

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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November — December 2012

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, Lowell, MA unless otherwise indicated.

Jan – Feb – Mar TBD

April 14th – April joint meeting with MassBayRRE at their meeting location.
Alan MacMillan is scheduled to be the presenter.

May - Meeting with the Nashua Valley Model RR Club in Shirley. Date TBD

June – Society trip with the CSRR Budd car. Details to follow.

July - Folk Festival No Meeting

August - No Meeting

Sept- Oct – Nov - TBD

Dec 8th - “Members Nite”

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 miles 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

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(1) vacancy to be filled later in 2012

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www.bmrrhs.org

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



From This



To This

Standard-Pullman Freight car 745034 Restoration

On June 12, 2009 B & M Freight Car 745034 arrived at the Andover Historical Society Museum at Potter Place on a flat-bed trailer. This concluded a process that took several years working with the State of New Hampshire to get permission to locate it within its right-of-way. Prior to that 745034 served as a 'billboard' sign for Capital Plumbing and Heating.

According to sources at the B & M RR History Museum the car is a 1956 Pullman-Standard 50' boxcar with a gross weight of 110 tons. *What* is remarkable about the present condition of the *roller bearing* trucks is the ease with which the car can be pushed by hand!

Some of the uses for this series included hauling bagged cement, packaged flour, spent grain, wood flour, meat refuse and food products. 5034 was assigned to transport spent grain, the residue from the beer brewing process. This product would be taken to an animal feed manufacturer and used as an extender or filler in either pet food or farm animal food (ref. Al Campbell).

The car was originally painted blue with a black doors and ~~tracks trucks~~ and a large intertwined "B M" on the right side. The car has been repainted at least once. Other modifications included replacing the ladders on the right side with half ladders. Of particular interest are the various markings on the sides. On a boxcar there is an L half way up the car side ahead of the door and an R on the opposite side to designate the left and right side. The ACI plate, an early bar-code system that used an optical sensor alongside the tracks while the train was in motion, consists of a red, white and blue striped panel below the logo. The layout of colors is unique to 5034 and identified its use. A second panel, called the lube plate, records maintenance. A third marking is a yellow wheel inspection dot. The dot indicates that the wheels are approved for use. ~~type and load~~. Those having high carbon content were subject to cracking and were marked with a white dot. Cars repainted after 1978 had no dot markings. Perhaps the

most intriguing feature of 5034 that also proved to be the most frustrating is the paint color. Typically boxcars manufactured in the early 1900's were painted a rust-colored red, primarily due to cost. They were so predominant that that paint companies now refer to some of their colors as "boxcar red." When Patrick McGinnis took over the B&M in 1955, he put a lot of effort into showy graphics. After several experiments, his designer produced a couple of boxcar schemes: the 50 foot PS-1s (77000 series) were delivered with a blue body and black door, with an interlaced BM herald in white (B) and black (M, with white trim) to the right of the door. A little later, the third order of 40 foot PS-1s (76000 series) was delivered with a blue body and door, with an interlaced BM herald in white (B) and blue (M, with a white border) on a black panel to the right of the door. Lettering remained white. Later boxcars used a simplified all-white herald (contributed by Tim Gilbert).

Since the time of its delivery 5034 has served as a storage unit for the Society – a rusted reminder of her glory days. While other major projects continued to occupy center stage, 5034 finally came to the head of the list. The Society's president, Pat Cutter, announced this year that a committee consisting of Chris and Tim Norris, and Arch Weathers had been formed to spearhead the project. Three challenges quickly became apparent to the committee: determining the level of restoration, dealing with lead paint, finding a lead paint licensed contractor who was competent in all phases of the project. The committee felt strongly that cost should certainly be a consideration but not the limiting factor. We were all interested in delivering a product that accurately reflected the authenticity of the original design and thus started interviewing several companies. We soon learned these guys don't grow on trees; moreover our concern focused on whether we could obtain more than one quote! In researching the first issue – an acceptable level of restoration – we were

fortunate to discover Bob Cusack from Sherwin-Williams, who heads up the marine and protective coatings sales for the northeast. Bob recommended Jim Doherty from Target NE, a company that specializes in restorations of this nature and in whom Bob had confidence. We liked the idea of a contractor and supplier with a relationship and were able to negotiate a very fair price for the job.

