

B & Meeting

**NEXT MEETING:
APRIL 10, 1982
1ST UNITARIAN CHURCH
WOBURN, MA**

NOTE CHANGE OF DATE FROM MARCH NEWSLETTER.

Originally, this meeting was to be held on the third Thursday, but a scheduling conflict has arisen. Meeting will be at the regular time and place. This will be our annual joint meeting with the Mass Bay RRE, and entertainment will be provided by Arnold Wilder and John Goodwin, who will present a slide show featuring the Grand Opening of the Golden State Railroad Museum in California, and also a side trip to visit the cable cars in San Francisco.

**MAY 8, 1982:
WOBURN AT 8:00 P.M.**

Presentation will be by Prof. Charles Kennedy of the University of Nebraska at Lincoln. Prof. Kennedy, as you know, is the process of publishing an extensive series of research papers in book form on B&M Financial and Management history. Let's give our Mid-westerner a warm welcome!

JUNE 1982:

To be announced.

NEWSLETTER NOTES . . .

I received the following letter from B&MRRHS historian Harry Frye:

"Dear Mr. Frye: I wish to call to your and the Society's attention the present deplorable state of the 'Flying Yankee', currently at the Edaville Scenic Railroad in South Carver, MA. On one side, the logo is missing, while virtually all the windows are either boarded up with plywood or have multiple BB holes through which water enters. The train is not open to display, but, through the broken glass, as best as one can see, the interior appears to be in no better, if not worse condition. I am hoping the Society might be able to intervene and help effect restoration of this important piece of railroadiana. Sincerely, A Railfan"

Some time ago, the B&MRRHS made an unsuccessful attempt at a restoration of the "Tin Fish". This attempt collapsed due to lack of interest, more than anything else. It is conceivable that another effort might meet with success, but it would depend **ENTIRELY** on support from the Society. At the request of Mr. Frye, we would like to poll the Society as to whether you would be interested in working at a restoration attempt. This is not a firm commitment, nor is there even a guarantee that this effort would even get off the ground. It will depend entirely on **YOU!** If you would like to work on this restoration, please drop a card to Mr. Frye at: 14 Riverside St., Hooksett, NH 03106.

Speaking of Newsletters and the mail (a somewhat sore subject), cards are still trickling in from our January mailing survey, and it continues to amaze me that it could take a month to get a parcel down to the Boston suburb area! The only hope that we can extend is that you should talk to your local post office and see if they can do anything at all to expedite delivery. It does seem that we always get those junk mail flyers within a few days of mailing, at the latest! (Most of the time, these travel the same mailing class as our Newsletters. Is there no justice?)

Normally, a boxcar sighting would not be news at all, even if it was wrecked, unless we were terribly desperate for news. However, after seeing this one, we will make an exception to the rule! Keep your eyes open for the latest Delaware & Hudson boxcars. You really can't miss them. They are white and dark blue, with the "I Love NY" logo on them in brilliant black and red. One was sighted in East Deerfield on Saturday, February 27, and the Mohawk & Hudson Chapter RRE states that there are only four of them.

RAIL CYCLISTS WARNED OF DANGERS & PENALTIES

A few weeks back, an article appeared in the Manchester Union Leader about a gentleman who had restored an antique rail cycle and was using it on a few of the active rail lines in the area. He was even planning to offer parts and plans for others to build and run their own cycles. It all seemed to be great sport to him. It wasn't too long before the following appeared: Franklin, N.H. The superintendent of police for the Boston & Maine Railroad said cyclists who try rail riding sport being promoted by a local man may subject themselves to trespassing charges and serious injury. But Ron Forster, who hopes to distribute special rail wheels for bicycles along with plans for building the cycle attachment, said he's aware of the law governing use of the tracks and intends to encourage safe participation in the sport.

Gary Slade, B&M police superintendent, said he learned of Forster's plan in a recent article in the New Hampshire Sunday News. He took issue with Forster's claim that the rails were safe for cyclists because trains can be heard from far enough away to allow the cyclist to get off the track safely. "Those trains can move very quietly," Slade said. "A person might not have much warning at all ... even on lines that are infrequently used, it only takes that one train for something to happen.. " Even if the rider gets out of the way, Slade said, if he panics and leaves the cycle on the tracks, it could derail

the train. He also noted that the train engineer, spotting a cyclist up ahead might be forced to pull emergency brakes, lurching the train and possibly injuring passengers or crew members.

