

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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March — April 2010

Bob Warren, Editor (bmbobwarren@comcast.net)

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

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B&MRRHS CALENDAR

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

- March 13th Model Night is back...we will be meeting with the Pepperell Siding Club at their club in Pepperell, Ma. Bring your HO scale trains and have fun. More information in next Newsletter.
- April 10th Our joint meeting with the MassBayRRE in Lowell. Dan Dunn will present railroading from the mid 1800's to the present along with sound and music.
- May 8th Matt Baj, Jr. will present various Boston & Maine in the 1960's and 70's.
- June 12th The Society will be riding the RDC for the day at Conway Scenic. Flyer enclosed.
- August No Meeting.
- Sept. 25th We will be back at the Silver Lake Railway for another fun-filled day.
- Oct. 16th Justin Winiarz will be taking us on his railroad travels.
- Nov. 13th George and Kathy Melvin will do a presentation on their book "B&M Memories" which covers the 45 year career of Preston Johnson on the B&M. There will be a book signing and we hope that Preston Johnson will be able to attend.
- Dec. 11th "Members Nite", bring your slides and videos.

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.

Society Officers, Directors and Staff

President	Jim Nigzus
Vice President	Paul Kosciolk
Treasurer	Paul Kosciolk
Secretary	Wayne Gagnon
Clerk	Ellis Walker

Board of Directors

Mike Basile	Carl Byron	Wayne Gagnon
Dave Hampton	Rick Hurst	Dan Hyde
Russ Munroe	Richard Nichols	Buddy Winiarz

Alternate Directors

Carl Byron & Sandy Shepherd

Staff

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Hardware Archives Chair.	Vacant
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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. 03038-0469

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

Minutes of December 12, 2009
B&MRRHS Meeting
Rogers Hall, Lowell, Ma.

In Attendance:

Gagnon, Hyde, Nigzus, Kosciolk, Kelley, Hampton, Foley, Winiarz, Nichols, Hurst, Basile, Goodwin, Walker

Meeting Called to Order:

1:26PM

Approval of the Minutes:

Nichols, 2nd by Winiarz. Motion carried.

Approval of Agenda:

Gagnon, 2nd by Goodwin. Motion carried.

President's Report:

Hyde reported that the BOD is currently in the process of reviewing some 8mm and 16mm films in our possession as a possible future film release project. Some films reviewed to date are black and white version with varying content and quality.

Vice President Report:

Gagnon reported that he had no report at this time.

Clerks Report:

Walker reported that all applicable documents were being filed as needed.

Treasurer's Report:

Kosciolk reported that Society continues to be solvent. 2009 Savings (as of 11/27): \$59386.79 – Checking (as of 11/27): \$1713.43 (both accounts unaudited \$) \$25,000 CD will be maturing in April 2010 Society has received a sizeable check from the estate of John David Engman as to Mr. Engman's past interest in B&MRRHS and recognizing the efforts of the BOD and Society. Major expense was 6-month storage rental payment for Chelmsford site. Hampton, 2nd by Kelley, Motion carried.

Membership Secretary:

Winiarz reported no changes in roster.

Bulletin Editor:

Winiarz reported for Wilson that nothing new had occurred. Archives Committee: Winiarz for Nowell, read a summary of action(s); last committee meeting was 11/21 with 11 members and 4 guests in attendance; committee is still actively engaged in answering research questions; sorting and filing structure, track and rolling stock drawings; redistributing file folders to gain extra space; donation of two letter-size file cabinets from Rick Conard acknowledged; Additionally, plans are moving forward to publish a new edition of the "Guide to B&MRRHS Archives with contents as follows: (I) Society and Archives; (II) Collection; (III) Types of Materials to be found in Archives; (IV) Finding Materials; (V) How new materials are processed; (VI) Reproduction policy and how to make/obtain copies; (VII) Contacts; (VIII) Reading List; furthermore, Archives will be making 50 sets of Bulletin reprints from 1977-1978 for sale at

Springfield train show that the BOD felt members and general public would have interest in.

Newsletter Committee:

Kosciolk reported that the newsletter was expected to be at printer shortly.

Hardware Committee:

Nigzus reported that the Society had received a 8mm projector and pull-down flat screen from a donor (name withheld at donor's request) and BOD will be buying replacement bulb(s) in conjunction with previously mentioned possible film release project; "winterization" of small office/meeting room at Chelmsford is complete allowing members to work in a more friendly heated environment. Fred Brown is to drop off a small fan for better circulation of airflow and heat.

410 Committee:

Nigzus reported that the 410 has had its Xmas decorations applied and is "buttoned up" for winter.

Shows Committee:

Society will be manning tables at railroad show at the "Big E" in Springfield, Ma the weekend of Jan 30/Jan 31st, 2010. Shows appear set for most of 2010; April 2010 is planned as a joint meeting with "Mass Bay" group with B&MRRHS as "host". Discussions are being held with Ray Belanger as to future presentation and lodging needs. Also, ongoing discussions with Paul Hallett (Ops Manager) at North Conway Scenic about running the "Suzy Q" RDC on a day trip over most of NCSR line (Bartlett will be end of line due to concerns of RDC braking on Notch run) sometime in June or November.

Program Committee:

Nigzus and Winiarz reported that schedule appears set for 2010 coming months but do welcome any and all ideas for future events. Society held a "white elephant" table sale at December meeting after business was concluded with various books/literature/ miscellaneous items for sale.

