

## B & Meeting

### NEXT MEETING:

**JUNE 12, 1982**

**1ST UNITARIAN CHURCH**

**WOBURN, MA**

Entertainment will be a Members Night. Members are encouraged to bring a maximum of 20 slides or a maximum 200' movie. A slide projector will be provided, but bring a movie projector if you plan to show movies!

**JULY 10, 1982:**

This will be our annual trip to Hampton, NH! **NOTE CHANGE OF MEETING LOCATION!!!** Meeting will be held at Winnacunnet High School. Entertainment will be provided by Robert Allen, back by popular demand, who will show a potpourri of subjects, including BAR steam in storage and various diesel subjects. Also, a special **SURPRISE!** Directions to Hampton elsewhere in this Newsletter.

**August 14, 1982:**

This will be our annual jaunt to the north country and the Conway Scenic Railroad!!! This is always an exceptional all day event, and a real family fun day. The "Supper Chief" will run again, from North Conway to Conway and back, followed by the joint B&MRRHS/470 Railroad Club meeting in the Roundhouse. Entertainment will be movies by the late Stan Whitney, of B&M and other New England railroad subjects. Details on "Supper Chief" menu and price will appear in the next Newsletter, along with reservation forms.

**September 11, 1982:**

Entertainment will be provided by Carl Byron, program (not set definitely at press time) will feature contemporary railroading.

**NOTICE!!! THERE WILL BE NO MEETINGS AT WOBURN DURING JULY AND AUGUST!!!!**

## ICC APPROVES MELLON ACQUISITION OF THE BOSTON & MAINE!!!!

The Interstate Commerce Commission yesterday (April 26, 1982) approved Timothy Mellon's plan to acquire the Boston & Maine Railroad for \$24.25 million through his holding company, Guilford Transportation Industries Inc., of Durham, Conn. The ICC decision is a major step in the realization of Mellon's goal to build a 4000 mile railroad system in New England. The B&M has about 1400 miles of track in Mass., Maine, Conn., and New Hampshire, not including about 150 miles of track in western Massachusetts and Connecticut that it is buying from Conrail.

Mellon, the 39 year old owner and president of Guilford and a member of the Pittsburgh banking family, said that the plan must still be approved by a reorganization court in Boston. Although it managed to make a \$3.7 million operating profit in 1980, the B&M has been in bankruptcy since March 1970. Mellon said it was "significant that none of the B&M's creditors stated any objections at the ICC hearings. Several railroads including the Providence & Worcester, Canadian National and the Canadian Pacific, and the state of Vermont did raise objections during the course of the hearings in Boston and Washington. Mellon pointed out, though, that the ICC imposed no conditions on the acquisition.

Mellon started forming his railroad network last April when he signed a letter of agreement to buy the B&M with B&M trustees Robert W.

Meserve and Benjamin H. Lacy, two prominent Boston lawyers, on the condition that the railroads reorganization plans are approved. A week later, Mellon surprised the industry when he said that Guilford would buy the Maine Central Railroad from US Filter for an undisclosed amount (believed to be about \$17 million). Unlike the B&M, the smaller Maine Central (about 900 miles) has been profitable consistently. In May, the New England railroad scene warmed up further when Neil St. John Raymond, president of Raymond Cattle Co., a Boston investment firm, said he, too, was interested in the B&M and willing to buy it at a higher price than Mellon. However, he pulled out of the competition before long.

The third and apparently final part of the Mellon plan is the proposed purchase of the Delaware & Hudson Railroad. In terms of track length (1600 miles) the D&H is larger than the B&M. Although it is not bankrupt, the D&H is not profitable either but it connects with the B&M at Mechanicville, NY, and the Maine Central at several points - which would be important to a New England rail system.

B&M President Alan G. Dustin has said if the D&H, which is heavily in debt to the state of New York and the federal government, went out of business, the B&M would be forced to rely heavily on Conrail which the Reagan Administration has said it would like to split up

and sell.

The D&H is owned by the Norfolk and Western Railroad which bought it in 1964 for \$40 million but now carries it on its books for only \$500,000, the price Guilford probably will pay. Mellon said the proposal is now about halfway through the ICC process and that a final decision should be made on July 28. "I hope that will be equally conclusive", he said.

