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MARCH, 1982

B & Meeting

**NEXT MEETING:
MARCH 13, 1982
1ST UNITARIAN CHURCH
WOBURN, MA**

Entertainment will be provided by Mr. Bob Allen, who will present a slide show of B&M Steam from the late '20s to the '40s, from the collection of his father.

APRIL 15, 1982:

NOTE CHANGE IN MEETING DATE

Annual Joint Meetings with the Mass. Bay RRE. Program not set at present time.

MAY 8, 1982:

(What a pleasant thought - Spring) Program not set at press time.

Notice to Contributors:

Re: All news coming from the western end of the B&M. (By westend we mean everything in the Mass. 413 area code and west of that including an imaginary line drawn straight north and south through Conn. and N.H.) All west end news should be sent to: Scott J. Whitney, 230 Broad St., Claremont, N.H. 03743. The newsletter needs you! Our news files are sadly lacking and we do need news or we won't have enough to print a newsletter. We really need the news from all of you out there who don't even live on the B&M. We want to know what's happening everywhere including the D&H, CV, CP, CN, etc. If you see an interesting train lets hear about it.

NEWSLETTER NOTES

Well, the results of our Newsletter mailing survey are in, I would like to thank everyone who took the time to respond, the response was overwhelming!!! As we sort of suspected, the major delay is coming as soon as the Newsletters hit the Boston Post Offices. It breaks down about as follows: Most of Seacoast New Hampshire (where the Newsletter is mailed) receives it within three to four days after mailing, so they are getting out of the Portsmouth N.H. Post Office in good time; further north in Maine and Vermont and even western Massachusetts are getting them within five to seven days (I even got a card from St. Louis, Mo. that stated that his Newsletter

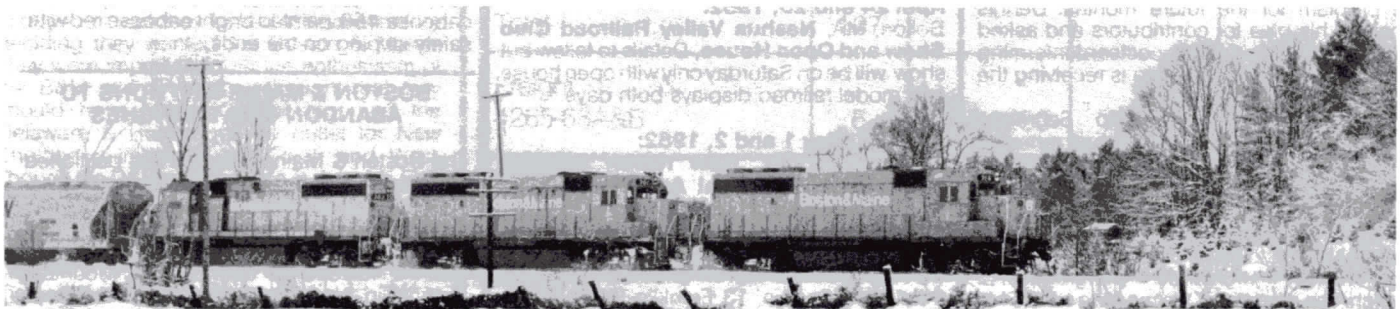
arrived just six days after it was mailed!!!); Out of new England, ususally within seven to ten days or longer. In and around Boston, **TWO WEEKS** or more!!! To try and get the Newsletters out a little earlier, we are moving up our closing time by one week, now rather than closing at the meeting date, we will be closing one week before, then our printing, packaging and mailing will all be moved up one week, so hopefully you will get your Newsletters a week earlier. If we move up any more than that, we run the risk of having our news terribly out of date by the time it's printed and read. Other than that, it's the Post Office, not the B&MRRHS Newsletter, that should be apologizing!

Anyone who has ever dealt with the Boston & Maine Railroad's Public Relations Dept. has undoubtedly come into contact with Gloria Stone, the department's director. The B&MRRHS owes her a great deal of thanks for taking the time from her busy (and I'm sure sometimes very trying) job to help us with our queries and problems. We have learned that as of January 15, 1982, her position with the B&M has been terminated, hopefully temporarily, due to the turndown in business, and a streamlining of operations to only directly railroad related personnel. We sincerely hope that this situated is temporary, and look forward to the day when her office is again open to help our Society. Thank you for your help, Gloria!

One interesting comment I received during the Newsletter mailing survey stated that members in Scotland, in England (over the Atlantic Ocean) received their Newsletters on time and very much earlier than members in Scotland, Conn. How do you like that!!! The Newsletter staff would also like to say 'thank you' to all of you who responded, and also for your compliments on your cards. It is reassuring to know that our hard work is appreciated. Thank you all, and we'll try to keep up our standards.

