

B & Meeting

NEXT MEETING:
JANUARY 9, 1982
8:00 PM
1ST UNITARIAN CHURCH
WOBURN, MA

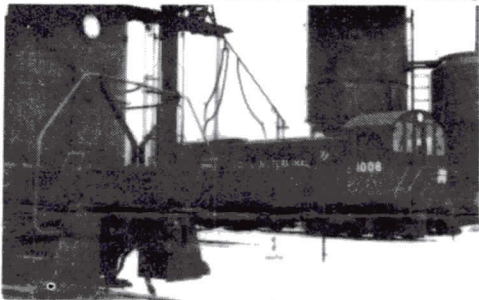
Entertainment will be a slide show presented by Boston & Maine engineer/trainman Doug Kidd. Doug's show will spotlight contemporary B&M and New England railroading.

FEBRUARY 13, 1982 Program to be Announced.
MARCH 13, 1982 Program to be Announced.

BRING A FRIEND TO THE NEXT B&MRRHS MEETING !!!

NORTHERN NEW ENGLAND ALCO ROUND UP

Where to find them and for how long !!!



Portland Terminal Alco S units at Rigby Yard, Portland, Me.



Green Mountain RS1 on Steamtown Excursion.

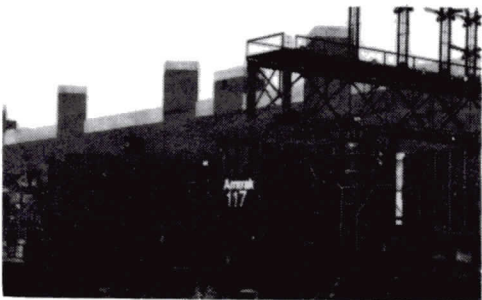


Providence & Worcester at Worcester, Ma.

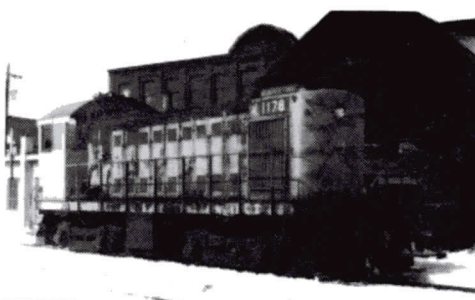
Green Mountain: Alco switchers and RS1 's in daily use. Should be safe for some time. **Vermont Railway:** Several Alco RS3 's in use. Also should be safe for time being. **Amtrak:** Usually one or two Alco RS3 's around South Station in Boston, for switching passenger trains. Probably safe until they break down. **Maine Central:** Two RS11 's in service. Well liked, and recently overhauled. **Central Vermont:** Several RS11 's, one or two of which are usually found around CV terminal in Portland, Maine. **Portland Terminal:** Recently retired several active Alco S units, although one or two may see service during power shortages, shoot them now (if you get lucky!!!) New U25 B's make them expendable. **Conrail:** Many dead Alco 's in storage systemwide, with most expected to be sold or scrapped. None left running as far as we know. **Delaware & Hudson:** A large fleet left in general road service systemwide. Still cared for and well liked. Safe. **Providence & Worcester:** Still has a couple RS3 's on the property, along with some MLW wide nose units. Interesting combinations! **Lamoille Valley:** Has several RS3 's, and some unique chop nosed RS3 's. **Canadian Pacific:** Wide range of Alco power in use, if you're lucky, you'll catch some at East Deerfield. **Boston & Maine:** No Alco 's in service since late 1979, last RS3 still sitting in weeds at Mechanicsville, most likely will never run again. Alco switchers stored at Billerica, again, probably none will run again. Too bad! **Goodwin Railroad:** Had one RS3, currently stored at Concord, NH., awaiting disposition. **Wolfeboro Railroad:** Has exB&M Alco S unit #1186. Safe unless it needs a major overhaul. **Otter Valley:** Had one Alco S unit. Not sure of disposition. **Montpelier & Barre:** Had ex Great Northern RS3. Unit is currently stored at Claremont, N.H. awaiting sale.