Ultimately the committee decided the restoration should consist of sandblasting the entire superstructure except the top and underside, but to include the trucks. We would use two protective primer coats with an epoxy base specially formulated by Sherwin-Williams followed by a finish coat of color. This combination would assure a high quality lasting finish. The last stage of restoring the lettering and logos will be done separately. The final challenge was to determine the exact color code of the original paint. This proved to be the most difficult process. Neither the B & M folks nor the RR Historical Society could provide us a definitive answer. The literature was filled with references to B & M "boxcar blue", photos were plentiful, but no formula could be found. The answer, after days of searching the Internet and countless phone calls, came in a surprisingly simple manner. Model railroaders used one company for their paints - lo and behold there was B & M boxcar blue in their on-line catalogue! We ordered a sample. The Sherwin-Williams people scanned it, and the final piece of the puzzle was now in place.

As of this writing the stripping is well under way and, weather permitting, 5034 will emerge from the draped tarps and staging in her beautiful new boxcar blue just in time for our August 5 Fair.

Construction Under Way To Restore Passenger-Rail Service In 'Knowledge Corridor'

As they toured the potential site of the future Holyoke passenger-rail platform, Massachusetts, federal and local officials announced yesterday that construction is under way to restore passenger-rail service along the Connecticut River Rail Line, also known as the "Knowledge Corridor."

"Investing in passenger-rail service along the Knowledge Corridor is one example of how government is working to promote economic development in all regions of the state," Murray said in a prepared statement released by Gov. Deval Patrick's office.

Funded through a \$73 million federal grant from the American Recovery and Reinvestment Act's High-Speed and Intercity Passenger Rail program, the project will restore Amtrak service to its original route by relocating the Vermonter from New England Central Railroad track back to its former route on the Pan Am Southern Railroad.

Construction is under way to replace 20,000 ties from

Greenfield, Mass., to the Vermont border. The Knowledge Corridor is on track to restore rail service to Northampton and Greenfield in 2014. Holyoke is beginning the design process for a station and rail work is expected to begin in fall, state officials said.

Amtrak

B&M Locomotive #494

Locomotive #494, built at Manchester, N.H., in 1892 and retired about 20 years ago, will be given away by her present owners, the New England Division of the Railroad Enthusiasts of America, Inc. She is now stored on Boston & Maine property. Requests for her are pouring in from all over the country.

One telegraph read: "Austin, the capital of Texas, would like to have that damyankee steam locomotive. We feel that she would help to cement the ties even more closely between the North and South if she could be located here where tens of thousands of school children visit each year from Texas and adjoining states. They could see the type of iron horse which followed the ox team in opening the wilderness and prairies." H. Arnold Wilder, Westford, Mass., says on behalf of the Enthusiasts: "We want the engine to stay in New England, preferably at Boston."

January, 1955 issue of Railroad Magazine via Steve Vallee

Shed A Little Light

What do you do when business reaches the point that trains have to run after dark? That was the question that plagued the South Carolina Railroad back in 1832. Two small flatcars solved the problem. The first was covered with sand and a small fire was built on the deck. Behind it came the second car with a large sheet of tin as a reflector. From those humble beginnings, railroads have been experimenting with better headlights ever since.

Traditionally, steam locos only carried a forward-facing lamp as a cost-cutting move. Only switch engines and branch-line power that made a lot of reverse movements needed a rear lamp, a practice the continued until late in the steam era.

The arrival of high-speed trains and diesels in the 1930s, along with increased highway traffic created a new set of problems. Moving much faster and quieter than steam-powered trains, the new equipment could easily be at crossings before motorists were even aware a train was coming. To make these trains more visible at night, the standard headlight was supplemented with a high-intensity searchlight, positioned so its beam wouldn't blind oncoming trains or drivers. Bright colors were also adopted for better visibility in daylight and poor weather. Shortly after, flashing warning lights for railroad use were introduced, notably the Mars

Light and Gyra-Lite, which became standard equipment for many roads' diesels.