"An airport runway would make a great roller skating rink for kids", Slade said, "but kids don't roller skate on an airport runway because they never know when a plane is going to land." Slade said rail cyclists would be subject to trespassing and reckless conduct charges. A man in Waltham, Mass., was arrested and fined about three years ago for riding a small motorized car along a track, Slade said. He said he has written Forster expressing his concerns and is also passing the information along to other rail police. Forster said he is aware of the law and plans to continue trying to promote rail cycling. He said his intent in trying to form a rail rides association is to encourage safe participation in the sport and to let riders know they can use a track, but first they must get permission from the owner. According to Don Jackson, transportation director for the N.H. State Public Utilities Commission, which oversees railways, there are about 700 miles of track in New Hampshire. All of it is owned by the state or private firms, he said and all but five percent is in active use. The track that is closed may be reopened at almost any time.

From the Wolfboro Branch "Order Board"

Ed. Note: It is not the policy of the B&MRRHS Newsletter to "preach" or pass judgement, however we strongly suggest that **all** B&MRRHS members refrain from "rail cycling" as put forth in the above article. Such action could result in suspension or termination from the Society, not to mention possible legal action, serious injury or even death.

Another B&M engine has shown up with a black non glare paint on its short hood. The latest addition to the list is GP18 1751. From **SCOTT WHITNEY**

MINUTES

FEBRUARY MEETING OF THE B&MRRHS

The February meeting of the B&MRRHS was called to order on Saturday, February 13, 1982 at 8:00 PM by President John Goodwin at the 1st Parish Unitarian Church, Woburn Square. There were approximately 90 members and guests present.

John Hutchins gave the Treasurer's report for the second quarter for the present fiscal year. The B&MRRHS is temporarily in the red \$3,000 due to payments for books and advertising, and should be in good financial condition shortly.

Forrest Mack announced that the Archives, which are located on the north campus of the University of Lowell, in the Lydon Library, are accessible to everyone. He did advise to call ahead to be sure someone would be there to let persons in.

Joe Shaw again announced the need for volunteers to help prepare Newsletters, books and other material for mailing.

Don Clerke reiterated the need for volunteers to help get materials out and also announced some upcoming model shows. Those he specifically mentioned were: Amherst, the Greenberg show in Woburn, Cheshire, and the NER meet in Albany.

The meeting was then turned over to John Alan Roderick who announced that Bob Allen would be providing the entertainment for the March meeting. He then introduced Russ Monroe who showed several movies of B&M and other equipment including some rather interesting views of wrecks.

The meeting adjourned about 10 PM.

Respectfully submitted,

Michael E. Gaudette

HELP WANTED . . .

The New York Central System Historical Society, Inc., is interested in any information including photos, track diagrams, etc., concerning operations at the former Troy, NY Union Passenger station. The NYC entered the station on B&M trackage rights, and interchanged with the D&H and Rutland. On the NYC, the operation at Troy was overshadowed by nearby Albany, but in its day was a busy place in its own right. Please respond to John S. Horvath, 148 Johnson Rd., Scarsdale, NY 10583. Thank you.

I am looking for the history of the stone arch bridges in New Hampshire. By that, when they were built, their dimensions, both in span and height. I have photographed nearly all of them, but I want to know more about each one, such as who built them, size, etc. Please reply to Roger DesJardins, 32 Forcier Way, Jaffrey, NH 03452.

I am looking to buy a copy of "Boston & Maine Railroad ties to New England and Canada". If anyone can help, please contact David G. Watkins, Kingstowne Park, RFD 1, Epsom, NH 03234.

I am looking for any information, photos, etc., concerning a wreck at South Lawrence, MA in late 1918 or early 1919, when the Portland Express tailed a work train fouling the main line. Send all information to Harry Frye, B&MRRHS Historian, 14. Riverside St., Hookset, NH 03106.

The Intermountain Chapter of the National Railway Historical Society is now in the process of publishing a book on dining car china and we would like to ask for your help.

If your organization has any information regarding dining service or china that was used on the railroads, I would appreciate hearing from you.

Anyone who contributes information will have a credit line in the book.

Your early reply would be greatly appreciated.

Please contact Intermountain Chapter NATIONAL RAILWAY HISTORICAL SOCIETY, P.O. Box 5181, Terminal Annex, Denver, Colorado 80217

ANNOUNCEMENTS . . .