We have tried to list the majority of Alco 's in northern New England, but possibly missed a few. Please feel free to add to our list! Some information from **The Mainline** (Forest City Division RRE). The rest compiled by the **Newsletter Staff**. B&MRRHS Newsletter Photos.

Upcoming: Where to find GE locomotives in New England !!!



Amtrak RS3 at South Station, Boston, MA.



Boston & Maine Alco S unit at Keene, NH. All Alcos on the B&M are gone now.



Canadian Pacific alco RS3 at St. Johnsbury, Vt.

MINUTES DECEMBER 1981

The December meeting of the B&MRRHS was called to order by President John A. Goodwin on Saturday, December 12, 1981 at 8:00 P.M. at the 1st Parish Unitarian Church, Woburn Square. There were approximately 60 members and guests present.

The minutes of the November meeting were read by Michael Gaudette. John Goodwin presented the Treasurer's report which indicated a \$5000 carry over from fiscal year 1981 and the present total assets of \$18,448.02 for the Society.

The 2-10-2 was won by Mr. David Engman of Boston, MA.

On behalf of the officers and the Board of Directors, Don Clerke wished those present a Merry Christmas.

Dick Symmes announced that the Bulletin will be back to the 3-6 page format for the forthcoming issue, which should be available around the first part of the year. Also, Bob Hagopian informed the members that more contributions to the Bulletin are desperately needed, since the files are becoming depleted. Joe Shaw asked those present to send information to Dennis Adams regarding the dates they receive their Newsletter. This is being done to enable Dennis to determine where the backups in the post office are occurring. Joe also mentioned that he is overloaded with the work of mailing individual book orders and asked that anyone who could lend a hand contact him or John Hutchins as soon as possible.

Ellis Walker announced that the people involved with the organization of the 1986 NMRA national convention in Boston are looking for volunteers to help with the monumental task of preparing for this event. Ellis has forms available for anyone who is interested. Joe Shaw conducted the auction of various magazines and other materials related to railroads. "As usual, it was a great success and enjoyed by all.

John Alan Roderick then introduced Mr. Richar Nichols of Amesbury, MA who presented an interesting and very informative show about the Amesbury Branch and the surrounding area. Mr. Nichols also showed photographs of the tremendous task that he and some friends have been tackling in the restoration of the Salisbury Point station. After his presentation about Amesbury, Mr. Nichols treated the members to a few views of various B&M locomotives. He received a warm round of applause and some donations to help him continue his work on the station.

The meeting adjourned at 9:30 P.M.

Respectfully submitted,
Michael E. Gaudette

SPECIAL ANNOUNCEMENT

A Plea for Contributors : Those who have enjoyed many years of membership can appreciate the positive growth of our Society's **B&M BULLETIN**. Those who are new converts may be enthralled at the high-quality and interesting format / material of our magazine. All appreciate the hard work and consideration that goes into each issue. All must appreciate that all this hasn't just evolved! **WE NEED YOU !!** If the present quality level of our publication is to be maintained, **WE NEED YOUR CONTRIBUTIONS OF MATERIAL ON OUR BELOVED B&M**. You don't have to be a literary genius, just a devotee of the B&M ! Please send your material to the Editor, Dick Symmes, 16 Frankwood Avenue, Beverly, MA 01915. Together we can make a good thing even better, and perpetuate a fine tradition ! Please Write **NOW !**

Welcome to 1982 ! This promises to be an interesting (to say the least) year for the Boston & Maine Railroad, with it's impending sale, the distinct probability of mixed pool power from the Maine Central, and with all probability Delaware and Hudson motive power too ! And you can be assured that the B&MRRHS Newsletter will be there to report the news to you !!!

SPOTLIGHT ON BOSTON & MAINE R.R. HISTORY (from Boston & Maine Employees' Mag.)