From the late 1940s on, many railroads began requiring headlights to be used day or night to make trains more visible. By the 1970s, various types of roof-mounted beacons, typically amber in color, were added to make oncoming trains more visible. About this same time, the British Columbia Railway began experimenting with pilot-mounted lamps to provide better visibility around curves in mountain territory. Aimed at the ditches alongside the track, they came to be known as 'ditch lights.'

Today's powerful headlight and ditch light combinations merge the best of all these ideas, providing clear visibility and increasing safety.

WK Walthers

Pan Am Will Transport CHS Propane

CHS will build a new propane terminal in Biddeford to help propane retailers serve New England homeowners and businesses with a safe, reliable and competitive supply of propane, originating primarily from North American sources. CHS is one of the top five marketers of propane in the country and has been supplying the Northeast for many years. Biddeford was chosen for its proximity to major truck routes, main-line rail and for their regional customer base. CHS has used Pan Am Railways in the past to deliver to the NLG Energy Partners in Portland and will continue the relationship by having them deliver to the new terminal. The landlord, Westfield Inc. of Kennebunk will lay the track and CHS will build the terminal. CHS is the nations leading cooperative, owned by farmers, ranchers and co-ops across the US. It was formed from two cooperatives: Canex and Harvest States, hence CHS.

Atlantic Northeast Rails & Ports via The 470 470 Railroad Club

Boston & Maine Class R1A, R1B AND R-1C 4-8-2's

Just before the depression years the Boston & Maine purchased a number of Lima 2-8-4 locomotives, which were used to speed up freight schedules. Additional power was needed to provide a corresponding improvement to passenger and other freight assignments, but it was not until 1934 that the road could afford new power. In that year a small group of Lima 4-6-2's were purchased which were much better than older engines of that wheel arrangement, but which did not have the capacity of the 2-8-4's. In 1935 the road turned to Baldwin, a firm who had not built many B&M locomotives in the later days of steam. Five engines of the 4-8-2 type were ordered and delivered as Class R-1A numbers 4100 - 4104. The new engines were very successful and in 1937

numbers 4105 - 4109 were delivered followed by numbers 4110 - 4112 in 1939

The R-1A, Band C subclasses were essentially identical, except for external variations in piping and appliances. To this writer's eye they resembled the 4-8-4 locomotives built by Baldwin for the Richmond, Fredericksburg & Potomac. The R-1's were among the larger examples of the wheel arrangement ever built, being exceeded in size only by Illinois Central and Frisco engines. All were equipped with Coffin Feedwater Heaters mounted inside the smokebox and large riveted tenders with six wheel trucks. They were placed into heavy and fast passenger and freight service. The engines were used primarily on the Fitchburg Division running west from Boston to Mechanicsburg, New York. The engines ran through, although they were hauled by electric locomotives through the Hoosac Tunnel, as were all steam locomotives on the B&M

As with most roads World War Two caused a traffic increase in the road, but not as much as other roads in the mid west and far west. The road very early discovered that the EMD FT was well suited to the traffic conditions of the road, and the road was able to obtain a large number of these units during the war. Many economies resulted, including the ability to nm through the Hoosac Tunnel without electric helpers. As World War Two wound down the road found itself with a surplus of modern power and a majority of the 2-8-4 fleet was sold off to the Southern Pacific and Santa Fe. The R-1's continued in service but it was realized that the economies shown in freight service could also be achieved by passenger diesels

With the end of the war the B&M was one of the first roads to order EMD E7A passenger diesels.

With declining traffic levels and these diesels, the road was able to replace steam on mainline services, including the R-1's. The big engines were not really suitable to be used for lesser services, such as branch line and local runs, and commuter service was not a real alternative.

On July 28, 1947 all of the engines of the R-1A, B and C classes were sold to the Baltimore and Ohio where they were renumbered 5650 - 5662 and were used in fast freight service.

Specifications

Drivers: 73" Cylinders: 28" X 31": Boiler Pressure: 240 Lbs: Total Engine Weight: 416,100 Lbs.: Tractive Effort: 67,900 Lbs.

3713 vs NYC 4-6-4's

While doing some research today, I happened to compare the statistics of the B&M 3713 with the best of the NYC 4-6-4 Hudson J-3 class.

It was nice to see that the lowly 3713, a 4-6-2 Pacific, bested the NYC Hudson's for overall performance.