Nominations/Election Committee:

Kosciolk thanked all past BOD members present for their past efforts and welcomed/ installed the new BOD members in the ongoing effort to preserve the memories of the B&M system and its past heritage.

Models Committee;

No new models are currently in work.

Old Business:

"My Life's Experiences as a B&M Railfan" – project ongoing and nothing new to report.

New Business:

None

Additions:

None

Next Meeting:

January 9, 2010 at 1:00PM at Roger's Hall, Lowell, Mass.

Motion for Adjournment: 2:37PM

Hyde, 2nd by Gagnon. Motion carried.

Respectfully Submitted:

Wayne M. Gagnon, Recording Secretary

Minutes of January 9, 2010

B&MRRHS Meeting

Rogers Hall, Lowell, Ma.

In Attendance:

Gagnon, Hyde, Nigzus, Koscirolek, Kelly, Hampton, Foley, Winiarz, Hurst, Basile, Goodwin, Walker, Nowell

Meeting Called to Order: 1:25PM**Approval of the Minutes:**

The minutes from December 2009 meeting are amended as follows: Under "Archives", changed the Archive entry to read "Winiarz" for Nowell, not "Winiarz" for Wilson.

Hyde, 2nd by Hampton. Motion carried.

Approval of Agenda:

Gagnon, 2nd by Winiarz. Motion carried.

President's Report:

No report from Hyde.

Vice President Report:

Gagnon reported that he had sent a letter in early January 2010 to the "Nashua, NH. Telegraph" in regards to any information/photographs that might be available on the "Red Wing" passenger train derailment at Nashua Union Station on November 12, 1954. B&M EMD E-7 diesel 3820 was deemed a total loss and cutup for transport to Billerica Shops for salvage while 3814 (heavily damaged) was re-trucked and towed back to Billerica shops for rebuild. No response received to date prior to January 2010 generation of minutes.

Clerks Report:

Walker reported that all applicable documents were being filed as needed.

Treasurer's Report:

Koscirolek reported that Society continues to be solvent. 2009 Savings (as of 12/24): \$67001.08 – Checking (as of 12/24): \$544.14 (both accounts unaudited \$) \$25,000 CD will be maturing in April 2010 Major expense(s) was lease payment and photo contest. Gagnon, 2nd by Hyde, Motion carried.

Membership Secretary:

Winiarz reported that as of 1/8/2010, 996 members on roster. He also reported that the time period June through October 2009 that 35 people had been deleted due to renewal non-payment after expiration of "grace" period.

Bulletin Editor:

Winiarz read an update from Wilson as follows: the Society's printer, Vermillion, has merged or been acquired by UniGraphic and operation has moved to Woburn, Mass. No personnel changes to our account representative noted and Wilson will continue to monitor customer service and quality of work. Wilson is not anticipating any problems at this time. Wilson, in his letter notes, also reported that George Drury has requested to conclude his regular column

in the Bulletin as a result of health issues. There are columns still in pipeline and his contributions are to be recognized in a future issue. George has agreed to remain on board as a counsel to Wilson and in editing. The Board wishes to thank Mr. Drury for all his efforts to date in relation to keeping the Bulletin at a high quality level.

Additionally, Wilson noted the next Bulletin was slightly delayed but is on track for publication in January 2010. Two (2) issues to follow will contain Rick Hurst's history of Manchester, NH. The BOD wishes to thank Wilson and his staff for their efforts on behalf of reporting B&M heritage through the Bulletin.

Archives Committee:

Nowell reported the following and sent Gagnon an addendum e-mail to report Archive efforts for 2009 and objectives for 2010:

Nowell will submit annual report for 2009 at next BOD meeting in February 2010. Committee held a rescheduled meeting on short notice on 12/12 with 3 attendees. Next meeting is to be held January 16, 2010 from 12:00PM to 3:00PM. Volume VII of Bulletin reprints covering the 1977-78 years are to be made available for sale at Springfield train show, January 30 and 31, 2010.

Archives Committee Objectives for 2010 are as follows: Complete transcription of catalog cards to electronic format; Catalog and move all employee card records from storage to Lowell; Catalog and move all photos from storage to Lowell; Catalog B&M abandonment records to be kept at storage; Catalog B&M valuation records to be kept at storage; Organize bridge drawings at storage by division and bridge number; and, Organize other drawings at storage by classification.

Newsletter Committee:

No report.

Hardware Committee:

Nigzus reported that he had spent 3 sessions helping catalog hardware and will be helping Archive staff by building additional storage containers to better utilize existing space.

410 Committee:

No report.

Shows Committee:

Springfield train show manning in place for January 30 and 31, 2010. Nigzus reported that during the time period Thanksgiving 2009 to early January 2010, 45 orders had been processed with sales of \$2200 noted.

Program Committee:

Shows are lined up for 2010 immediate future. BOD discussed the asking of Dan Dunn, NERAIL slide collector and enthusiast of doing a presentation for April 2010.

Old Business:

"My Life's Experiences as a B&M Railfan" – project is ongoing and nothing new to report.

New Business:

None

Additions:

None

Next Meeting:

February 13, 2010 at 1:00PM at Roger's Hall, Lowell, Mass.

Motion for Adjournment: 3:02PM

Gagnon, 2nd by Hyde. Motion carried.

Respectfully Submitted:

Wayne M. Gagnon, Recording Secretary

Amherst Railway Springfield Show

Another good year for the Society at this show of shows. Nice to have seen old friends and meet new ones.