50 Years Ago - Dec. 1931 - Jan. 1932 VOL. 9, NO. 3. Front Cover shows Male Christmas Shopper well laden down with gifts, wreath, etc. courtesy - Kimberly Clark Corp., Neenah, Wisc. Story entitled : "The Railroad Spreads Christmas Cheer by Carrying the Trees" - thousands of trees shipped on flat cars to Chicago, St. Louis, Kansas City, New Orleans, Dallas, Miami, and many other places. A cooperative centered in the vicinity of Lancaster and Colebrook, N.H. double their output from last year ; trees were tagged : "Greetings from the White Mountains ..." tops of some balsam and spruce trees also used for this purpose ... "1065 Places to Cook Meal on Rails at North station" - gas switch heaters installed by Eng. Dept. to keep snow from accumulating in the switch points - sketch showing the set up ... "Every one of Our 538 Passenger Trains on Time" by P.E. Pfeifer, Ass't Gen. Man. was achieved on OCT. 27th; during the entire month of Oct. - 98.1% were on time. .. Governor Joseph B. Ely wrote to J.W. Smith, Gen. Man. a letter of commendation. "Joe" Parant gets 450 Year Old Cannon" from friends in Cuba for work as an "Expert" on Cuba R.R.'s Photo of Mr. Parant. Cannon was brought to Cuba by Columbus. "New Caboosees to be Built at Concord Shops" ... 25 steel caboosees to be built during Jan. and Feb. 1932." A Sunday Ride Through the Berkshires at 65 Miles Per" story from the Boston Globe - benefits of trip by train - passing lines of autos, etc.. "Old Timers Recall Hectic Days When Old Tower A was New Tower A" by Harry G. Balch, Ass't Trainmaster - with several photos showing set up in 1894 - 1931 Photo - Story: "Maine Farming Community Shown in Concourse" scale model - installed by State of Maine Dept of Agriculture showing various aspects of rural Maine farming ... "Mechanical Hen Exhibit Attracts at North Station" Ms. Margaret Feeney of F.T.D. examining "egg factory" arranged by Mass. Dept. of Agriculture, "Crossing tenders at East Kingston Make Beauty Spot There." Xing tenders Avery and French shown in front of shanty.. New signal Tower at Johnsonville, N.Y. - Photo taken by Train Director A.J. Losaw, shows lettering beside this Tower : "B&MRR JV Tower. Johnsonville, N.Y." made of rounded stones from Scotia gravel pit.

(Held over from December issue due to lack of space).

SPOTLIGHT ON BOSTON - MAINE R.R. HISTORY (from Boston & Maie R.R. Mag.)

25 years ago - JAN. - FEB. 1957 Vol. 25, No. 1. Front cover shows train #310 crossing Winchester, Mass. elevated Rt. of Way, with snow covered landscape. (photo by Frank H. Hill, official photographer) Leading story entitled : "1956 Year of Progress" by Cliff Somerville, Editor in Chief. Highlights included more budd cars, 2000 new freight cars, piggy back service inaugurated, Budd service house constructed next to B.E.T., new Talgo train for Maine service. Jan. 1956, Patrick B. McGinnis was elected President of the B&M - will make it "the finest railroad in the country" ... "The

Accounting Dept. Goes Electronic" by A.J. Connell, Director of Methods and Research ... new computers speed the work on payrolls, freight car records, etc. "Budd Car Brake Instruction" - proper use of brakes on Budd cars explained by R.R. and Budd Co. officials ... photo showing Extra 1559 leaving River Works of Gen. El. Co. West Lynn, load of special electrical equipment - 2 million gross pounds (tonnage) Richard Jackson, Reading, MA appointed Gen. Counsel by Pres. McGinnis. Photos at Winchedon, Mass. by Mirium Foster 1) E. Foster Maderois, Pass. Cond. ; Eng. Forrest A. McLane, Engineer on Train #5503; Lt. John Palmer, B&M Pol. Dept., "Bill" Truland, Car Dept Fore., E. Fitch, Ma. Retirements included: Mahlon Knapp, Engineer, Holyoke, shown in photo of presentation by Gen. Agent. S.T. Callahan, and 2 conductors: John H. Benvie, and John W. O'Donnell, at North Station, beside train indicator sign "6:05 P.M. to Portsmouth"...

