his direction and supervision. A firm by the name of Cahill and Stackpole did the Goffstown grading, and Eliphalet Richards of Goffstown contracted for the stone work at this end of the line. The depot at Parker's Station was built by J. M. and D. A. Parker.

The road was completed and the cars ran to Oil Mills, now Riverdale, in February, 1850, and the following December opened to Henniker. This was twenty-four years after the first railroad actually built in the United States was in operation, which was built (1826) to carry granite from the quarry in Quincy, Mass., to Neponset River, and twenty-two years after the commencement of the construction of the Baltimore and Ohio Railroad, and twenty years after the first locomotive was built in the United States.

When the road was first opened and until 1869 the trains were

operated as mixed trains. Robert Moore was the first conductor and held the position about three years; Charles Hurlburt succeeded him for a brief period, and in December, 1855, Charles W. Everett was appointed, who held the position until health failed him. He was looked upon as an inseparable part of the road; kind, courteous and obliging Mr. Everett was held in high esteem by the travelling public, and without speaking disparagingly of any of his successors, in the minds of the Goffstown traveling public his place has never been filled.

The original cost of the road was over one-half million dollars, which left a debt over and above the stock subscribed of \$200,000, and the stockholders "voted to issue bonds for that amount and mortgage the road for security." The New Hampshire Central Railroad was unsuccessful from the first; the Concord, Northern and Contoocook Valley Railroads had an antipathy against it, and antagonized it. It did not earn money enough to meet the running expenses to say nothing of dividends on stock and bonds. In 1853 it was consolidated with the Concord and Claremont. This consolidation was no improvement and of short duration, and it was operated for a time thereafter by the Northern Railroad.

The next move for the bad was the operation of the road by Joseph A. Gilmore, Superintendent of the Concord Railroad. On Sunday, October 31, 1858, Gilmore tore up the rails from Henniker to North Weare, a distance of six miles, using the material for his own especial benefit. For this act he was ever afterwards censured by the people on the line of the road. This was done under the guise of a law passed through the influence of Gilmore and others authorizing it.

This year the road was rechartered under the name of the Manchester and North Weare Railroad, under which name it has since been operated, and only a formal organization has been maintained.

March 13, 1860, at the annual town meeting in Goffstown the following vote was passed: "Voted that the representatives from the town of Goffstown be instructed and they hereby are requested to vote in the legislature for the repeal of the law which authorizes and allows the owners and proprietors to remove the rails and abandon that portion of the New Hampshire Central Railroad which lies between the city of Manchester and North Weare, and said representatives are further instructed to use all lawful means to procure the repeal of the law."

For a number of years it was operated by the Central Railroad, and since the lease to the Boston and Maine by that corporation. The route selected from Goffstown Village to Manchester was difficult of construction and expensive. Active residents of the town at that time pointed out to Mr. Chase, the engineer, a much more feasible route upon the northerly side of the Piscataquog River, and where the road should have been built. Deep cuts of earth and stone and heavy fills could have been avoided, and the patronage of the road from Goffstown vastly better accommodated.

Serious washouts resulting from heavy freshets have at times delayed the traffic over the road, and materially affected business, prominent among which was one near the residence of the late William P. Warren, which accounts for the present sweep of the road to the south; another on land of Hillsborough County Farm, and a third across the Mystic Brook, all of which by the north side route would have been avoided.

There were originally three depots in Goffstown: Parker's, Goffstown and Goffstown Center. The first Goffstown named have each been burned and their places supplied by new and more convenient ones. The original depot at Goffstown Village is now the freight depot. The present passenger station is located on the original site.

The rails were relaid in 1893 on the original roadbed from North Weare to Henniker Junction, and from that point the road of the original Contoocook Valley is utilized to Hillsborough. The New Boston Railroad forms a junction with the Manchester and North Weare at Parker's, and the Manchester and Milford at Grasmere Junction.

Four passenger trains and one freight pass each way over the road at the present time (1919) from Parker's to Manchester. Since the relaying of the rails from North Weare to Henniker and running the trains to Hillsborough the road has been a great accommodation to the travelling public. A milk car was added to the train in 1870, whereby large quantities of milk from the towns along the line of the road and those adjacent are daily transported to Boston, affording a very important revenue to the farmers.