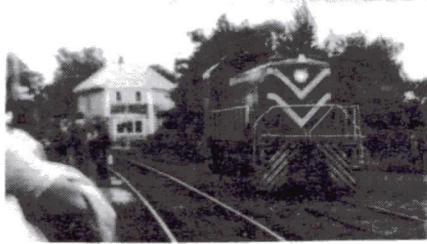
We try to list the upcoming programs for the B&MRRHS meetings as far in advance as we can, although sometimes we get caught up short, especially during the holiday season when it's somewhat difficult to get people to make firm commitments due to the seasonal hustle and bustle, and also the weather can play hob with scheduling. Give John Alan Roderick credit for a difficult job in lining up interesting programs, and if you would like to present a program, or know someone who would, contact **JOHN** at **30 Tower Street, Somerville, MA.**

More Alco updates The Washington County Railroad, which took over from the Montpelier & Barre, has two Alco S1's, #25 and 29. These are both ex Montpelier & Barre and both are in regular service. The CV also has (had) an S4, #8081. I don't know if it is still in service. Thanks to **PETER DENNETT.**



Eastbound Boston & Maine freight MEPO-A kicks up the fresh powder snow along Route 85 near Exeter, N.H. Winter railfanning presents its own headaches, but the results are more than worth the wait in the cold!!! Power on this January day was GP40-2s 314, 301 and 302.

From WILLIAM and MARJORIE POOR, of Lisbon, N.H. comes this update concerning ex Otter Valley Alco S unit "One". The unit is being used on the Cape Cod and Hyannis Railroad, which runs from Hyannis to the village of Sandwich and return. The coaches in use are ex Long Island, and are in good shape. It's a very nice trip which takes about two hours.



Ex Otter Valley Alco S unit "One" on the Cape Cod & Hyannis Railroad. Photo by William & Marjorie Poor.

Don't miss B&MRRHS Chairman of the Board and modeling editor Don Clerke's model railroad in the March, 1982 issue of Model Railroader magazine!

Being a B&MRRHS member is desperately trying to get used to silver, yellow and purple F units, when they should be maroon and gold!

MINUTES OF THE JANUARY 9, 1982 MEMBERSHIP MEETING OF THE B&MRRHS

The January 9, 1982 meeting of the B&MRRHS was called to order by President John Goodwin at 8:00 PM in the First Parish Unitarian Church in Woburn, MA. There were 55 members and guests present. The minutes of the December meeting were read by Bob Hagopian and accepted by the members present. Don Clerke called for volunteers to take on the Society's Book Shipping and Inventory responsibilities. Anyone interested please contact Don or any of the Officers or Board of Directors. Don also called for volunteers to form a committee to examine the materials held in our Archives at the University of Lowell, to determine what material may be reproduced for publication and distribution for the benefit of the membership. This committee would work closely with the Board of Directors. Anyone interested please contact any member of the Board or Officer of the Society.

John Goodwin introduced the new NEWSLETTER Editor, Dennis Adams of Exeter, NH. Dennis explained that the NEWSLETTERS were again delayed in the mail and that steps were being taken to remedy the problem for the future months. Dennis repeated his plea for contributors and asked that members send him a postcard informing him of when the membership is receiving the NEWSLETTERS.

Dora Lansom, Membership Secretary, announced that 1,437 members had renewed their June 1981 dues, but that 202 members had yet to renew.

Lary Blanc, President of the 470 Club, announced the upcoming meeting of the Mass BAY RRE to be held January 21, 1982 at the Newton Highlands Congregational Church. The speaker at the meeting will be Mr. David Fink, partner of Timothy Mellon.

Joe Shaw announced that the Bulletins would be in the mail soon and repeated Don Clerke's plea for volunteers to aid in the ship-

ping of book orders. Joe also announced an upcoming Public Hearing to be held in Portsmouth, NH on January 25, 1982 regarding the proposed abandonment of the line between Rockingham and Portsmouth. After some discussion on this matter, Joe conducted a healthy auction that proved entertaining and beneficial for the Society and the members present.

John Alan Roderick introduced Doug Kidd of the B&M who entertained the members with a lengthy slide show of his experiences on the B&M, Chicago & North Western, New Haven, Penn Central, and Conrail. The meeting concluded at 11:00 PM.

Respectfully Submitted,

Robert M.J. Hagopian
Vice President, B&MRRHS

ANNOUNCEMENTS

Thanks to Railroad Information for our Announcements listing.