EAST DEERFIELD YARD COULD BE HANDLING THE VOLUME OF TRAFFIC IT DID IN THE 60's ! A proposal by the Boston & Maine Corp. to acquire certain Conrail lines in southern New England could spell more traffic and jobs in the East Deerfield yards, railroad officials stated. The B&M has proposed to the Federal Railroad Administration that it acquire Conrail lines and trackage rights in Massachusetts, Connecticut and Rhode Island.

The B&M hopes to acquire the Mass. Conrail lines by January 1, 1982, and the remaining Conn. and R.I. lines by July 1, 1982, B&M Vice President William J. Rennie said. Initial acquisition of Conrail lines in Mass. would probably not improve employment, Rennie said, because business conditions have been down. However, if business conditions improve and the railroad acquires the lines in Connecticut and Rhode Island, there could be additional employment in East Deerfield as more locomotives would have to be maintained. "If all falls into place, the East Deerfield yard could be back at the volumes of traffic we handled in the 60's" said Rennie.

In 1965, the East Deerfield yard handled on the average 5,500 cars of freight each week, according to John T. Walsh, B&M's New England Division Superintendent. Because it lies at the juncture of B&M's east / west and north / south lines, the East Deerfield railroad yard is the most heavily used freight car classification facility in northern New England. More than 350 people are employed there, and in the last four years the B&M has spent \$4 million to upgrade the yard. From the **Greenfield Recorder**. Submitted by **MR. WHELLMAN**.

CONWAY BRANCH REHABILITATION CONTINUES

The rehabilitation of the Conway branch has passed the talking stage but is still hundreds of thousands of dollars from completion. A tour of the newly improved line between Ossipee Aggregates and Sanbornville last week showed that the \$600,000 pumped into the line has enabled the gravel trains to run, if still slowly, on the track without the frequent derailments that once plagued them. Some 8600 new ties have been installed in the project, which began mid September, said Richard Dixon, track engineer, on the tour last week. The 1981 state budget included \$1 million in bonding for the branch, and Ossipee Aggregates has put up over \$100,000 worth of gravel ballast. A cost/ benefit analysis is now being done

on rehabilitating the line to Conway. The state would be involved in looking for business involvement in planning work on the line north from Ossipee to Conway. "I think we might have some potentially big shippers up there that might be interested" said Robert Kantack, president of the Northeast New Hampshire Rail Development Corporation, the non profit organization set up to expedite the rail work. Several businesses north of Ossipee have expressed an interest in improved rail service, and their interest will be a key to the state's pursuing the project. While estimates of the cost of rehabilitation depend on the quality desired for the line, as well as its current condition, one B&M official estimated that it might cost from \$200,000 to \$300,000 to link Ossipee with Conway on a working line.

While the Ossipee gravel trains were reduced to 10 MPH in some places, they should be able to maintain 25 MPH when the segment is completed by winter. The preferred plan was to do as many miles as possible to that level, with the funds available, rather than to work on only a tiny segment up to a higher capability. Considerably more work would be required to bring the line up to passenger train standards, and the rehabilitation efforts are concentrating on freight at this point.

One unknown factor at this point is the degree to which Timothy Mellon, the prospective owner of the B&M, wants to invest in rehabilitation of the line, or whether his plans are for a consolidated New England railroad. Mellon has noticed the interest in railroads in New Hampshire, and for the Conway branch. Highway Commissioner John Clements is involved in the rail effort now centered in his department, and sees the value of railroads, which can ease the burden of the financially hurting highways. From the **Carroll County Independent, Nov. 4, 1981. Submitted by C. FRANCIS BELCHER.**

AMBITIOUS B&M IN BID TO OPERATE MORE COMMUTER LINES !!!