MASS BAY RRE Escursion Train to the White Mountains on Saturday and Sunday, May 15 and 16, 1982. We will transverse B&M lines to both Berlin and Groveton, NH, the first passenger train to do so in more than two decades! Trip capacity will be extremely limited, only 200 passengers can be accommodated. Ticket prices have not yet been established, but we hope to keep the price below \$135 per person. For more information, contact Mass Bay RRE, P.O. Box 53, Bedford, MA 01730.

The Mass Bay RRE requests the honor of your presence at their twelfth annual "Dinner in the Depot", Wednesday, May 19 at 6:30 p.m. This year's special guest speaker will be Mr. Alan Dustin, President and CEO of the Boston & Maine Railroad. Mr. Dustin will provide us with a candid and inspirational view of current and future happenings on the B&M. Plan to attend, you won't be disappointed! Dinner will be held in the former Malden, MA B&M station, now the Summerside Lodge, 53 Summer St., Malden, MA. Price for the dinner is only \$10.00 (\$12.00 after May 6). Tickets can be had by writing: Mass Bay RRE, 179 Lewis Rd., Belmont, MA 02178.

Thanks to Railroad Information for our Announcements listing.

April 3, 1982:
'State of Maine' Express, Boston-Worcester-Portland-Boston via Stoney Brook, Lowell Jct, and Wilmington Jct. Branches of the Boston & Maine. Info: Mass Bay RRE, Box 136, Ward Hill, MA 01830

April 3 & 4, 1982:
Roslindale, MA - Bay State Society of Model Engineers Open House - Saturday 10:00 AM to 5:00 PM - Sunday 12:00 Noon to 5:00 PM - 760 South Street in Roslindale Square. Info: Wednesday Evenings in Club (617) 327-4341.

April 17, 1982:
Brunswick, ME - Down East Model Railroad Club Show, Maine National Guard Armory, Spring Street, 9:00 AM to 4:00 PM - Info: Calvin Grant, 48 Park Street, Freeport, Maine 04032 (207) 865-3222.

April 17 & 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 (203) 467-6927.

April 18, 1982:
Kennebunkport, ME - Seashore Trolley Museum "Old Time" Trolley Meet, An Exhibit and demonstration of cars from the

earliest days of mass transit, Rides and photography.

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, Info: Stephen Boothroyd, 256 Balsam Road, Wakefield, RI 02879

April 18, 1982:
Danvers, MA - Trainways Train Meet - 9:00 AM to 4:00 PM - St. John's Prep School Gym, Nichols Street off Route 62 Just East of US 1 and I95 Info: Trainways, 115 Standish Road, Needham, MA (617) 444-6709 until 10:00 PM

April 24 & 25, 1982:
Bolton, MA, Nashua Valley Railroad Association, Inc. Raifair '82 - Saturday 9:00 AM to 4:00 PM Regular Raifair, Dealers, Displays, and operating Layouts. Sunday 9:00 AM to 4:00 PM Modurail Display, Modular Layouts all scales, Info: George Bishop, P.O. Box 72, Bolton, MA 01740

April 30, May 1 & 2, 1982:
North Haven, CT - New Haven Railroad Historical & Technical Association 20th Annual Reunion - Ramada Inn - 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 is **Sold Out**. Info P.O. Box 122, Wallingford, Ct 06492

BRATTLEBORO TRAIN CRASH: FIFTEEN BOXCARS DERAILED

Fifteen boxcars slammed into one another when the midsection of a Boston & Maine freight train derailed early Monday, February 8, 1982, in North Brattleboro, VT. No one was injured in the crash. Several B&M employees at the site blamed the mishap on a train wheel which "basically split in half" about 17 miles north of the point of derailment. A B&M spokesman agreed the broken wheel may have initiated the pileup but he said the official cause will be determined by federal and company investigators and may be announced in the near future. The derailed cars were hauling bulk paper from Canada to Springfield, MA, according to Brian Doyle, B&M track supervisor.

As the train barreled through North Brattleboro near the Boise Cascade plant at 8:30 am, the car with the faulty wheel hit a track switch. "The wheel broke in Fellows Falls, VT, and when that car hit the switches here, the broken wheel caught, and then the cars started piling up", Doyle said. Moments later, the first two derailed cars lay on their sides, the remaining thirteen were packed accordion style with crumpled steel bodies straddling the track.