The Society would like to thank Dave Hampton, Jake Foley, Wayne Gagnon, Justin Winiarz, Jim Nigzus, Rick Hurst, Nate Hurst, James Nigzus, Buddy Winiarz and Paul Kosciolk for their work at the show.

Gov. Patrick Announces Real Time Arrival Information On The Fitchburg Commuter Rail Line

Gov. Patrick announced that real-time arrival information will be available on the Fitchburg Commuter Rail line beginning Thursday, February 11. The recent installation of Global Positioning Satellite equipment on the Commuter Rail network will allow the MBTA to provide Fitchburg customers waiting on the platform with a six-minute countdown displayed on electronic message boards. Onboard customers will benefit from automated next station announcements. Building on this latest technology, the MBTA introduced yet another technological advancement to benefit North Leominster commuter rail customers - real-time arrival information via AM Radio 1630. Available at surface parking lots with 50 or more spaces, the scrolling message displayed on the LED sign is converted to an audio message through a text-to-voice synthesizer and then broadcast on a radio frequency. Commuters tuning into AM Radio 1630 can now remain in their vehicles and listen to the same six-minute countdown available to customers on the platform. Introduced on 12 of the MBTA's 13 commuter rail lines, this "Next Train" technology provides real-time information. The Haverhill Commuter Rail Line is next to get this technology. Radio access to service information is currently available at North Leominster and Anderson/Woburn on the Lowell Line. Installation of equipment will continue throughout the system over the next several months

MBTA via Railpace's Hot News

What About Switch Lists?

Alden Dreyer: Conductors and yard foremen generally did not make switch lists. This was done by yard clerks, or at a small station, by the freight agent, who also could be the psgr. agent.

Before the age of radios, everyone who was involved had a copy of work to be done. For example on the East Deerfield Hump, the clerk could make seven copies easily with carbons: one for the YM, one for the file, one for the engine crew, one for the yard foreman, and one for each of the three switchmen. Either the clerk, the YM or the foreman would mark where to make the cuts. To me, it bordered on the miraculous how an experienced clerk could look at a list of 65 cars and decide exactly where to make the cuts. Not so important on the hump per se, but very important to save labor and fuel when flat switching.

A local freight conductor would leave his initial terminal with a consist list and update it as he went along. As he arrived at each station, the agent would give him a switch list if needed and discuss priorities and problems. Some locals had 4 cars out of their initial terminal, and some had 40.

Road freight conductors would make their own listing from their waybills and keep the records of what was set off or picked up where and when and record that Alden delayed them horribly for no reason whatsoever.

Bob Warren: Worked Mystic Jct. hump 8 often, as well as hump 9 on a rare occasion, as 'pin puller', i.e. uncoupled the cars as they crested the hump.

Copies of the hump list were provided to the hump conductor and to each of the retarder operators as well as hump yardmaster.

The list defined how many cars, generally one, would be uncoupled as the cars crested the hump while the retarder operators would align the switches so the car(s) would go to the proper classification track, as well as operating the retarders to control the speed of the car(s) as it rolled down the hump.

The hump conductor would tell the pin puller how many cars were to be uncoupled at a time so that the cars would roll free cresting the hump. If there was ever a more boring job for a brakeman, it was being pin puller where one walked back and forth for about 100 or so feet in order to 'pull the pin' while there was sufficient slack action to allow for uncoupling as the car(s) crested the hump.

On occasion the 'pulled' pin didn't completely uncouple so the retarder operator would 'squeeze' the first retarder after the hump so the pin puller could again 'pull the pin' and if successful, the car rolled free when the retarder operator opened the retarder closure rails. If that didn't work, the cut of cars would have to be pulled back so that the pin puller could try again to uncouple the car(s).

The trimmer signal was turned to red when the string of cars had to be held by the retarder operator so that the pin puller could get to the uncoupling lever. If the cars couldn't be uncoupled, then the string was pulled back over the hump and humping restarted with the pin being pulled.

Generally there were several cuts of cars (inbound via local and thru freights) that were humped based on the destination of the cars in each particular cut. The hump yardmaster would determine which cut would be humped next as the current cut was being humped.

Generally the cars brought in by through freights would be humped before those cars brought in by local freights. This was done so cars for locals could be ready to go out on the next time a particular local departed to do its work. Cars brought in by local freights generally consisted of cars that would be returned to originating roads via through freights originating at Mystic.

Hump 8 was used for the initial humping of cars as road and local freights finished their run. Hump 9 was used to classify cars for the various outgoing local and through freights.

But every job had its humorous side. The hump 8 yardmaster on third trick (Frank Roberts) was sorta a grumpy gentleman so working with him was somewhat dull, but one night to spice things up, I would add up the number of cars, indicating the number of each cut, that had been called out. Frank happened to be calling several cuts at the time and as I did, when several cuts were called out, would repeat the number of cars in each cut, but this particular

time I added up all the cuts and called that number out. To undo what I had done (adding up the cars in each cut), humping was stopped, the cut pulled back over the hump so that the proper cuts could be made – Frank actually smiled when I told him what I did – first and last time I ever saw him smile.

There was a hump signal, tall masted, two head signal, red and green manually controlled by the hump conductor. When humping was underway, the signal would display green. If humping had to be stopped for any reason, the signal displayed red. There were repeater signals along the switching lead so that the engineer would always have the signal in view.

What This Piece Of Pipe With Push Button Whistle?

What is being described is what was commonly known as a ‘riding hose’. Virtually all passenger road and yard crews had at least one.