MARCH 13, 1982:

Boston to Bellows Falls Rail Excursion, Leave North Station 8:30 am arrive Bellows Falls 1:00 pm Leave Bellows Falls 2:30 pm arrive North Station 7:00 pm. Fare: \$36.00 Other options available. Information: Mystic Valley Railway Society, P.O. Box 32, Mattapan, MA 02126 or Tel. (617) 361-4445 (24 hour service)

March 20 and 21, 1982:

North Weymouth, MA, South Shore Model Railroad Club Spring Show, Model Railroad show **March 20 only** - 9:30 am to 4:30 pm. St. Jerome's Church Hall, North Weymouth (Route 3A) **March 20 and 21 Club Open House** 10:00 am to 5:00 pm at Middle and Broad Streets in East Weymouth. Info: South Shore Model Railroad Club Show Committee, P.O. Box 144, Weymouth, MA 02188 or Tel. (617) 749-7986.

April 17 and 18, 1982:

East Haven, CT, **Branford Trolley Museum Model Trolley Meet,** 10:00 am On - \$10.00 for both days. Info: Branford Trolley Museum, 17 River Street, East Haven, CT 06512 or Tel. (203) 467-6927.

April 18, 1982:

Westerly, RI, **Little Rhody Division NMRA 18th Annual Open House,** 10:00 am to 4:00 pm, Frank Olean Regional Center, Airport Road, Westerly, RI. Info: Stephen Boothroyd, 256 Balsam Road, Wakefield, RI 02879.

April 24 and 25, 1982:

Bolton, MA, **Nashua Valley Railroad Club Show and Open House,** Details to follow but show will be on Saturday only with open house and model railroad displays both days.

April 30, May 1 and 2, 1982:

North Haven, CT, **New Haven Railroad Historical & Technical Association 20th Annual Reunion & Fan Trip,** Friday 7:00 pm to 10:00 pm, Saturday 9:00 am to 4:00 pm (show) 7:00 pm to 10:00 pm (banquet), Sunday Fan Trip from New Haven 10:00 am to 2:00 pm Info: Rolly Osmun, 13 Franklin Street, North Haven, CT. or Tel. (203) 239-3760. Friday and Saturday Events at Ramada Inn, North Haven Exit 12 off I-91.

SPOTLIGHT ON BOSTON & MAINE RAILROAD HISTORY

(Compiled by John C. Alden from Boston & Maine Employees' Mag.)

50 Years Ago - FEB. - MARCH 1932 - Vol. 9, No. 4

Front Cover - reproduction of Gilbert Stuart's portrait of George Washington - from the original painting - courtesy of Forbes Lithograph Co., Chelsea, MA - 200th Anniversary - Feb. 22, 1932.

Feature story entitled: "Snap - Goes a Little Lever and 20 Miles Away a Switch Moves" B&MRR takes the lead again in Centralized Train Control (C.T.C.) at Biddeford, ME installation; described with several photos...

"Oh, Yes, They Used to Have Snow in New England" by Mrs. Barron Shirley, Librarian Franklin, N.H. Excerpt from Frank Leslie's Ill. Weekly, Feb. 2, 1856 - sketch: "Monster snow plow coming down the grade at Franklin, N.H." being pushed by 4 locomotives - a brief description of the line between Franklin and East Andover (Halcyon) on the Northern R.R.

"Trolley Wires in Hoosac Tunnel Painted Shiny Black in Odd Beauty Treatment" by L.C. Winship, Electrical Engineer ... Wires were given this treatment to prevent corrosion and insulator failures on the electric locomotives - in use since 1911 ... photo of tunnel interior.

"With Lincoln on the B&M" by J.A. Crowley An account of Abraham Lincoln's travels on the Boston & Maine R.R. in Feb. 1860; first, from Boston to Exeter, N.H., to visit his son, Robert Todd, a student at Phillips Exeter Academy; thence to Manchester, Concord, and Dover, N.H. to make speeches - with illustration of interior of type of car Mr. Lincoln rode in.

News Briefs: "T.F. Joyce Resigns as Ass't. Vice President" Mr. Joyce was in charge of public relations, publicity and industrial development for 7 years ...

"Palmer Heads Association of Railroad and Steamboat Agents." Charles F. Palmer, Ass't. Gen. Pass. Agent, was elected President of this ASS'N at Boston, Mass.; Mr. Palmer is in charge of the North Station Travel Bureau.

"Mechanical Department - Christmas Parties" at Boston, Mass., Concord, and Keene, N.H. photo of party at Concord and L. Richardson, Chief Mech. Officer at Boston party

The Green Mountain Railroad officially took over the Ashuelot Branch on New Years Day 1982, and ran its first train over the branch on Monday, January 4, 1982. They used engine 305, an Alco S4, and have a newly rebuilt caboose #50, painted bright caboose red with safety striping on the ends.