History of the Town of Goffstown

Permission granted to reprint.



The Camels Hump, B&M #3717 inbound to Boston on the Fitchburg Division passing Mt. Feake (Waltham) on July 4th, 1944. Bruce Bowden photo



#2412 passes Ayer tower. Jim DuFour photo

Personal Recollections of The Flying Yankee

By Harold R. Cloutier, Sr.

Living beside the Boston & Maine and Maine Central Railroad tracks in Whitefield, New Hampshire, was indeed a great place for train watchers. The crossover or diamond being only 75 yards from my childhood home, I was able to enjoy the many sights and sounds of the railways, forming a life long love of trains.

Early in the summer of 1939-40, I was very surprised to see and hear this beautiful, new, all silver, 3-car train, known as the "Mountaineer", pull into the station. Not knowing about the early success of this train on its former Boston to Bangor runs, we all thought it was "our" new train. As young teens, we would gather at the depot and look in amazement at this new innovation. As steam was still the prevalent power source for both freight and passenger service, this train was so much cleaner and faster than the everyday coaches and steam engines used by both B&M and M.E.C. lines.

The station agent at this time in the early forties was the very venerable Mr. Joseph Crepeau. He had a large family and therefore was very tolerant of the many young boys that would hang out at the depot awaiting the arrival of the "Mountaineer". The train had a very friendly "chef" of Philippine origin, who was always cheerful, and very talented, as I was to find out a few years later. As the train departed to the east on its southbound run, the observation car left an indelible print in my memory, as it disappeared around the curve just east of the depot.

I never had any illusions about riding the "Mountaineer", as the Great Depression was over and war was looming on the horizon. After graduation from High School, most all of the male students in the class entered the military. It was during this period that I was to ride the famous "Flying Yankee" in what would be my only chance to enjoy the train. A ten-day pass found me at the Whitefield depot looking to get passage to New York City. As luck would have it, I was able to get a seat on the "Mountaineer" to Boston. It was also a great new experience in eating as they served meals directly to the seat which had a tray arrangement pivoted to the floor, rather than a pop-out airline type. The ride through the mountains, especially Crawford Notch where the train slowed down, was absolutely spectacular. As I recall, the train made several stops, among them being North Conway, Rochester and Dover, New Hampshire. At that point, the "Mountaineer" then ran at much higher speeds into North Station, Boston.

As I recall, the entire trip from Whitefield, New Hampshire to Boston, Massachusetts took about four hours. A short walk to the observation car was a must, as was the check of the large speedometer located overhead at the rear of the car. It is my understanding that this little train could reach speeds of 80-90 miles per hour in areas of straight track or on test runs. However, this run between Boston and Littleton, New Hampshire never reached those speeds, with maximum probably around 60 miles per hour from Dover, New Hampshire south, and minimums of 10 miles per hour from Crawford Notch station to Bartlett, New Hampshire.

Upon discharge from the military, I returned to Whitefield via New York-New Haven-Hartford and Boston & Maine's "Day White Mountain Express", a steam train. I pretty much forgot about trains and our beloved "Mountaineer" was off on other routes, running under the names of "Cheshire" and "Minuteman".

It wasn't until I moved to Kittery, Maine that I discovered my neighbor, Walter Nye, had retired from the Boston & Maine Railroad. He was well acquainted with the "Flying Yankee", having been an electrical troubleshooter for B&M, especially the "Flying Yankee". It was he who spiked my curiosity as to its whereabouts. I was told it was sitting on the grounds of the Narrow Gauge Railroad in South Carver, Massachusetts. It wasn't long before I took my family to South Carver and visited the "Flying Yankee". For very obvious reasons, the train was not open and the interiors of the cars were in much disarray and clutter. I took a few photos and assumed this great little train was on its way to the boneyard.

My fears of losing one of this country's great little trains was put to rest some years later, as I saw several flatbed trucks pass through Kittery, Maine with the "Flying Yankee" on board. The "Flying Yankee" was on its way to Portland, Maine, and eventually to Glen, New Hampshire, where it rested in a gravel pit for a few more years. It was moved from there to the repair shops near Claremont, NH, and eventually I heard of a pending open house. My wife and I visited the train sheds and found the second car completely renovated but tightly wrapped in polyurethane, so we did not get inside. We were able to look through the engine car and observation car, which were in early stages of repair.