On one end of the ‘riding hose’ was a coupling identical to that found on the end of a car’s brake line while on the other end was a ‘conductor’s valve and button for a whistle. A length of pipe connected these two items.

The purpose of the ‘riding hose’ was to permit a crewmember on the rear platform of a cut of cars moving to-from No. Station and one of the passenger yards to control the backup movement by brake application is necessary.

After a crewman attached the riding hose, that person would signal the engineer to put the train brake into lap position. Then the crewman would apply the train brakes by allowing some air to escape the train line by operating the conductor’s valve. Doing so, a brake application was made. A check of the brake shoe against the wheel tread indicated if the application took place.

Thus insuring that the crewman had brake control over the train during movement.

However, at times, the engineer wouldn’t put the brake handle in lap position due to the lose of air somewhere in the entire train line – so the person handling the back up move wouldn’t be able to make a brake test, but would have to ‘dump’ the air if necessary. This typically only involved incoming trains since trains moving from the yard to the station would have been thoroughly checked by the car knockers.

Bob Warren

Seven Tips To Preserve Your Piece Of History

Submitted by Al Kallfelz

The Society of American Archivists offers seven tips to ensure proper care and management of your historic keepsakes:

1. The best protection for your photographs, newspapers, train tickets, maps, timetables, and magazines is a cool, dry, stable environment (for example, moderate temperature and humidity with relatively little fluctuation, clean air and good air circulation, no natural or fluorescent light, and good housekeeping).
2. Valuable paper collections do not belong in your attic or basement, which commonly are subject to excessive heat

and/or moisture. Avoid storing materials beneath or close to such water sources as washing machines, bathrooms, or air-conditioning equipment. And consider what is in the room above your collection.

3. Heat causes damage. When displaying your framed photos, newspapers, invitations, and other memorabilia, don’t hang these valuable items over radiators, heating ducts, heat-producing appliances, or fireplaces. Anything with long-term value should be housed away from heat sources.
4. Light causes fading and other damage. Keep photos and other memorabilia “in the dark” as much as possible; don’t put them in direct sun or bright light. Hallways or other rooms without windows are best. Install shades and/or heavy curtains where you can’t avoid windows.

If you must display an item in direct sun or bright light, consider obtaining a high-quality scan and displaying the digital print instead.

5. Indoor pollution rapidly damages paper and is a growing problem in energy-conscious spaces with good insulation. Any valuable photo or paper-based document on display should be protected by a preservation-quality mat and frame. The glass or plastic covering, which protects the item from pollutants and dirt, should contain UV filtering.
6. Photos, letters, clippings, and other family documents should be stored unfolded because folding and unfolding breaks paper along the fold lines. Storing photos and documents in folders rather than envelopes is recommended because envelopes can cause damage as items are removed and replaced.
7. When considering whether to use paper or plastic enclosures for your photos, select enclosures that pass the Photographic Activity Test (PAT). This test ensures that the enclosure will not react chemically with your photos.

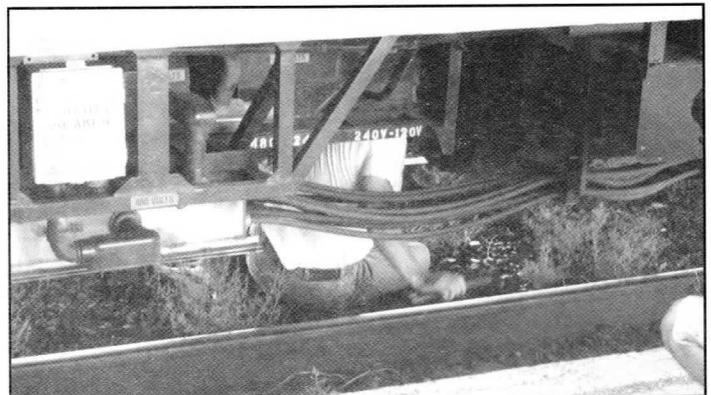
Supplier catalogs should indicate whether a photographic storage product has passed the PAT. To read more about the PAT, see the Image Permanence Institute’s “Archival Advisor” at www.archivaladvisor.org/.

The Green Block Cent NY Chap, NRHS

The Enjoyment Of Private Car Ownership

Depicted in this photo, owner of the Salisbury Beach Pullman is underneath the car making an adjustment to the water supply line.

As Tom mentioned, one can’t just take the car to the local garage for repair.



TRAIN SHOWS

Nashua Valley Railroad Association Shirley, MA
 Model Railroad Show & Open House April 11, 2010
 Sunday from 10am to 4pm.
 Location ONE: Model Railroad Show at the Shirley Middle School, 1 Hospital Rd.
 Location TWO: Open House Phoenix Park, 2 Shaker Road, Unit# E-205
 Both locations only a short walk from the Shirley Commuter Rail station.
 Adults: \$5; Seniors & teens: \$3; under 12 -free.

Bike To The Sea's Trail Shovel-Ready

By Sarah Phelan

Steve Winslow wants to bring back the Saugus Branch Rail Line, but not for the commuter rail or even a new division of the Blue Line.

Winslow, president of Bike to the Sea, wants to use the now defunct Saugus Branch Rail Line to create the backbone of the Northern Strand Community Trail, an all purpose trail that connects the five sister cities of Everett, Malden, Saugus, Revere and Lynn to Boston and the ocean.