Speaking for the B&M, Vice President William J. Rennie said he was "extremely pleased" by the decision and that the benefits derived from linking the New England railroads would be "substantial." In a formal statement, Mellon expressed his "extreme pleasure" with the ICC action and said that Guilford looks forward to working with the B&M "which will have a key role in the development of the Guilford rail system."

**From the Boston Globe, April 27, 1982.**

We apologize for being late with this news, however it broke just as the May Newsletters went into the mail. We have also listed several other events which happened leading up to the ICC action, at the risk of being slightly redundant, we feel that these are a necessary part of the acquisition story, and should be told.

**MINUTES OF THE APRIL 10, 1982 MEETING OF THE B&MRRHS**

The joint April meeting of the B&MRRHS and the MBRRE was called to order by President John A. Goodwin at 8:00 PM, on Saturday, April 10, 1982 at the First Parish Unitarian Church, Woburn Square. There were approximately 65 members and guests present.

Don Clerke announced that as of April 1, 1982 the Boston & Maine was running trains into Connecticut. He also mentioned the upcoming model shows: Bolton, April 24; North Conway, May 29; Edaville, June 19 - 20; and the NER show, May 21 - 23.

Bob Hagopian announced that the Bartlett Museum R.R. Association would be presenting Dick Nichols' History of Amesbury's Industrial Rise at the Old Colony Bank, Amesbury on April 17.

John Goodwin reminded the members that Professor Charles Kennedy would be providing the entertainment for the May meeting.

John Goodwin and Arnold Wilder then presented a slide show and commentary about their recent trip, by rail of course, to Sacramento for the opening of the new rail museum there. Their innovative and interesting show received a warm round of applause from those present.

The meeting adjourned at 10:00 p.m.

Respectfully submitted,

*Michael E. Gandette*

Secretary, B&MRRHS

**B&M FREIGHT TRAIN DERAILS IN AYER**

Boston and Maine Railroad police today are investigating the cause of a freight train derailment off Willow Road in Ayer this morning.

The mid-section of the 90-car freight train - 22 cars - went off the track behind MacDonald's Corp. spilling tons of coal and mangling railroad tracks.

There were no injuries in the accident which occurred at 7:05 a.m.

According to Gary Slade, Supt. of B&M Railroad police, "We don't know as yet what caused the derailment, but we are investigating."

The B&M track and transportation department will join the police in the probe.

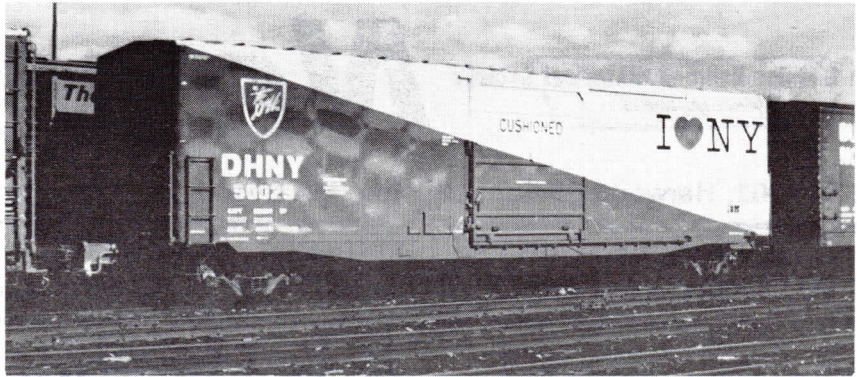
Slade had no estimate on the cost of the damage, but said that it would be expensive considering that some freight cars were wrecked, sections of track destroyed and much of the coal cargo was spilled.

The train originated in Pennsylvania, Slade said, switched over to the B&M system in New York and was bound for the Bow, NH power plant.

The railroad crossing at Willow Road was blocked for some 90 minutes this morning, until another engine was able to pull upright cars off the crossing. Officials estimate that the site of the derailment will be clear and repaired by tomorrow.

According to B&M Captain Steven Ziegler, police will guard the area and the spilled cargo until cleanup operations are concluded.