BOSTON & MAINE PETITIONS TO ABANDON TWO BRANCHES

The Boston & Maine Railroad has petitioned the Interstate Commerce Commission to allow abandonment of two branches. The ICC has recommended to the Reorganization court overseeing the affairs of the B&M that it authorize the railroad to abandon its Mountain Branch in New Hampshire (extending approximately one mile between milepost 0.0 and milepost 1.0 in Walpole, Cheshire County, N.H.) and to discontinue service on a segment of the Stoneham Branch in Massachusetts (extending approximately 1.48 miles between milepost

0.93 and milepost 2.41 in Stoneham, Middlesex County, Mass.) The proposals are unopposed. The ICC states that abandonment of the Mountain Branch and discontinuance of service over the aforementioned segment of the Stoneham Branch are in the best public interest. The B&M has not operated the Mountain Branch, which served as a connection between B&M's Conn River main line, and its former Chesire Branch, which was abandoned in 1972, and the line is now below FRA Class 1 standards and costs to restore the line to operating condition are excessive.

The Stoneham Branch is owned by the Mass. Bay Transportation Authority; the B&M operates the lines under an easement. Operations were embargoed on December 15, 1980 because the line fails to comply with FRA Class 1 standards. From 1976, the B&M served only one customer on the line, in 1980, only one carload was handled. The ICC also recommended that if a financially responsible person offers to acquire any portion of these lines for the continuation of rail service by the date the court considers the abandonment and discontinuance petitions, the court should postpone the effective date of the abandonment and discontinuance for a reasonable time to permit negotiations. The B&M must also keep the tracks intact until such a ruling should be released. **From TRAFFIC WORLD, December 21, 1981. Submitted by TED FISK.**

BLAZE DESTROYS CHARLEMONT RAILROAD STATION

The former Charlemont railroad station burned to the ground early on the morning of December 1, 1981. Charlemont Fire Chief James Williams said the 1½ story railroad station was fully involved in flames when the firefighters arrived at 2:35 am. Williams said he has "no idea" what caused the fire, Charlemont fire officials will conduct an investigation. The fire chief described the former railroad station as a "real old New England railroad station" approximately 60 feet by 30 feet. The railroad station was not being used at the time of the fire. Williams said it had been used as a store during the winter a few years ago and had also been lived in at one time. An unidentified Charlemont firefighter was treated at Franklin County Public Hospital for a minor leg injury and released. No other injuries were reported. **From the GREENFIELD, MASS. RECORDER. Submitted by DAVID ASHENDEN.**

B&M CABOOSE'S END IS A FIERY ONE

A caboose attached to a Boston & Maine freight train was destroyed by fire near Rotterdam Junction December 26, 1981. A spokesman for the railroad said the train had been standing near the Rotterdam Jct. switching point for about two hours when the fire started. The train had originated in Selkirk and was bound for the B&M's Mechanicsville yard. Rotterdam Jct. volunteer firefighters responded to the blaze at 5:26 pm. Flames were contained in the caboose, and while the cars were destroyed, no other equipment on the train was damaged. No cause for the fire was given, nor was the cabooses number. **From the SCHENECTADY GAZETTE. Submitted by DAVE STROM.**

From United Press International, 12/9/81: "The B&M will lay off 124 more employees. This brings the total "furloughed" to about 500 out of 3000 employees. B&M officials said there would have been seasonal layoffs, but because

of the "recession" they may last well into 1982. Most of the people affected will be machinists, electricians, etc. The company says that carloadings are down from 21,000 to 19,700. This has resulted in an excess of equipment (read motive power) on the property." The United Press article explains why we have not seen the Maine Central U25B that was reported to be in pool service. **From DON MAXNER and TONY SCHULTZE.**

AMTRAK OFFERS COUNTY STOP FOR 'MONTREALER'

Once again, Greenfield officials have been asked to provide a raiiside station so Amtrak's Montrealer can stop in town. Roy Kendel, Greenfield resident who for years has sought to bring passenger service back to Greenfield, told selectmen that Amtrak has agreed to allow a stop in Greenfield on a two year experimental basis, although two conditions would have to be met for the Montrealer to stop in Greenfield on its northbound and southbound runs: First, the town would have to provide a platform at the lower end of Miles Street, site of a station which burned down years ago. Secondly, Amtrak would need agreement from the Boston & Maine Railroad that the stop can be made without adding to the time it takes the train to travel between Montreal and Washington.

Kendel said railroad officials have told him the Greenfield stop could be implemented without adding time to the trains schedule. Many nights the train slows down to almost a stop when it goes through Greenfield, Kendel said. Upgrading Greenfield from an experimental stop to a permanent stop after two years would be based on the town's generating an average of five riders on and off each train every day for the last twelve months of the trial period. **From the GREENFIELD MASS. RECORDER. Submitted by DAVID ASHENDEN.**