For about 100 years the Saugus Branch railroad, a single rail line stopping in Saugus Center, Cliftondale and Pleasant Hills, connected the town to the Boston and Maine, Grand Junction and Eastern Railroads. Trains passed through Everett, Revere, Lynn, and Boston.

The Saugus Branch played a tragic role in one of the most infamous train accidents in American history, The Great Revere Rail Wreck of 1871.

The wreck killed 29 passengers, injured 50 more and cost the Eastern more than \$500,000 in damages, a debt from which the company never fully recovered.

Since 1974, the Saugus Branch rail line has been unofficially retired. Winslow hopes to put the area to good use.

Winslow's organization, Bike to the Sea, began simply when his wife, Helen, and he moved to Malden 20 years ago.

"We found it hard to cycle," Winslow admitted.

During his travels Winslow had cycled along trails in neighboring cities in towns such as Marblehead and even in Lexington, discovering those trails brought an awareness to the community to areas that had previously been neglected.

"People were out there walking, biking, cycling, taking their kids out in strollers and they took an interest in the areas surrounding the trails," Winslow said.

Businesses cleaned up areas, rundown properties were revitalized, and new homes were built along the trail sites. Winslow said the trails go a long way toward helping people perceive these their communities in a more positive way.

After years of study Winslow, a city planner and former environmental attorney, and the other 100 members of the Bike to the Sea group, are ready to go to the communities to get support for their Northern Strand Community Trail Project.

"There are some options out there, smaller grants to get the trails built with volunteer help," Winslow stated. "Some decisions need to be made, but with the economy and the fiscal constraints that

are out there, we're just hoping that people can see that this would be a real benefit for them as well as their communities."

Winslow said the project would consist of a continuous paved trail, noting pavement is easier to use and maintain.

To become a reality the project needs a serious financial commitment on the part of the participating cities and towns, including Saugus.

At this point Winslow is enthusiastic that the project is shovel-ready.

"We've gotten so much of the planning and legal aspect of it ready to go; now we just need to get the communities involved," Winslow said.

Bike to the Sea organizes regular social rides to Revere Beach, Nahant and Marblehead Neck and holds its largest annual ride in June.

Funds raised by the Bike to the Sea ride have gone to the initial expenses for design and aerial surveys for the Northern Strand Community Trail project, while this year those monies will go toward its construction.

Submitted by Scott Currier via Buddy Winiarz

Providence Worcester/Springfield Terminal

PW originated a move on December 30 in ProvPort, where a ship had discharged 4 1,000 tons of coal. Stevedores loaded 30 cars at a time; PW moved two cuts, 30 cars each to Worcester where they were combined for the trip to Bow. The train used PW power. The rail use will last until the 41,000 tons are moved. At 6,000 tons per train, that will entail 7 trains. Trucks will continue to haul offshore coal from Portsmouth to Bow as well. About half the off shore coal from Venezuela moves by rail and half by truck.

Atlantic Northeast Rails & Ports via The 470 470 Railroad Club

Topsfield Will Unveil Rail Trail

By Jenessa Regios Correspondent

Tomorrow (10/17, ed), the Topsfield Rail Trail Committee will cut the ribbon on a new trail and bike path – a project 18 years in the making.

The path, known as the Topsfield Linear Common, replaces a railroad track that was abandoned in 1981. It will be four miles long, though presently only six-tenths of a mile have been completed. According to Joe Geller, chairman of the Rail Trail Committee, this part of the trail was the most complicated and the first mile should be completed by the spring.

The trail, funded by grants and donations, has faced many obstacles, such as lease agreements, safety and environmental concerns, and the labor that goes into removing a railroad track.

"It's been a real community effort," Geller said. "We hope a lot of people will come out and celebrate."

Salem Evening News, 10/16/09 submitted by
 Buddy Winiarz

"this is the former Newburyport Branch....the rail in town was gone but from Rt 1 east towards Danvers was pretty much intact BW".

We recently acquired a century old scrapbook of bulletins, circulars, and notices from the B&MRR General Manager's office in Boston. (Archives item 2004.36.87). Order No. 582, reproduced below, seemed of particular interest in that many of our readers are collectors of railroad lanterns, and also that in the electric age we have lost track of the laborious routine that was required to maintain lamps in good operating condition.

The Archives Committee meets monthly to sort, classify, and preserve our growing collection of material about the B&M and other New England railroads. Volunteers and visitors are always welcome. If you are interested in becoming a volunteer or would like to tour the Archives, contact Rick Nowell, Chairman, Archives Committee, B&MRRHS, 7 Johnson Rd., Andover, MA 01810-1711 or fnowell3@yahoo.com.

BOSTON & MAINE RAILROAD

General Superintendent's Office.

ORDER NO. 582.

(Superseding Orders No. 445, 526, and 548.)

BOSTON, MASS., February 1, 1906.

To all Employees Concerned:

INSTRUCTIONS GOVERNING THE CARE OF SIGNAL, SWITCH AND OTHER LAMPS.

All employees using or caring for signal, switch or other lamps will be governed by the following instructions:

GENERAL SPECIFICATIONS.