The J-3 Hudsons had 201,800 lbs on 79" drivers while the 3713 is 209,800.

In starting tractive effort, the 3713 blew away the competition with the booster cut in at 52,800 lbs vs 41,860 for the Hudson. Only the slightly higher boiler pressure and 1" longer stroke (a 1/2" advantage of leverage at the driver), and 79" drivers vs 3713's 80" ones, gave the NYC Hudson an edge on tractive effort at speed with 3713 having only 40,900 (a difference of only 960 lbs). However, when 3713's drivers got a little worn down that number would equalize with the Hudson.

I'd say that the 3713 and a J-3 could sit head to head with identical heavy trains and get out of the gate a lot faster and be on the way with the booster while the Hudson would just sit and spin.....

Submitted by Scott Whitney

From The B&M To The B&O

B&M Engine Number	Date Built	B&O Number
4100	3/35	#5650
4101	3/35	#5651
5102	3/35	#5652
4103	3/35	#5653
4104	3/35	#5654
4105	4/37	#5655
4106	4/37	#5656
4107	4/37	#5657
4108	4/37	#5658
4109	4/37	#5659
4110	6/39	#5660
4111	6/39	#5661
4112	6/39	#5662

Just A Few Memories Of Long Ago

By Jonathan D. Schor

I saw in the recent Bulletin that the yard office at White River Junction was being demolished. I was surprised to learn that it was on CV property.

Many years ago I was working as a spare operator for the B&M (debtor) and trained at this yard office - the call sign JS. I was trained by a very nice gentleman - Alphonso Orrazanto.

It was a very interesting job. I could connect with four different train dispatchers, the B&M Greenfield and Boston dispatchers and the CV in Montreal and the CP in Sherbrooke.

Most of my work was for the Greenfield Dispatcher but I got a Clearance Form A for the nightly train to Concord from Boston.

I remember one night when I came to work; there were a flock of train orders from the CP. I called the dispatcher to ask if they were still good - he annulled them all and sent down some of the new CP Employee Timetables which I forwarded to Greenfield and Boston.

And then there was the day when there were two CP engines in the yard - and F unit and a B unit. It appears that the train crew did not drop their train at Wells River but came on down to White River Junction. An Outlaw train. I got a Form 19 for them to head north.

I remember the day when Mr. John Berringer came through - he had been appointed President of the bankrupt railroad and was traveling via caboose - no office train. He stayed in my office until the train for Concord left. Very nice gentleman.

Clearance Forms

By Alden Dreyer

Often wonder what the different forms used to transmit information to the conductor and engineer of a train are?

Form A was used so that the train dispatcher, conductor and enginemen knew that they had (A)ll the orders that applied to their train.

Form 54 was used to inform C&E crews that all superiors trains due had arrived or left at a particular place and point in time except for..... This would be used at a place like W.R. JCT. New Yard, or the CV Yard, where the register book for superior trains was kept at the psgr station.

Form E was for (E)nginemen and was a slip of paper made out by the conductor for his enginemen after examining a register book and imparting the same information as would be supplied by a Form 54 issued by a train dispatcher.

From the Archives.

When it came to keeping trains moving on the B&M, nothing was left to chance. The following is the text of a framed blueprint found among the material recently donated to the Archives by Sid Mann:

Boston and Maine Railroad

Mechanical Department - Boston

Drawing 36721A Issue 4-27-[19]31

Schedule of Tools and Supplies to be Carried on Locomotives and Tenders.

Enginemen should know that locomotive and tender is furnished with the following equipment

Fire Tools

2 - coal scoops no. 2

1 - long fire hook

1 - cab broom no. 12

1 - coal maul

1 - grate shaker lever

- 1 – water spout hook
- 1 – stoker jet hook (stoker engs. only)
- 1 – stoker conveyor slide hook “ “ “

Repair Tools

- 1 – engineers tool box
- *1 – monkey wrench 15”
- *1 – hammer
- *1 – cold chisel – 7/8” x 8”
- *1 – chisel set – 7/8” x 8”
- *1 – grease wrench (omit when loco is equipped with Spee “D” fittings)
- *1 – wood pipe plug
- Oil, Signal, & Miscellaneous Supplies
- 1 – oil torch
- 1 – long oiler
- 1 – supply oil can (2 quarts) for car oil
- *hard grease
- *6 – torpedoes
- *6 – fusees – 5 and 10 minute
½” waste
- 1 – red lantern – heavy base
- 1 – white lantern – heavy base
- *1 – red flag
- *2 – white flags
- *2 – green flags
- 1 – car replacer – right
- 1 – car replacer – left
- *1 – Spee “D” grease gun (locos equipped with Spee “D” fittings)
- * Items to be placed in engineers tool box. B&M dwg. #36540.