MELLON'S PLANS PROBED

A member of the Mellon banking family testified on January 4, 1982 that a New York investment firm analyzed the Boston & Maine Railroad before Timothy Mellon decided to buy it. Timothy Mellon told an Interstate Commerce Commission hearing in Boston that Lehman Brothers Kuhn Loeb Inc. did the study from "financial statements provided by the trustees of the railroad and other financial documents." Mellon said the Lehman study put the value of the B&M at about \$18 million, although he ultimately agreed to pay \$24.2 million for the line. The hearings are into proposed reorganization of the railroad, and Mellon's proposed acquisition plan, which must be approved by the ICC. Mellon has also proposed purchase of the Delaware & Hudson Railroad, (and has purchased the Maine Central) and some of the southern New England lines being dropped by Conrail, to merge into a northeast rail system. The B&M has been in bankruptcy proceedings since 1970, and showed an operating profit last year for the first time in 23 years. Under questioning by Joe Manson, attorney for the Providence & Worcester Railroad, Mellon said he was aware the B&M had an operating loss of about \$1 million for the first 11 months of 1981. Mellon stated that business dropped off sharply in the last quarter of 1981, and that the B&M had some extraordinary maintenance charges last year. He said the outlook for the first half of 1982 is for conditions similar to the last quarter of last year, but improvement thereafter. "I think it's a reflection of the general business climate," Mellon said. **Condensed from the BOSTON HERALD AMERICAN. Submitted by JOHN ALDEN.**

PORTSMOUTH BRANCH UPDATES

B&M defends safety efforts: Testimony at a Public Utilities Commission hearing on Friday January 22, 1982, about the safety of the B&M's Portsmouth branch began with B&M officials defending their efforts in that area. At the hearing, a rail inspector said there were no defects in the Portsmouth line as of last Wednesday (January 20, 1982), and State Sen. James Splaine indicated there might be an alternative to his request that the PUC require a stronger class of track.

William Rennie, B&M Vice President, testified that the B&M has put proportionately more dollars into upgrading the Portsmouth line. Rennie said B&M has invested \$65,000 per mile in the 13 miles between Portsmouth and Rockingham Junction and Portsmouth and Newington. In contrast, the B&M only invested an average of \$39,000 per mile on the other 2,187 miles of B&M track. The B&M plans to complete the replacement of light weight rail by June, plans to begin a \$250,000 replacement of ties in August, and hopes to dump another \$500,000 into the line. The last plan would have to receive approval from trustees who are watching the B&M's finances. Sen. Splaine, in prepared testimony, said he would still like to see the line upgraded from Class I to Class II. "However, a guaranteed standard of independent checks by PUC officials, and a speed limit of 10 miles per hour, with penalties given if speed exceed that rate, can provide the safety margin so needed on the seacoast railroad for the general public in the transportation of hazardous cargoes", Splaine said. B&M maintains it can't afford to upgrade the track to a higher class, and may have to close the line if ordered to do so. Walter King, the PUC's rail inspector, said that during a recent inspection, he found no defects in the Portsmouth line. **PORTSMOUTH HERALD, January 22, 1982.**

PORTSMOUTH BRANCH NEWS CLIPPINGS

"LPG Tank Cars Back Up: LPG cars are backing up at Rockingham Jct., N.H. due to the inability to move them over the branch, due to the 5 mile per hour speed limit imposed on the line. The trains were not able to get up sufficient speed to make several grades on the line." **PORTSMOUTH HERALD, December 22, 1981.**

"Track Repair Order: The B&M has been given one month to repair track from Rockingham Junction to Portsmouth N.H." **PORTSMOUTH HERALD, December 18, 1981.**

PORTSMOUTH UPDATES submitted by CAPT. WM. J. FRAPPIER.

B&Matters

The new train BOCV/CVBO has been abolished, apparently due to lack of traffic. They did run twice during the week of January 18, 1982, starting from Boston. They had one load for the CV both days.

The coal for the Mt. Tom generating station comes to the B&M from Conrail at Rotterdam. I believe we did get one batch from the D&H at Mechanicsville. **Two news items from PRESTON JOHNSON.**

The Boston & Maine has closed the Billerica, Mass. car and locomotive shop for January and February; one prime reason is that it costs \$100,000 per month to heat the shop. Due to the present economic situation, there is an abundance of motive power and cars. **(NARRAGANSETT NEWSLETTER)**

Here is a more complete listing of radio frequencies in use in New England, compiled by **SCOTT WHITNEY:**
New England Rail Frequencies:
Note:

YARD - indicated channel used in yard switching and in switching when enroute.
ROAD - channel used by both trains and dispatcher for communication.
DISP. - channel used by dispatcher to talk to trains.
TRAINS - channel used for trains to talk to dispatcher.