KIND OF LAMP	MAKE AND SIZE OF BURNER	SIZE OF WICK	OIL TO BE USED
Marker, 5" lens	Callendar No. A	5/8"---A	150° Kerosene
Switch, 5 3/8" lens	Callendar No. A	5/8"---A	150° Kerosene
Mast Head or Ball. Sig. 6" lens (Fresnell)	Callendar No. A	5/8"---A	150° Kerosene
Electric Target Signal, 5 3/8" lens	Steel Signal Burner	5/8"---A	150° Kerosene
High Semaphore Signal, 5 3/8" lens	Steel Signal Burner	5/8"---A	150° Kerosene
Gate, Dietz No. 0	Dietz Tubular No. 0	5/8"---A	150° Kerosene
Post or Bracket, Dietz No. 3	Dietz Tubular No. 3	1 1/2"---D	150° Kerosene
Engine Signal, 4 1/2" lens	Callendar No. A	5/8"---A	150° Kerosene
Dwarf Signal, 4 1/2" lens	Steel Signal Burner	5/8"---A	150° Kerosene
Square Station Lamp	Sun or Venus	1"---B	150° Kerosene
Baggage Car Lamp Hand (new)	Sun or Venus No. 1 Ex. Lard Oil Ratchet	1"---B 1"---B	150° Kerosene Signal
Hand (old)	Beacon	1"---B	Signal

GENERAL DIRECTIONS.

- Lamps in first-class condition only may be used, except a lamp that becomes bad in service will be used until a good one can be obtained.
- When a lamp from any cause becomes unserviceable, a requisition must be made to replace it, and as soon as received, the defective lamp must be sent to the Storekeeper, Supply Department, Boston, with a "defective lamp report"---Form 5531---properly filled

up and attached as a shipping tag. At the same time the stub of this report must be filled up and mailed to the division superintendent.

3. In no case will an employee be allowed to make alterations in lamps. The burners as received from the Supply Department must not be tampered with in any way. When trouble is experienced which cannot be corrected by closely following these instructions, notice should be sent at once to the division superintendent, with as full a description of the trouble as possible.

4. In order that a lamp shall give good light it must stand perfectly upright, its socket or sockets must fit closely but not tightly the bracket which holds it, and the bracket must be fastened firmly and without a particle of lost motion to the switch stand or signal with which it belongs.

5. The rays of light from the lamp should shine parallel with the track it covers, if the track is straight; if the track is curved, they should shine toward a point which is considered the best under the circumstances.

6. Lamps that have cracked lenses need not be sent in for repairs, unless they leak air and cause the flame to flicker or blow out. Lamps having chipped red lenses must be replaced at once by those having good lenses.

7. When taking down or replacing lamps used on semaphores, the glasses in semaphore arm spectacle must be inspected, and if dirty, must be cleaned. If the glass is cracked or broken, the fact must be telegraphed to the division superintendent and superintendent of signals.

8. Agents and others whose duties necessitate their using red, white, and green lamps, will keep them trimmed and ready for immediate use on a shelf provided for that purpose. They must be lighted before dark.

9. Clean all soot from the inside, especially the top of the body of the lamp, and see that all holes for ventilation are perfectly free.

10. Clean the lenses thoroughly, pay especial attention to the corrugation on the inside of lenses.

11. Standard kerosene oil, 150°, as furnished by the Road, must be used in all signal lamps, EXCEPT HAND LAMPS. SIGNAL OIL IS FURNISHED FOR HAND LAMPS ONLY. Attempts to improve the oils by mixing must not be made. If the oil does not give satisfaction, the trouble must be reported to the division superintendent.

12. Lamp fonts must be emptied out and drained every fifteen days during warm weather, and every thirty days during cold weather. Any dirt or foreign substance remaining in the font must be removed. If necessary to rinse out the font, use a little fresh oil, do not use water.

13. Do not use again or save the oil emptied out of the font, when cleaning it, or the oil used to rinse it out. Throw this away.

NOTE: At places where a large number of lamps are cleaned, the old oil thus removed may be poured into a can marked "Old Oil Only." The can, when filled, must be sent to the nearest Foreman Car Department or roundhouse, and the oil used for cleaning trucks, etc. On no account will it be used for lamps again.

14. Examine fonts carefully for leaks or other defects before refilling.

15. Tops must be kept on oil cans to keep out the dust and dirt.

16. In filling fonts leave one half inch space free so that oil will not run out at top when it expands on account of the heat, when the lamp is lighted, except that fonts to switch lamps, during hot weather, or from June 1 to October 1, may be filled but three fourths full to provide for expansion caused by heat, and to prevent their catching afire and being destroyed.

17. All ash and sediment must be cleared from the burner, and to do this, use a small stick or the thumb or finger nail, never use a knife blade or other iron or steel instrument, as it quickly wears away the burner or otherwise ruins it. If the burners become fouled with oil, soot, or incrustations from the wicks, they should be sent to the storekeeper for cleansing.

DIRECTIONS FOR THE CARE OF LAMPS USING ANY BURNER.

18. The wick must be long enough to touch the bottom of the font and must fit in the burner properly. Wicks that will not move freely by turning the ratchet shaft, are apt to clog the burner and prevent a free flow of oil to the flame, cause the burner to overheat, incrust the wick, give a smoky flame and sometimes cause an explosion.

19. If the wick is too large for the wick tube, it can be reduced by drawing out a few threads.

20. If a new wick fits tight in the burner, it must not be used, and if an old one is found to have swollen so that it is tight in the burner, it must be removed at once and a new wick put in. All wicks must fit the burner very loosely.

21. When the ratchet wheels will not properly raise or lower the wick, the wick should be drawn up through the wick tube with the fingers and then moved back to place by the ratchet wheel.

22. Change the wicks every two months, oftener if dirty or hard. The wick must be kept below the top of the wick tube in burner when the lamp is not lighted, to prevent oil flowing over from the wick outside of font and burner.