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. Contact Rick Nowell, Chairman, Archives Committee, B&MRRHS, 7 Johnson Rd., Andover, MA 01810-1711 or fnowell3@yahoo.com.



B&M #6000 Flying Yankee diesel-electric Winton engine, 1935

B&M #1140 Sacred Cow diesel-electric Ingersoll Rand Engine 1932

Geo Kenson photo Flying Yankee Restoration Group

The Future Of The Old D&H

Some believe the CP will sell the D&H soon. Fred Frailey in the June issue of *Trains* suggested that the railroads which use the D&H (Pan Am, NS, CSX, VRS, CN and others) get together in a room and decide how to divvy up the railroad. The D&H does have plenty of capacity, though it could add longer passing sidings north of Albany; current sidings are only 5,000 feet.

The D&H in past years was owned by various other railroads. In 1968, it came under control of Dereco, owned in turn by the Norfolk & Western. In 1984 Pan Am purchased the D&H, but put it into bankruptcy in 1988. Canadian Pacific purchased it. In the early 2000s, CP put the D&H on the block. Reportedly CN wanted to buy it, but CP withdrew the line from the sale, deciding it wanted to hang onto it.

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

Tunnel Vision For Pan Am

A \$2 million award from the Federal Railroad Administration will allow the state Department of Transportation, in partnership with Pan Am Railways and Norfolk Southern Railways, to move forward with studies to increase space inside tunnels along the 15-mile “Patriot Corridor” from Ayer to Mechanicville, NY. A major part of the project will be to determine if clearance of the Hoosac Tunnel can be increased from 19 feet, 5 inches to the minimum requirement of 21 feet, 9 inches to accommodate “double-stacked” freight containers.

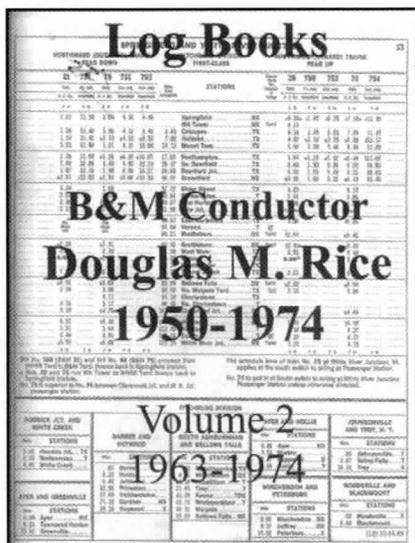
The study will determine if the tunnel’s height can be changed, either by raising the ceiling or lowering its floor. Pan Am Southern and Norfolk Southern, which share ownership of the Patriot Corridor, are investing \$85.7 million in railroad improvements, including a \$40 million intermodal hub that recently opened in Mechanicville. The study will also include the so-called “Little Tunnel” in North Adams near Western Gateway Heritage State Park, the pedestrian footbridge leading from lower West Main Street into the park, sites at Furnace and State streets and an additional 2.5 miles of rail in Pownal, VT.

The current height of the 4.75-mile Hoosac Tunnel does not allow for freight to be double-stacked, eliminating the option for trains traveling along the Patriot Corridor. The Hoosac Tunnel’s clearance was last increased by a foot, beginning in 1997. The process, which included grinding down the ceiling and floor of the tunnel, took two years and was privately funded by Guilford Rail, now Pan Am Railways.

The report estimated the increased capacity would eliminate some 300 trucks from the roads and increase the flow of goods into New England.

Lowell Sun via Len Bachelder via The 470 The 470 Railroad Club

Just in time for winter reading. Alden Dreyer is offering these books.