- 161.160 - B&M Disp.
- 161.520 - B&M Trains
- 161.400 - B&M Yard
- 161.370 - B&M Maint. of way
- 161.310 - B&M Commuter
- 161.190 - B&M Carknocker portables
- 161.230 - B&M Carknocker repeater, especially useful in EDF
- 160.350 - B&M Hump
- 161.250 - B&M Police; Conway Scenic; MEC Portland Term.
- 161.205 - CV, GT Road or Yard
- 161.415 - CV, GT Road or Yard
- 160.770 - CV, GT Yard
- 160.800 - Conrail Road
- 161.070 - Conrail Road
- 160.380 - MEC Road
- 160.620 - MEC Yard
- 160.590 - D&H Disp.
- 160.530 - D&H Trains, Yard
- 161.475 - CP Road
- 160.875 - CP Yard
- 160.605 - Green MT. Road
- 161.010 - VTR Road
- 160.710 - VTR Yard
- 160.950 - Claremont and Concord
- 160.920 - BAR Disp.
- 160.440 - BAR Trains
- 160.650 - P&W Road
- 161.100 - P&W Yard
- 161.340 - Lamoile Valley

Key:
B&M - Boston & Maine
CV/GT - Central Vermont/ Grand Trunk
MEC - Maine Central
D&H - Delaware & Hudson
CP - Canadian Pacific
VTR - Vermont Railway
BAR - Bangor & Aroostook
P&W - Providence & Worcester

THREE RAILROADS HIT GUILFORD BID FOR B&M

The Canadian Pacific and Soo Line are planning to fight attempts by Guilford Transportation Industries for control of the Boston & Maine Railroad, according to the carriers. The two claim GTI's takeover of the B&M would jeopardize the stability of the New England rail system and would eliminate a competitive rail service between New England and other parts of the U.S. via Canada. Meanwhile, the Providence & Worcester says it too will oppose GTI's bid for the B&M, and added it plans to submit its own bid for parts of the carrier. P&W says GTI's application for control of the B&M is inconsistent with the public interest, the rail transportation policy and the ICC's general policy statement for control of railroads. P&W said it wanted the ICC to determine whether to authorize GTI, a holding company, "with its knowledge and experience in rail operations limited to acquired subsidiary, Maine Central Railroad, to acquire control of the already bankrupt B&M." Meanwhile, the Maine State Chamber of Commerce has expressed its support of GTI's attempt to control the B&M. **(UTU NEWS). From NARRAGANSET NEWSLETTER.**

CP RAIL Safety rules: When passing around the end of a standing engine or car, allow at least fifteen feet. CP RAIL Safety hint: Keep a distance of at least five feet from anyone who has had a garlic and tunafish sandwich for lunch! **From the SHORTLINE (Champlain Valley Chapter, NRHS) Originally in CP RAIL NEWS.**

TO RON FOSTER: HELP! we need your address, as the paper we got your help wanted listing on did not have your address on it, and it is not in our files! Please forward it to the Newsletter editor and we will print it.

From SCOTT WHITNEY

It's getting to be just like the good ol' days on the Maine Central up through Crawford Notch, NH. The Maine Central is now running a local freight from Bartlett six days a week. The local usually leaves Bartlett in the vicinity of noon, and the usual power is a GP38. It's nice to have a train to chase through this spectacular country during daylight hours!

DON'T BE MISTAKEN FOR AN EMPTY CHAIR AT B&MRRHS MEETINGS!!!

B&MEMBERS: from Dora Lamson, Membership Secretary. We welcome the following new members to the B&MRRHS:

- | | |
|---|---|
| Cecil D. Ross
345 South Main St.
Newbury, VT | Mr. & Mrs. William G. Blevins
110 Windward Crescent
Pointe Claire, Quebec |
| George W. Ewing
935 Winthrop Ave.
Revere, MA | Robert E. Eldredge
151 Oakridge Drive
Ayer, MA |
| John T. Walsh
44 Wildwood Ave.
Greenfield, MA | John R. Pacheco
19 West Tapley Rd.
Lynnfield, MA |
| John W. Scott
RR 2
Cedar Rapids, IA | Wallace King
101 Edoard St.
Manchester, NH |
| Willis N. Cousins
16 Parker St.
Lexington, MA | Gerald H. Cousins
1205 Rosedale Ave #7
Thunder Bay
Ontario, Canada |
| Newton W. Ruggles
470 Herbert St.
Orange, CT | |

In regard to the question by E. F. Capron, what I stated in the September 81 Newsletter: 1700's and 1800's were **REWired**, to 1800 standards whether painted or not. As far as the mechanical department that did the wiring goes, they are 1800's. Word is that Winchester Tower's days are numbered, the panels will be put in Billerica for the BostonWest Dispatcher. Waltham Tower is also going out. A lot of trackwork is being done on the Fitchburg Division at this time. Track removal and realignment behind Tower H and the hump. On January 7, 1982, the Beverly Gulf track was spiked Out Of Service for retirement. This means no more freights going down the street to the water. Local freights AY2 and AY3 were abolished several weeks ago, the reason being not enough work. Symbol freight LAME A has also seen drastic cuts from a daily run to only two to three a week. Ayer Tower still keeps its good railroad image by converting it to the Ayer Yard Office, clerks and crews alike prefer this setup over the old trailers. **from DON LeJEUNE**

B&Memos:

The B&M's smallest interlocking plant has been retired. This was the one located at the south end of White River Jct. yard and governed movements in and out of the yard to the CV main track. It was controlled by the agent at White River and had a grand total of only one powered switch and three signals all controlled by two levers.