23. When the wick is new, trim off the end with a wick trimmer, so that it is square, and see that there is no unevenness or fibres left projecting. After the first trimming, whatever ashes or sediment has collected should be removed with the fingers or a piece of cloth or paper.

24. Lamps and burners must be cleaned, fonts filled, and wicks trimmed daily. To light lamps properly: --- After lighting the wick, turn it down low and put it with font inside body of lamp: in five minutes turn flame up to full height, and then reduce one half. The jaws of burner should be one fourth inch apart, otherwise the flame will smoke or flicker.

25. All semaphore lamps must be taken off during the day, and put under cover where possible; where there is no such protection, they must be put back in position after being cleaned. All switch lamps must be taken off during the day, but replaced and lighted before sunset.

26. No burner will be distributed except the old one it is to replace is handed in at the time. Agents and others distributing new burners will provide boxes in which the old ones must be deposited as collected. The old burners must be done up securely in bundles, or boxed, and plainly marked "Storekeeper, Supply Department, Boston," and sent to him on the first day of each month. The Storekeeper will keep a check list to see that the returns are made in accordance with the above.

INSTRUCTIONS FOR CARE OF LIGHTS IN PASSENGER CARS.

27. To light the Pintsch lamps, if the main cock be closed, open it full (this cock is in the pipe leading from the floor to the ceiling). Open globe of lamp. Hold light to tips, and turn on gas as to give small flames; not enough to reach and smoke reflectors; shut globe carefully.

28. Light each lamp separately. Do not open all globes at once. After a few minutes, turn gas up to good large flame.

29. To extinguish the light turn off gas at each lamp.

INCANDESCENT MANTLE SYSTEM—TO LIGHT THE LAMPS.

30. If the main cock be closed, open it full (this cock is in the pipe leading from the floor to the ceiling). Open the lamp cock. Hold the flame of a match, or a taper, just below the opening at the top of each burner fixture until the gas lights. It is not necessary to open the globes.

TO EXTINGUISH THE LIGHT.

31. Turn off the gas at each lamp cock.

CARE OF MANTLES.

32. When a burner becomes defective, as indicated by inferior light, substitute a new bulb. To do this the light need not be extinguished. Remove the glass bulb and its holder, using a glove. Be sure that the holder unscrews with the bulb.

33. If on removing the bulb the flame is found to be defective, the defect is caused by some obstruction in the gas supply. This must be reported for correction at the terminal, as must also any other needed attention to the lighting apparatus of the car.

34. Lamps should not be lighted earlier than thirty minutes prior to the scheduled leaving time of trains from stations, except single light nearest the door when necessary.

35. Deck sash or ventilators must not be opened directly opposite oil lamps, neither should end ventilators be opened in the head end of cars while the lamps are lighted.

36. A sharp lookout must be kept to see that the flame is not running too high in any lamp, or getting so low as to produce a dim light.

37. Standing on seat arms or catching hold of the apparatus that turns the wick up or down when getting up to the lamps, is forbidden.

D.W. SANBORN,

General Superintendent

Approved:

FRANK BARR,

Third Vice-President

And General Manager

Billerica's Many Station

By Kevin Farrell

There Were No Less Than Six Rr Stations In Billerica



author photo

Conventional wisdom for North Billerica is circa 1871. It replaced an earlier, smaller station. The station was restored to a RR station in 1998 as a result of a Federal Grant that was given to the LRTA. They wanted to tear it down and replace it with some bus shelters. The Billerica Historical Society and particularly a member who lived across from the station was quite vocal and the LRTA was persuaded to apply for Federal funds which they did and the result is a functional RR station with working toilets, air conditioning and heating, vending machines for drinks and snacks and an agent on duty 5:30-8:30AM to sell tickets & passes M-F. The agent is from the same company that has the contract to sell tickets at Lowell station.



Billerica Center: There until about 1998. Was moved away from the tracks in 1940 and became half of the Knights of Columbus hall. The Kof C in Billerica went out of business about 1996 and the building and land was sold to developers and the building was torn down in 1998.

Bob's Photos

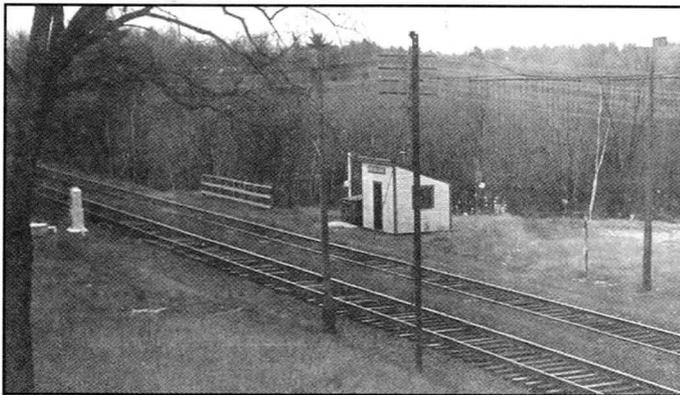


Photo by Bill Maine, collection of author

East Billerica (identical to North Billerica) torn down in 1930's/40's, replaced with a shelter which was gone after the trains no longer stopped there in the early 1960's



Turnpike station moved in the late 1930's or early 1940's to Friendship street location, torn down in early 2007. *author photo*



Bennett Hall on the branch at the RR crossing across Route 3A, gone in the late 1930's?

Bob's Photos



South Billerica, supposedly still exists, became part of a dwelling, was moved away from the roadbed in the 1940's.