Late Monday, February 8, a couple bulldozers and a slew of B&M workers attempted to clear snow from the area and right the disabled boxcars. "We'll probably be here till dawn", James Walsh, B&M director of freight cars, stated. Doyle said the freight trains that normally use the line will have to temporarily reroute. Such a move is not difficult because alternative lines run east and west of the affected track. Less than 400 yards of track needed repair because of the derailment. A spokesman for Amtrak, which runs the only passenger train using the line, said the crash has not stopped the company from transporting passengers from Washington, D.C. to Montreal. The Montrealer will not complete its full run, which includes a southbound stop in Brattleboro at 1:10 a.m. and a northbound pickup at 2:32 a.m. Instead, the train will operate between Washington and Springfield, MA, with bus service

hauling passengers the rest of the way. From the Rutland (VT) Herald. **Submitted by EDWARD R. MORSE.**

In late December, 1981, a number of Conrail locomotives began running through Mechanicville in B&M general freight service. The reason for all the Conrail power running through is that it is time to equalize horsepower hours and engine time owed the B&M.

Those two grade crossings in Mechanicville (by XO Tower) that were ripped up during the derailment of eight loaded coal hoppers in late December remain closed. As far as the B&M is concerned, they look to be closed for good, as barricades have been erected and crossing gates and flashers have been removed. **Two items from The Call Board (Mohawk & Hudson Chapter RRE)**

BOSTON & MAINE RAILROAD AGREES TO CLEAN UP OIL SPILL

The Boston & Maine Railroad Co. has agreed to assume responsibility for cleaning up a 4500 gallon oil spill in the B&M's Crescent Street yards in Worcester, MA, according to Ann Marie Reis of the state Department of Environmental Quality Engineering. She said cleanup should be completed in "a couple of weeks. They (the B&M) are in the process of removing contaminated snow from the area." The No. 2 diesel oil overflowed from a storage tank as a result of two deliveries of oil made within a five day period, Ms. Reis said last week. She said the second fuel oil driver did not notice any problem because a railroad car blocked his view of the storage tank. She said the railroad also has agreed to put an alarm system on the tank to signal when it is full, and to increase the size of the dike area around the tank. **FROM THE Worcester, MA Telegram, February 12, 1982. Submitted by CYNTHIA O'CONNOR.**

MELLON'S B&M ACQUISITION COULD HAVE POSITIVE EFFECT IN THE NASHUA, NH AREA

The Boston & Maine Railroad, despite a downturn in the nations economy, is continuing to provide essential and innovative transportation service to the Nashua, NH area. However, despite the service expansion plans and anticipated sale of the railroad, B&M president Alan Dustin noted business has seen a downturn, with fewer car loadings, and he sees no stabilization in the economy. Michael Smith, the B&M's vice president for marketing and sales, believes the B&M is doing reasonably well in Nashua, when compared to other areas served by the railroad, in spite of the recession.

"In general", Smith said, "the B&M acquisition by Guilford Transportation will have a positive effect, because it will result in more business flowing over the B&M." He noted the railroad business "is a high fixed cost industry, and the more business it handles, the lower the rates will be. Increased railroad business in the Southern New Hampshire region, which is both a producing and consuming area, and the combination of the B&M and the Maine Central Railroad will enable us to speed up the rate making process and hopefully make schedule coordination easier, thus providing better service to our customers."

In an effort to retain old customers and attract new customers, new types of services were offered by the B&M last year. Among the new innovations in rail freight service inaugurated by the B&M was a new third day intermodal trailer on flat car (TOFC) or piggyback service. The new service permits Nashua area shippers to send single trailers to Chicago from the railroad's Manchester, NH terminal. Previously, single trailer loads from area customers had to be handled through freight forwarders.

The freight forwarders consolidated a number of single trailer loads to take advantage of the 10 trailer discount. The new service permits the shippers to deal directly with the railroad in the handling of single loads economically, avoiding the freight forwarders fee.

Coupled with the new piggyback service, the B&M has also developed a reduced rate on grain and grain products when Conrail cancelled its joint line rates on the commodities. These lower freight rates for bulk food shipments was another innovation to help the railroad competitive with trucks. Local industries which can utilize these new rates are the Anheuser-Busch, Inc., brewery in Merrimac, N.H. and Merrimac Farmers Stores, part of the H.K. Webster Co. of Bow, N.H.