CVViews:

The CV has changed its policy of running trains on its south end. Instead of the local crews swapping trains with each other near Palmer, MA, crews now run straight through and return on the next day's local. This was done in an effort to speed up the time of the New London - Palmer section of the local.

Amtraking:

For those of you who like E units you can still find them occasionally on the Montrealer. Unfortunately, when they do run they usually trail behind the F-40. It is still nice to have them around.

From SCOTT WHITNEY

HELP WANTED:

I would like to hear from anyone with information and photos of the old Hillside Station in Medford, MA. David K. Johnson, 14 Meade St., Nashua, N.H. 03060



Snowplow Extra!!! A snowplow Extra with B&M GP9's 1825 and 1838 and Delaware & Hudson Jordan Spreader #35056 cleared the line up to Groveton, N.H., on Saturday January

30, 1982. In this photo, the snowplow meets a local with the "new" 1733 in charge at Coos Junction, N.H. B&MRRHS Newsletter Photo.

I wonder if the B&MRRHS membership can help me. I would like to get a color picture of MBTA GP #7538. I have been unable to find one anywhere. If anyone has one, or a duplicate slide, I would appreciate it very much, and of course would be willing to pay the expenses. Thank you. Fred Kippen, Jr., 318 Washington St., Gloucester, MA 01930. (Believe the #7538 was traded along with all other MBTA GP9's for the F40PHs. Also, this brings to mind a poem that was penned by more than one B&MRRHS member while it was in service: "I never saw the purple Geep, and never hope to see one...!")

There were two derailments on the B&M on January 8, 1982, one in Lawrence and one in Nashua. The Nashua spill dumped tons of rice at the Crown Street crossing and ripped up two switches and a dwarf signal. The Lawrence mishap was minor in comparison, with the three cars splitting a switch in front of the station. All three cars remained upright.

Submitted by **DAVE JOHNSON**

NORFOLK & WESTERN THIRD QUARTER REPORT TO STOCKHOLDERS

When the NW subsidiary agreed to sell its stock in the Delaware and Hudson Railway to Guilford Transportation Industries, Inc., for \$500,000 the D&H and the State of New York withdrew their previous request that the ICC require inclusion of the D&H in the combined NW-Southern system which was the last major obstacle to the approval of the planned affiliation of NW and Southern Railway by the ICC.

The ICC hearings were completed and the record was closed on October 30th. The ICC must rule on the application for affiliation of the NW and Southern Railway by April 28, 1982. The holding company for the new combined system will be known as the Norfolk Southern Corporation rather than NWS Enterprises, Inc. From **JOHN GOODWIN**

DAVID FINK TALKS ABOUT GTI AT THE MASS. BAY R.R.E. JANUARY 21 MEETING

On January 21 the Massachusetts Bay Railroad Enthusiasts had the honor of being the first railfan organization in New England to have David Fink, Vice President of Guilford Transportation Industries, come as a guest speaker. Mr. Fink played to a full house of RREs and friends. Among those present were John McGinley, executive of Permatreat Corporation, a division of GTI, Jerry Angler, National President of the RRE, and several officers from the Boston Chapter NRHS, the Boston & Maine Railroad Historical Society, and the Boston Street Railway Association.

David Fink worked for the Pennsylvania Railroad, as did his father and grandfather before him, and for Penn Central, before forming Permatreat Industries with Timothy Mellon. When Mr. Fink and Mr. Mellon decided to buy a railroad, they looked at several before deciding they wanted the Boston & Maine. They were impressed with the enthusiasm of the B&M staff. Then they thought that they should have Maine Central, too; and the Delaware & Hudson as an outlet for New England railroads to the South and West. Though the D&H is \$60 million in debt, Mr. Fink thinks it's still in good shape.

Mr. Fink said that what went wrong with Penn Central was that, while the people on the staff were proud of their individual railroads, they were not proud of a merged road. That is why GTI intends to keep MEC, B&M, and D&H separate companies under its control. He went on to say that Guilford Transportation Industries is bullish on New England, that while the advantages of the South and the Sun Belt are

diminishing, New England retains a work ethic that is advantageous. In 1981 MEC had the best year in its history.