Lester H. Stephenson, Jr photo, author's collection

Combined B&M, MeC, Guilford Locomotive Roster

As of 26 December 2009

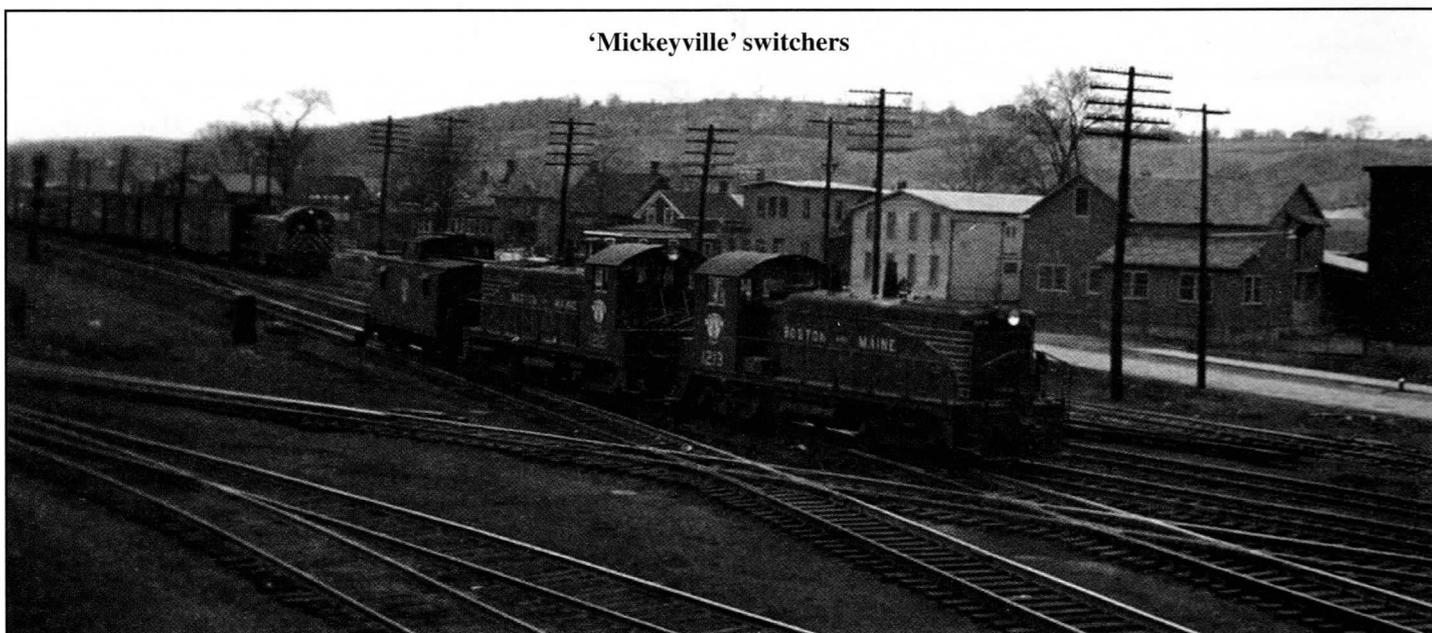
Courtesy of The Dieselhop.com

12	1	GPTR	Re# from 592
ST 15	1	GP7	#25 retired
ST 45, 51, 52, 54, 62, 71, 72 and 77	8	GP9	Status of #62?
ST 201-216	14	GP35	211 & 213 off roster; status of 201, 202, 204 and 206?
B & M 252	1	GP38	
MEC 300-321	19	GP40	MeC 307 painted in PanAM's solid blue scheme MeC; status of 302-04, 308 & 313?
B & M 326-37, 340 & 341-42	10	GP40	331, 336 & 338-39 off roster; status of 329 & 331? 326 repainted into Pan Am blue
MEC 343-354	11	GP40	MeC 352 & 354 painted in PanAm's solid blue scheme; status of 346?
MEC 370-381	11	GP40	Hi-nose; #375 off roster; status of #372?
MEC 382	1	GP40	Hi-nose; wears solid blue livery; ex-NS
MEC 500-508	9	GP40-2L(W)	MeC 505 is painted in original GRS scheme; MeC 506 painted in PanAm's solid blue scheme; ex-CN, see Note at bottom of roster
MEC 509-519	11	GP40-2W	Ex-CN (see Note at bottom); 511 is in Pan Am colors; Status of #513? 516 and 517 now in Pan Am blue
ST 619, 621, & 643	3	SD26	Reblt SD24s; all stored
B&M 690	1	SD39	Stored
ST 681	1	SD45	Hi-nose
B&M 690	1	SD39	Stored
			*** Leased Power ***
NS 5316, 5357, 5329 and 5361	4	GP38-2 #5361	is still in Conrail colors

**** Notes ****

Heritage of 500 Series units

500 is ex-CN 9408	507 is ex-CN 9472	513 is ex-CN 9653
501 is ex-CN 9412	508 is ex-CN 9632	514 is ex-CN 9655
502 is ex-CN 9432	509 is ex-CN 9641	515 is ex-CN 9656
503 is ex-CN 9458	510 is ex-CN 9642	516 is ex-CN 9657
504 is ex-CN 9466	511 is ex-CN 9644	517 is ex-CN 9660
505 is ex-CN 9470	512 is ex-CN 9652	518 is ex-CN 9664
506 is ex-CN 9471		519 is ex-CN 9665



'Mickeyville' switchers