My dream came true when I read the three cars were being moved to the Hobo Railroad in Lincoln, New Hampshire. I made arrangements to attend the arrival celebration along with my wife, daughter and my youngest grandson (who has inherited my love of trains). All of us were delighted when the train cars were driven into the parking lot. It was at this time that I knew something positive was happening to the "Flying Yankee". A year later, we read of a pending open house and made the trip to Lincoln. That day, my wife, daughter, both grandsons and I enjoyed touring the train and seeing the wonderful progress that has been made with the "Flying Yankee". My grandsons were amazed to realize that their grandfather had traveled on this very train so many years ago. From that day until now, I truly believe that at 82 years of age, I will be able to purchase tickets and once again enjoy a ride with my family on my favorite train, the "Flying Yankee".

Much of the historical information mentioned in this letter is common knowledge, however, my personal experience with this train is unique. A heartfelt thank you to the many rail fans whose contributions of money, time, labor and skills have made all of this possible.

*April Newsletter 2009 issue of the
Friends of The Flying Yankee*

HELP WANTED

I have been working on a comprehensive book about the Hampden Railroad, built in 1911-1913 from Springfield to Palmer Mass.

I am finishing up and am always looking for new (old) photos, maps, and stories.

If you can help please contact me at:

Phil Johnson, 9 Ester Ave, Greenfield Ma 01301
Or email me at HRRPhil @myway.com

Pan Am Railways Ordered To Pay \$500,000 In Fines For Failing To Report Environmental Contamination

A New Hampshire railway company, and three of its subsidiaries, were sentenced ... to three years of probation and ordered to pay criminal fines totaling \$500,000 for failing to report a hazardous materials spill and contamination on its rail yard property in Ayer in August 2006.

Middlesex Superior Court Judge Elizabeth Fahey ordered Pan Am Railways, Inc., of Nashua, NH, a privately-owned freight railroad that services northern New England, from Mattawamkeag, Maine, to Rotterdam Junction, New York, to pay a \$125,000 fine to the Commonwealth. Judge Fahey also ordered the Maine Central Railroad Company, which owns the locomotive from which the spill occurred; the Boston & Maine Corporation, which owns the Ayer rail yard; and the Springfield Terminal Railway Company, which is the operator of both the locomotive and the rail yard, to also each pay a \$125,000 fine to the Commonwealth. Pan Am and its three subsidiaries, were also sentenced to three years of probation as part of ... sentence. A Middlesex Superior Court Jury convicted Pan-Am and its three subsidiaries on March 23, 2009, on charges of violating the Massachusetts Oil and Hazardous Material Release Prevention Act (2 counts).

When a hazardous oil spill is not reported promptly after it occurs, the damage caused by that release can exacerbate an already harmful event," said Attorney General Coakley. "It is vitally important that corporate entities recognize their obligations to immediately report hazardous waste spills and I am pleased the court has set forth a series of probation conditions aimed at preventing notification lapses in the future with this companies,"

"Failure to notify is an offense to the integrity of the Commonwealth's cleanup program, which is based on voluntary compliance and immediate response to spills of oil and hazardous materials in our environment," said Commissioner Laurie Burt of the Massachusetts Department of Environmental Protection (MassDEP). "This case highlights the importance of ensuring that there is a level playing field for the hundreds of companies that make it a business priority to comply with our environmental laws every day."

Among the terms of probation, but are not limited to, the following conditions:

- * Within 90 days, the defendants must adopt and implement an Environmental Management System (EMS), as defined by and acceptable to the Massachusetts Department of Environmental Protection;
- * Within 90 days, the defendants must adopt and implement an education and training program in environmental compliance for all company officers and employees.
- * The defendants are restrained and enjoined from making bonus, retention or any other payments to anyone over \$ 100,000 in a 12-month period, excluding salaries, until they have paid their fines to the Commonwealth;
- * The defendants are restrained from concealing, transferring or otherwise disposing of assets, except in the course of ordinary business, until they have paid their fines.
- * Every 90 days, the defendants' must notify the MassDEP, the Attorney General's Office and the court concerning their compliance or non-compliance with these terms of probation.