To better serve other local customers in the Nashua area, the B&M completed its \$200,000 renovation of the Nashua freight yards last year. The majority of the non-subsidized upgrading project was completed in the fall of 1980, and the final phases were done in the spring of last year. The improvements were designed to improve the efficiency of the yard operations as well as the safety of personnel. The upgrading also provided safer facilities for handling numerous carloads of hazardous materials routinely passing through the yard. **Condensed from the N.H. Telegraph Progress Edition, February 13, 1982. Submitted by PAUL LEVASSEUR.**

B&MRRHS UNVEILS NEW INFORMATION COMMITTEE!

The primary purpose for founding the B&MRRHS was and is to preserve and document the history of the Boston & Maine Railroad, and then make the accumulated information available to the Society's membership, and also to the general public. The B&MRRHS maintains an extensive Archives at the University of Lowell, Mass., which are open to all B&MRRHS members.

However, we also realize that there are many people who would like information from our Archives but for one reason or another cannot physically get to the Archives, or maybe just have a question about the Boston & Maine, but don't know who to ask. It is for this purpose that the B&MRRHS has formed an Information Committee, whose job it will be to answer questions concerning the B&M, and also provide copies of photos and documents stored in our Archives. The Information Committee will be your link to the Archives and Boston & Maine Railroad history.

How do you go about putting the Information Committee to work for you? You merely write down the information you want, and submit your request to:

Robert Allen, Chairman
B&MRRHS Information Committee
P.O. Box 141
Epping, N.H. 03042-0141

For the record, the other members of the Committee are: Phil Stockbridge, Dave Lamson, Dora Lamson, and Steve Collins. When writing to the Information Committee, please enclose a stamped, self addressed envelope large enough to contain the information you have requested. Please print, write (legibly) or type your requests, and also include your return address in case the Committee needs to contact you.

Prices for copies of photographs has not been set yet, and a price list will be published as soon as we receive it. **No** original material will be released without permission from the Archive staff.

The Information Committee anxiously await your questions, and will endeavour to answer

them as quickly as possible, but will stress **accuracy** rather than speed. Also, please remember that we are human and are also volunteers, doing this work on spare time. Thank you.

B&Members: From Dora Lamson, Membership Secretary: We welcome the following new members to the B&MRRHS:

Mark E. Raymond 460 Water St. Haverhill, MA
R.G. Willis 13567 124 A Ave. Edmonton, Alberta (Canada)

Albert V. Fisher III Star Route Alton, NH
Victor E. Watts P.O. Box 51 Londonderry, NH

Peter R. Coombs 3 Brookhaven Road Kingston, NH
Christina Garrett RR1 Colchester, IL

Bruce W. Balcom 3 Victor Ave. Worcester, MA
Peter Ferguson 90 Phillips Rd. Holden, MA

Robert L. LeGacy P.O. Box 1087 Westford, MA
Jim Mahoney 14 Longfellow Rd. Holyoke, MA

Alan H. Rice 137 Pine St. Amherst, MA
Robert A. Sheperd RR2 Box 243 Atkinson, NH

William P. Herlihy 27 Ellington Rd. Somerville, MA
Henry R. Propst 20C 3 Sheridan Vill. Schenectady, NY

Russell E. Martin 6 Depot St. Montague Ctr., MA
Curtis V. Carfough 229 Rea Ave. Ext. Hawthorne, NJ

William Sander Box 108 Jeffersonville, VT
Ralph Emery 442 Central Ave. Milton, MA

Hartley F. Jewett 4760 Shore Acres Blvd St. Petersburg, FL
Thomas W. Williams 15 Pulis Ave. Franklin Lakes, NJ

William L. Maine 15 Staples Ave. Everett, MA
Brooks A. Cardwell, Jr. 195 Corning Rd. Manchester, NH

Roland J. Kropis 16 Fairfield St. Seekonk, MA
Martin J. Henderson 5 Clarence Rd. Wayland, MA

The B&MRRHS has learned of the passing of John Schmelzer, of Acton, MA. We extend our deepest sympathy to his family and friends.

The B&M has published notice of discontinuance to the Portsmouth Branch stations of Epping, Raymond, and Candia, as well as Fremont on the old WN&P line effective March 20, 1982. This is somewhat academic, as these Portsmouth Branch points have been embargoed for several years, while a train hasn't been to Fremont in over ten years.