The Boston & Maine Railroad, which has operated commuter rail service for the MBTA since 1964, is considering similar arrangements with the New York and Philadelphia transit agencies. B&M's officials confirmed yesterday (11/24/81) the Boston based railroads interest in the massive commuter systems of New York's Metropolitan Transit Authority (MTA) and Philadelphia's Southeastern Pennsylvania Transit Authority (SEPTA).

"Yes, we're looking at their systems, and we'll look at any proposals that come along," said James R. Stotzel, B&M's assistant to the vice president and general manager for commuter service. "It's our business."

Both the NY and Phila. transit authorities currently have contracts with the federally operated Conrail freight system to operate commuter networks. Each runs more than twice as many trains and carries up to five times as many passengers as the MBTA commuter system. But, the Northeast Rail Service Act of 1981 mandates that all Conrail operated passenger trains be transferred to Amtrak, or other carriers by Jan. 1, 1983. The federal statute requires transit authorities to decide who will operate their commuter systems by April 1, 1982.

"What SEPTA and MTA are doing is looking for alternatives," Stotzel said. "we like to think we've been doing a good job in Boston and could do so elsewhere."

"The B&M would be one of the operators we'd consider," said SEPTA General Manager

David Gunn, former MBTA operations director. "they've been doing a fairly decent job running the T commuter network".

The B&M must submit a proposal to SEPTA by Dec. 29, 1981. The MTA in New York has yet to formally request proposals or decide on an alternative to Conrail. If the B&M were subsequently awarded either contract, it would be the railroads first involvement in a system outside the Boston area. From the **Boston Herald American. Submitted by JOHN C. ALDEN.**

B&MMembers from Dora Lamson, Membership Secretary.