* The court reserves the right to appoint an environmental compliance monitor at the defendants' expense if they fail to adopt and implement an EMS and set up an education and training program for employees and company officers.

An investigation conducted by the Massachusetts Environmental Crimes Strike Force (ECSF) found that on the evening of August 8, 2006, a locomotive left idling at Pan Am Railways' rail yard in Ayer, spilled hundreds of gallons of diesel fuel onto the ground. Despite a two-hour time period requirement for reporting spills of ten gallons or more to the MassDEP, the fuel spill was not reported by the company or its subsidiaries either that night or the next morning, but instead investigators found that an attempt was made to cover it up. Massachusetts' law requires that any owner or operator of a site, as soon as it has knowledge of a release or threat of release of oil or hazardous material, shall immediately notify MassDEP.

The MassDEP was first notified of the fuel spill on the afternoon of August 9, 2006, by a caller, who wished to remain anonymous out of a concern for retribution by the railroad. The caller indicated that the railroad assertions that the spill was less than the reportable quantity of ten gallons was false, and that workers believed the spill was significantly greater. The caller stated that the railroad appeared to be trying to hide the spill and avoid its detection by covering the spill area with fresh ballast.

The Ayer Fire Department, a member of MassDEP's Emergency Response team, and inspectors from the Federal Railroad Administration responded to the scene late in the afternoon of August 9, 2006, and initiated an investigation into the circumstances surrounding the spill. Initial assessments by the responding agencies indicated that a fuel spill involved hundreds of gallons occurred at the site. The Federal Railroad Administration's investigation eventually concluded that over 900 gallons of diesel fuel had leaked from the locomotive.

Subsequent investigation by the ECSF revealed numerous ways in which the railroad companies learned of the spill, and its extent, but failed to report what it knew to MassDEP. Each failure to report is punishable by a criminal fine of up to \$100,000.

A Middlesex Grand Jury returned indictments against Pan Am Railways, Inc. and three of its subsidiaries; Springfield Terminal Railway Company, Maine Central Railroad Company, and Boston & Maine Corporation, on April 1, 2008. On May 27, 2008, Pan Am Railways and three of its subsidiaries were arraigned in Middlesex Superior Court, at which time each corporate entity entered individual pleas of not guilty. The trial began on March 13, 2009, and lasted seven days. The jury deliberated for one hour and a half before reaching a verdict at approximately 2:00 p.m. on March 23, 2009. Yesterday, Judge Fahey sentenced the defendants in Middlesex Superior Court.

Submitted by Michael Lennon

Pan Am Southern

Now that the joint venture between Norfolk Southern and Pan Am Railways has become a reality, the NS blitz to upgrade the line between East Deerfield Yard and Mechanicville has begun. NS-powered rail trains laying down 115 lb. ribbon rail and ballast trains have been spotted on the west end of District Four.

BLHS Bulletin via The 470 470 Railroad Club

Wells Train Wreck Caused By Bridge Failure

By Sharon Cummins
Seacoast On Line

When the Boston & Maine railroad bridge at Cole's Crossing collapsed on Jan. 2, 1882, a portion of the midday express train from Boston was hurled to the roadway below, killing one passenger and injuring dozens.

A correspondent for the Biddeford Union & Journal happened to be riding on the ill-fated train, which consisted of two engines, a baggage car, a Pullman, a smoker, two passenger cars and a mail car.

The train had left Boston at 8:30 that morning. Due to heavy snow that had fallen the previous day, it was running about 50 minutes behind schedule when it passed through the Wells Beach station at half past noon. The train's second locomotive was midway across the 65-foot iron truss bridge near Boothby's Corner when the engineer felt his rear wheels ominously settle beneath him. The momentum of the first locomotive was enough to pull his engine and two cars behind him to the far side of the bridge, but in seconds the whole structure gave way.

Mr. James C. Hodgdon, the only fatality of the accident, was on the smoker car that fell through the broken bridge and landed upright in the snow beside the Old Post Road. The first passenger car followed through the bridge and landed upside down making it necessary for its passengers to escape through the windows. One woman was so buried by the rubble that her rescuers had to cut her dress off to free her before she was consumed by the flames that were released from an overturned coal-heating stove.