B&M SW9's 1220 and 1229 have been at Rigby yard since early February as standby power seeing limited service along with PT Alco 1101. There has been a shortage of MEC GEEPS in the terminal as they have been needed on the road. Alco S4 313 has been put back into service in Waterville yard, also to ease power shortage.

Two news items from The 470.

A surprise discovery in East Deerfield recently was Missouri Pacific Lines caboose 13320, parked by the tower. Can anyone in the membership tell us why it's there?

IT'S GETTING TO BE THAT TIME AGAIN!!!

Yes, it is time for the B&MRRHS Membership Committee to start harping at you to renew your membership early!!! While the end of August has been named as the cutoff date for unrenewed members, it is much easier for all concerned if you renew in June, which is the end of our membership year. By waiting until after June, things like renewals sometimes get lost in the shuffle of vacations, trips and other summertime pursuits, and before you know it, it's September, with its school days and gearing up for the cold weather to come. By winter, you are beginning to wonder why your B&MRRHS Bulletins have stopped coming, and come to think of it, you haven't seen a Newsletter for months. Then there's the hassle of looking through your check register, all the way back to June to see if you sent in for your renewal when you should have, finding no record of it, and then trying to reinstate yourself, hoping the Society has enough Bulletins and Newsletters left in their back issues pile so that you will be able to maintain your collection complete. It's a hassle for us, too, having to look up your name in our unrenewed file and putting it back into our active file, then gathering up the past Bulletins and Newsletters and whatever else is due you, and then mailing it individually, rather than bulk mail (and with today's ever escalating postage rates, that can get expensive). For those members joining us through gift memberships this Christmas, please remember that your membership year ends this June also. If you wait for next Christmas to renew, your name will be pulled from our active file at the end of August. We regret being so firm with you concerning membership renewals but you must remember that since we are all unpaid volunteers, and since we want to keep costs down and efficiency up, we must have coherent membership system. It is no easy job keeping track of our 1500 plus and growing membership. So, please consider renewing on or before June of every year so that we can all enjoy the B&MRRHS for \$13.00 a year for the next few years.

Thank you,
Dora Lamson & the Membership Committee

MEMBERSHIP RENEWAL (July 1, 1982 to June 30, 1983)

Annual Dues: United States	\$13.00	Send to: Dora Lamson, Membership Sec'y
Canada	15.00	P.O. Box 2362, Harwood Station
Foreign Countries	18.00	Littleton, MA 01460
(U.S. currency)		

NAME _____ Date _____

Address _____

City/Town _____ State _____ Zip _____

(Make Check or Money Order payable to B&MRRHS)

Check one _____ New Or _____ Renewed

VERMONT SEEKS B&M TRACK

The state owned Lamoille Valley Railroad, fearing losses in traffic, has proposed a purchase that would triple its size. The line asked the federal Interstate Commerce Commission to buy about 82 miles of track now operated by the Boston & Maine Railroad, and for the right to use about 35 miles of track owned by the Maine Central Railroad.

Lamoille Valley General Manager Edward Lewis said the expansion would protect the line from traffic losses that could result from the purchase of several New England railroads by Connecticut millionaire Timothy Mellon. Mellon bought the Maine Central last year, and intends to buy the Boston & Maine as well. Vermont officials fear the purchases could cost the Lamoille Valley \$150,000 to \$400,000 annually because of rerouted traffic. The B&M track eyed by the LV runs from Wells River to Groveton, N.H., and the line also wants rights to use the Maine Central tracks running from St. Johnsbury to Whitefield, N.H. The purchase price has not been named, but Lewis said the LV is prepared to pay more than \$1 million.

**From the Portland (Me.) Press Herald.
Submitted by CAPT. WILLIAM J. FRAPPIER**

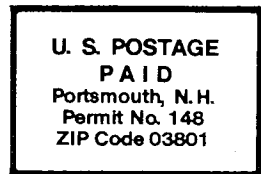
Although the B&M "Rocket" has crashed, the B&M is still interchanging trailers with the Central Vermont Rocket. Even some Chicago & North Western "Falcon Service" first class trailers have been seen coming via the B&M.

Several Boston & Maine cabooses have been showing up lately without the safety orange/red ends on them. The ends are now blue to match the rest of the body. They have been seen around Dover, NH and also around Salem, MA.

Boston & Maine Railroad Historical Society

Incorporated

P.O. BOX 2362 • Harwood Station • Littleton, MA 01460



APRIL, 1982

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