The B&MRRHS welcomes the Following new members to the Society

Horrace D. Bromley
235 Main Street Apt 5 B3
East Hartford, CT

Patrick Fahey
468 East Main St
Milford, MA

Thomas J. Nelligan
473 Broadway Apt 3
Somerville, MA

Jeffery John Nahkala
Barre Road
Oakham, MA

Earl Bennett
15 Pilman St. Apt 218
Concord, NH

Paul J. Racki
13 Emerton St
Salem, MA

Neil L Tomlin
5731 Belmont Ave.
Niagra Falls, Ontario, Canada

A Darrow Latham, Jr.
394 Main St, Apt C
Center Moriches, NY

George W. Muller
8358F Dunham Ct
Springfield, VA

Edsel A. Woodward
RFD 2
Meredith, NH

Cliff Gregor
Portland St
Yarmouth, ME

David F. Rodd
P.O. Box 1482
Boston, MA

Douglas Traxler
4802 West Beloit Rd.
Milwaukee, WI

Stanley A. Carroll
14 Lucille Ave.
Westford, MA

Frederic C. Dumaine III
RFD #2 Box 347
Peterborough, NH

Howard D. Nitchler
20 Sunny Beach Dr.
West Hartford, CT

Franklin F. Ellis
613 Main St
Marshfield, MA

Stephen R. Cook
Rte. 1 Box 206
East Lebanon, ME

John J. Kelly
Stow Road
Boxborough, MA

Jerry Kendall
Box 3
Banet, VT

Bruce MacDonald
72 Kenwood Drive
Worcester, MA

Richard Baker
208 High Street
Mt Holly, NJ

David A. Haney
30 Sleigh Road
Chelmsford, MA

Allan A. Watson
Country Rd.
New London, NH

Russell G. Steeves
43 Abbott Ln.
Chelmsford, MA

Ray Wheeler
3 Bobolinic Rd.
Westford, MA

Sherman Drake, Jr.
17 Garden St
Sharon, MA

Thomas R. Morris
2020 Candia Rd
Manchester, NH

Kenneth B. Langill
40 Arcola St
Lexington, MA

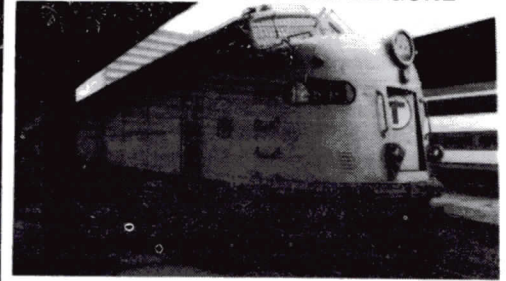
John F. Kelly
32 Curtis Street
Wellesley Hills, MA

Foster K. Robbins, Jr.
45 Portland St
Yarmouth, ME

Raymond W. Evans
Box 159 Evans Rd.
Twin Mountain, NH

A new Train has come to the B&M, known as BOCV / CVBO, to run in conjunction with the CV's Rocket #244 and 245. The CV Rocket drops cars at Brattleboro where CVBO takes them via East Deerfield to Boston. The return trip is the reverse. The train runs with two man crews. First run left Brattleboro on November 15, 1981, with two cars, engine 1825, conductor M.L. Weld, and engineer D. Smith. First northbound run left Boston about 2300 hours on November 15, and arrived at Brattleboro, then left with CV 4924 on the point at 0315.

THE GRAY GHOST MAY BE GONE



MBTA E8 #4261 at South Station, Boston, MA in 1980.

B&MRRHS Newsletter Photo.

MBTA E8 #4261 suffered a main generator failure recently, and was pulled from service. This was the last MBTA E unit left in service, and it now becomes doubtful that she will be put back into service. **From the Mainline (Forest City Division RRE).**

B&MARKETPLACE

FOR SALE : HO PFM B&M B15 2-6-0, TRO, \$200; PFM C&NW 4-4-2 engine, used but runs well, with B&M 2-6-0 tender, not original box, \$150; Wanted : Central Mass. book, B&M-RRHS BULLETINS prior to Fall 1975. **DAVID ANDERSON, 4083 Wingo Street, Tequesta, Florida 33458.**

WANTED: Looking for B&M diesel slides taken between 1950 and 1965. Contact me if you are interested in selling or trading slides. **JIM NICHOLS, 9813 South 239th Place, Kent, WA 98031.**

Can you help us We are trying to iron some "bugs" out of our Newsletter mailing. We would appreciate it very much if you would take a few minutes and send a post card to the Newsletter address, with your name, town, and the date that you received your January Newsletter. We would like an overall picture of how the Newsletter is routed, and see if we can speed up delivery somehow, short of raising the class of mailing, which would result in higher dues yearly.

At this time, there has been a great deal of vandalism in and around the Boston Engine Terminal and the Somerville Engine Terminal. The Boston & Maine police and local police are patrolling the yard area heavily. **DO NOT** enter this area without permission, and if permission is denied, then leave graciously. Remember, the B&MRRHS has worked hard maintaining a good relationship with the railroad, let's not ruin it !!!

A pattern of SAED power used and then utilized as EDCO power then returning as COED is sometimes the case. This holds true to the Buggy's for that particular run. They've been seen at Concord NH and in a day they're at Salem, MA. Power problems, set offs, washouts, and just plain of "Murphy's Law" will prevail.

The proposed two unit train of WO-1 "fizzled out" as a result of a "power shortage that exists". The Boston Switcher 1825 derailed on 11 / 18 on the Saugus Branch in Malden at the Linden St. Crossing. Three "Loaded" salt cars for Rowe Stone in Saugus were put on the ground at the crossing. The mishap occurred as a result of "track spread" over the street. Crews will work to re rail and repair the track into 11 / 19. The Boston Switcher locomotive was able to continue up the branch to West Lynn on its own.