Boston & Maine RR Passenger Conductor Rice's Log Books
Springfield to Wells River 1950-1974!

The Log Books of B&M Conductor Douglas M. Rice, 1950-1974, are in two volumes, standard magazine-sized page and run to 84 pages each. Each page of the reproduction shows four log pages with 1 or 2 trains recorded on each log page. There are 300 log pages listing at least that many trains with engine numbers, crew names, consists, origins and destinations of each train consist. Plus delays, occasional passenger counts, money collected in the Amtrak era, etc. All are Connecticut River Line passenger trains between Springfield, MA, and Wells River, Vermont, in the period 1950-1974. Think of the Canadian Pacific's Red Wing, which ran from Boston to Montreal, and the Montrealer which ran from Washington DC to Montreal via the PRR, NYNH&H, B&M, CV and CN. Also a few passenger extras out of Greenfield.

These books were done in the finest railroad tradition, in color, using 70-pound opaque paper and staples.

The Conductor Rice Log Books are a two-volume set and are priced at \$34.00 for the set, either picked up at Alden's residence or at the BIG E RR SHOW in January. USA shipping via PRIORITY MAIL is \$5.00 more.

The Railway & Locomotive Historical Society Magazine Article Review

By Roger Robar

I have had the privilege to read and to comment on an article in the spring – Summer No.206 issue of the Railway & Locomotive Historical Society publication titled "Railroad History" by Alden H. Dreyer. The 16-page article contains many photos and a map.

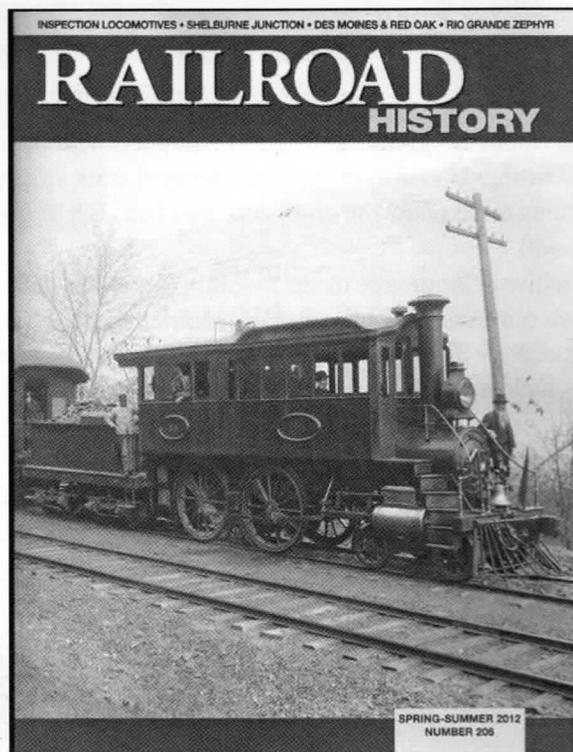
The article is the history of railroading in Shelburne, Massachusetts. In 1848 the Troy & Greenfield Railroad was granted a charter to build a railroad

from Greenfield or Deerfield to west to a point near where Mass., Vermont and New York State meet. Without revealing all of Alden's written history and the building of the Hoosac Tunnel suffice to say it is most interesting reading.

Alden has written about a typical day at Shelburne Junction in 1910 from a B&M logbook. Can you believe a normal day there would be 80 trains that passed through Shelburne Junction!

There is a section on Shelburne Junction in the diesel era. I found this to be very interesting reading as it describes the different styles that engineers use to get the freight 'over the hill'.

All in all, after reading Alden Dreyer's article on the "railroad history of Shelburne, Mass." I have learned much. I highly recommend B&M history buffs to get a copy for your library. You may purchase copies of this publication from: Alden Dreyer, 91 Reynolds Road, Shelburne, MA 01370. Phone: 413-625-6384. Email:



Railroad History No.206

is \$15.00 and that includes via MEDIA MAIL.

Substantial discounts are available for R&LHS members. Contact Alden for details.

Payment to: Alden H. Dreyer, 91 Reynolds Road, Shelburne MA 01370
via check, money order, cash at sender's risk, or PayPal.