Mr. Fink then opened his speech to questions. What connections would there be west or south of the D&H? Norfolk & Western, Chessie, Southern Railway, and Canadian lines. What about the Mountain Division (of the MEC)? GTI does not contemplate anything with the Mountain Division except to keep it. GTI wants to divert traffic from Canada and run some of it over Central Vermont. How about Bangor & Aroostock? GTI hasn't done anything with BAR for now. As to the lines in Connecticut, GTI feels they have a large potential if the service and prices are right. B&M could give the Naugatuck Valley service that PC and CR wouldn't. Power? GTI is looking at pooling power, but not buying it. It is conferring with Massport to get container traffic out of Boston, Lamoille Valley? "We don't want to put the LV out of business - we just want to compete with them." Poughkeepsie Bridge Route? "I have my doubts" - the Mechanicville route is just as good. Providence & Worcester? "We hope we can work jointly with them." Mr. Fink said that in his PC days he ran a coal train through the Hudson Tubes of New York City in the middle of the night once, and pulled a drawbar, tying up the line for hours. On labor, Mr. Fink stated that "labor understands railroading as well as

any management does. Everything labor has, the railroads gave them." Negotiation has been a fair thing on both sides of the table. **Thanks to BILL CRAWFORD, Mass. Bay RRE,** for getting this to us on such short notice.

How many B&M enginehouses/shops excluding roundhouses still exist or are in use? There are at least 10 that we know of and must be more. The ones that we have are: Boston Engine Terminal, East Deerfield, N. Adams, Ashburnham, Keene, Claremont, Newport, NH, Concord, NH (this one is a dead ringer for the one at EDF), Lakeport, and Biddeford. If you know of any more please send the info to the West End Editor, Scott J. Whitney, 230 Broad St., Claremont, NH 03743.

STEAMTOWN BELLOWS FALLS, VT. One railcar was destroyed and 8 steam locomotives were damaged when a roof collapsed due to the weight of the snow on it "There is no way you can put a dollar value of what was in there because you couldn't replace them with all the money in the world" said Steam Town Director Don Ball. Accident happened on Thursday, Feb. 4, 1982. From **PORTS HERALD Sat., Feb. 6, 1982. Submitted by DORA LAMSON**

LOCOMOTIVE EQUIPMENT

Type-Series	No.	Built	Builder	Horsepower
Yard Switcher				
119	1	1948	GE	380
800-807	8	1953	EMD	800
1115-1118	3	1946-1949	EMD	600
1119-1132	13	1953	EMD	600
1203 & 1206	2	1941-1942	EMD	1000
1208-1213	6	1946-1949	EMD	1000
1220-1231	12	1952-1953	EMD	1200
1271 & 1274	2	1950	ALCO	1000
Total	47			
Road Switcher				
200-211	12	1973	EMD	2000
300-317	18	1977	EMD	3000
1547	1	1952	ALCO	1600
1555-1577	23	1950-1953	EMD	1500
1700-1749	47	1957	EMD	1750
1750-1755	6	1961	EMD	1800
Total	107			
Freight				
4265-68A&B	6	1949-1950	EMD	1500
Total	6			
Grand Total	160			

Information provided by Gloria Stone of the B&M Railroad public relations office. (See related story on page 1)



Mystery Photo:

The editors of the newsletter know where this photo was taken but we want to know how many of you readers know also. The only clues are that the Engine is of the Fitchburg Railroad and that the covered bridge is of a steam road also. There is a crossing at grade directly below the bridge. The stone abutment is still there to this day. Please send all answers to the West End Editor and please try and enclose some of your own local area rail news so others will get to know what is happening in your area.

RAILFACTS:

Railroads proposed or chartered but never built: Windsor and Forest Line RR, chartered in 1870 to run from Windsor, Vt. to Greenfield, NH to connect with the Nashua and Wilton RR. A route was surveyed through Cornish, Claremont, Unity, Acworth, Lempster, Washington, Marlow, Stoddard, and Hancock. Distance to Boston would have been 26 miles shorter than the Cheshire.

Claremont and White River Jct. RR, chartered in 1872 and surveyed to run from Claremont through Cornish, Plainfield and Lebanon (Westboro).

Black River RR, chartered to run from Cavendish, VT through Springfield to Claremont Jct.

On the subject of B&M structures just how many B&M roundhouses are still in existence? Your newsletter editors count 13 in all. These are: Boston Engine terminal, Lawrence, Woodsville, Troy, N.Y., Keene, Dover, Portsmouth, Fitchburg, N. Conway, Westboro, NH, East Deerfield, N. Walpole, and Newport, VT. Of all of these, all but the first five still have turntables and are or were at one time all owned by the B&M. There are four locations that still have turntables but no roundhouses. These are: St. Johnsbury, Mechanicville, Concord, NH, and the former Keene turntable was moved to Sanbornville on the Wolfboro RR. If anyone has some more to add to this list please send them to the West End Editor, Scott J. Whitney, 230 Broad St., Claremont, NH 03743

Boston & Maine Railroad Historical Society

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