The 1742 is no longer in a class by itself. When E. Dfid, got in a shipment of the Boston and Maine decals, the 1742 was the first to get theset to now resemble the other units. **DON LeJEUNE.**

PUBLICATION
TIME-VALUE

ORGANIZATION
NON-PROFIT

P.O. BOX 302 · READING, MASSACHUSETTS 01867

U. S. POSTAGE
PAID
Portsmouth, N.H.
Permit No. 148
ZIP Code 03801

Boston & Maine Railroad Historical Society

ANNOUNCEMENTS

The **RAILROAD HISTORICAL SOCIETY OF MAINE** is off and flying! Their first edition of the Pine Tree Flyer is hot off the press. To become a member in this rapidly growing Society, contact: Secretary, Railroad Historical Society of Maine, P.O. Box 8057, Portland, ME 04104. Dues: Active \$10.00 per year, Contributing \$20.00 per year, Sustaining \$100.00 per year, Associate \$50.00 per year.

The **UPPER CANADA RAILWAY SOCIETY** is devoted to Canadian railroading. For more information, contact: Membership Secretary, Upper Canada Railway Society, Box 122, Station A, Toronto, Ontario, M5W 1A2.

MASS BAY RRE MEETING, January 21, 1982, at Newton Highland Congregational Church, 54 Lincoln Street, Newton Highlands, Mass. (1 block west of the MBTA station. Guest Speaker will be Mr. David A. Fink, Vice President of Guilford Transportation Industries, Inc. This will be the first time anyone from Guilford Transportation has addressed any railfan group in New England. Meeting begins at 8:00 PM.

B&Matters

"In Don LeJeune's commentary in the September Newsletter, he noted that all of the GP9's had either been rewired or completely upgraded to GP18's. I wonder if this can be confirmed? What engines have been renumbered into the 1800 class? The latest B&M Minuteman contains a small article about the conversion to coal of the Mt. Tom power plant. The question is whether the B&M is receiving these cars at Rotterdam Jct. or Conrail at Springfield. Perhaps some of your other members know the answer. Submitted by **E.F. CAPRON**.

Here is a breakdown of the Boston & Maine caboose renumbering, courtesy of O.D. Finnegan, B&M Senior Mechanical Engineer-Cars, and sent to us by **DON LeJEUNE**:

OLD	NEW	OLD	NEW	OLD	NEW	OLD	NEW
C1	401	C51	451	C76	476	C163	493
C4	404	C52	452	C77	477	C164	494
C5	405	C53	453	C78	478	C165	495
C6	406	C55	455	C79	479	C166	496
C7	407	C56	456	C80	480	C167	497
C9	409	C57	457	C81	481	C168	498
C10	402	C58	458	C82	482	C169	499
C14	403	C59	459	C83	483		
C21	421	C60	460	C84	484		
C22	422	C61	461	C85	485		
C23	423	C62	462	C86	486		
C25	425	C63	463	C87	487		
C28	428	C64	464	C150	410		
C30	430	C65	465	C151	411		
C31	431	C66	466	C153	413		
C32	432	C67	467	C154	414		
C33	433	C68	468	C155	415		
C34	434	C69	469	C156	416		
C41	441	C70	470	C157	417		
C43	443	C71	471	C158	418		
C44	444	C72	472	C159	419		
C45	445	C73	473	C160	490		
C46	446	C74	474	C161	491		
C47	447	C75	475	C162	492		

Mt. Tom power plant is scheduled to burn coal, providing there are no more hangups. The North Hampton, MA, conservation group has got to give approval because of the fly ash and slag getting into the Connecticut River Coal has been coming steadily into Mt. Tom.

A note of caution to all hands to stay away from

the tracks at East Deerfield. Drive down and park where the old YMCA was, don't park on the bridge. Some of these railfans are abusing trainwatching by going down the tracks and other property. **MR. WHELLMAN**.