The back wheels of the second passenger car caught on the near abutments of the bridge, leaving it suspended in mid-air. Its occupants, including the Biddeford reporter and conductor Edwin Weymouth, were thrown to the front end of the car in a mangled heap of hot stove coals, debris and humanity. Conductor Weymouth suffered a life-threatening head wound, but heroically guided the other passengers to safety. Within minutes most of the train was consumed by fire. The mail car burned so rapidly that agent Gidding just had time to grab the registered letter books before his beard was singed almost completely off and he was forced to abandon the mail bags.

A messenger was sent to Wells to fetch a doctor and the first locomotive was cut loose and hurried on to Kennebunk station to send word of the disaster to Portland via telegraph. The engineer picked up a boxcar and returned to the scene of the accident. Ambulatory passengers were transported back to Kennebunk Depot where they waited for a train to carry them eastward to Maine General Hospital.

Meanwhile, the 12 or so seriously injured passengers were carried on makeshift stretchers to the nearby home of widow, Sarah Boothby, where she and Dr. Hall of Wells cared for them until help arrived.

A relief train of physicians collected at Portland and Saco made it as far south as Kennebunk by 3 o'clock. Due to confusion caused by a burned telegraph wire they were detained there for over an hour while just three-mile away victims of the accident lay bleeding at Mrs. Boothby's house. The injured passengers didn't get to the hospital in Portland until 7 o'clock that evening.

An investigation into the cause of the accident was conducted by a Kennebunk jury. The bridge was only nine-years-old. It had been designed and built by civil engineer, Edward Hewins, agent of the Metropolitan Bridge Company. Investigators concluded that a combination of factors caused the bridge to fail. Hewins had built the bridge to cross the road at an oblique angle. This design was determined to be weaker than the more conventional right angle crossing. Crystallization of the truss iron, caused by the cold temperatures, also contributed to the failure. No action was taken against the Metropolitan Bridge Company, but the Boston and Maine Railroad paid large settlements to the victims' families. The Cole's Crossing Bridge was immediately rebuilt at a right angle to the road.

Five years later, a West Roxbury, Mass., bridge collapsed, killing 37 people. The Bussey Bridge was also a skew truss design by Edward Hewins. Massachusetts investigators discovered that the Metropolitan Bridge Company had never actually been incorporated and its fictitious board consisted of one man; Edward Hewins. One might expect that the civil engineer's record would have ended his career, but Hewins entered the streetcar business a few years later and made a fortune.

Submitted by Michael Lennon

Mechanicville Auto-Container Terminals

On April 13, Pan Am Southern presented plans to the HalfMoon, NY, Planning Board for the "Capital District Intermodal and Automotive Rail Facility" located in the former railyards of the Boston and Maine and Delaware and Hudson railroads, called "Mechanicville" after the nearby town, though most of it lies in HalfMoon. This project is under the federal government for review. The town will review the documents and can make comments, although it will not have any control. More than 470 residents living around the massive rail project were invited, by letter to attend a public meeting on the plan on April 27 in the HalfMoon Town Hall.

The site will contain a relocated CP main line, the intermodal terminal and the auto terminal. The railroad will have five single-story buildings, a secure gate area, an emergency access, as well as a new bridge over the Anthony Kill to Route 67. NS and ST estimated expenditure on the Capital Region facility at \$37.5 million in their filing. New York State has agreed to supply \$3, million, putting the total over \$40 million. The intermodal terminal will have two unloading-pad tracks of about 4,000 linear-feet, and 371 paved trailer parking spots. The auto ramp will have two unloading tracks, which can hold 20 racks each, and 90 paved auto parking spots. The facility will have two 4,000-foot support tracks as well as a PAS main line, all parallel to the relocated CP main line.

To minimize noise, both intermodal and auto tracks can be switched from the west end, away from downtown Mechanicville. Work would begin in July 2009, and end in July 2010. The facility will sport two main lines through it, one for CP and one for PAS, plus two storage tracks. At the Mechanicville facility, the hand-off of intermodal traffic between NS and PAS will be "beautiful" said David Fink, president of Pan Am. The current handoff at Mohawk Yard, "is an eight-horn EXTRAVAGANZA he noted.

*Atlantic Northeast Rails & Ports via
The 470 470 Railroad Club*