**DON'T BE MISTAKEN FOR AN EMPTY CHAIR AT THE NEXT B&MRRHS MEETING!!!!**



In the April Newsletter, we made mention of the Delaware & Hudson's new boxcar paint scheme and "I love NY" logo. Well, Robert LeBlanc of Burlington, MA was kind enough to send us a picture of one that he photographed in Lawrence, Ma on March 20. As you can see, (although the black and white reproduction doesn't do it justice) it is quite striking. We thank Mr. LeBlanc for sharing it with us. Your editor and several compatriots spotted one in East deerfield, but by the time we got into position to shoot, it had moved in between two rows of cars and remained there till dark. (Some guys get all the luck!!) Also, some additional information on these boxcars from Jim Conroy of the Mowhawk & Hudson Chapter NRHS (not RRE as we inadvertently listed them. Sorry, guys!). Jim writes, "To the best of my knowledge, there will be some 200 "I love NY" boxcars. The cars are really nice looking and add something extra to any train consist." We wholeheartedly agree!

Photo by Robert C. LeBlanc.

**P&W PLEA ON B&M PLAN CHANGES REJECTED**

The Interstate Commerce Commission has denied a request by the Providence & Worcester Railroad Co. for extension of the March 8 initial briefing date in a case involving the proposed acquisition by Guilford Transportation Industries of the Boston & Maine Corporation. P&W sought the extension in order to cross examine B&M trustee Benjamin H. Lacy on modifications to the B&M's amended reorganization plan filed with the ICC on March 3. P&W said the modifications indicate that the B&M trustees do not anticipate having enough cash from unrestricted funds to satisfy the claims of certain creditors and thus have an impact on both the reorganization plan and GTI control proposal. Noting that the statutory deadline for a decision in the case is April 26, ICC Chairman Reese H. Taylor, Jr., said further delays in the procedural schedule are "out of the question." Mr. Taylor rejected P&W's argument that it was not given sufficient notice of the changes in the B&M reorganization plan. Characterizing the changes as largely technical in nature, Mr. Taylor said they were announced at a February 11 hearing and none of the B&M's creditors have objected. **From March 22 1982 Traffic World. Submitted by TED FISK.**

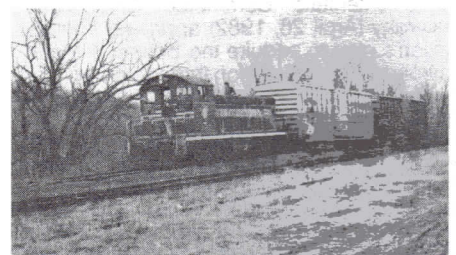
**NEWSLETTER NOTES ...**

As we sit here starting production on the June 1982 Newsletter here in mid April (how's that for lead time?), it seems almost inconceivable that three weeks ago (as we write this) that we were buried almost waist deep in snow from the worst spring snowstorm in many years. People will look back on it and label it the "Great Blizzard of '82". (I will look back on it and call it things that I cannot put into print). Schools and businesses were closed, roads and turnpikes shut down, and in general sheer chaos reigned. Amidst all the coverage the storm received on the local media, little if any mention was made of the fact that, while all other modes of transportation were brought to a virtual standstill, the railroads were operating only slightly off schedule, and even at the storms worst, only cancelled a handful of trains!!! A tip of the proverbial hat to the B&M operating crews who braved the storm to keep the railroads running is definitely in order. Well done!!!!

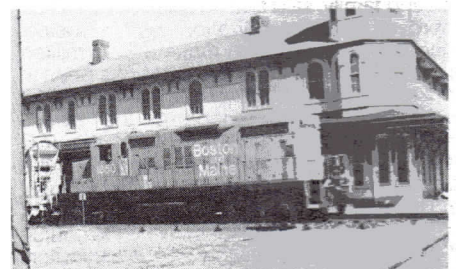
On April 1, 1982, the Boston & Maine took over the branch from Springfield, Mass. to Hazardville, Conn. and the branch from North Adams and Pittsfield, Mass. to Canaan, Conn. The first train to Connecticut was the one on the Hazardville branch and started from Springfield with SW9 1220 and six salt cars. The salt cars were left in Springfield and the engine proceeded to Hazardville light. At Hazardville and on the return trip it picked up seven cars. The train was operated by a crew from the Springfield Terminal Railroad, which is owned by the Boston & Maine.

The Canaan train never made it to Canaan the first day, but did on Friday, April 2, 1982. The train consisted of GP18 1850 and five cars. After switching Canaan, it returned with no cars. Both lines were taken over by the B&M from Conrail. The rest of the operations in Connecticut will start on June 1, 1982.

Submitted by DON CLERKE.



The first B&M train to arrive at the end of the line in Hazardville with SW9 1220 and two cars from U.S. Envelope.



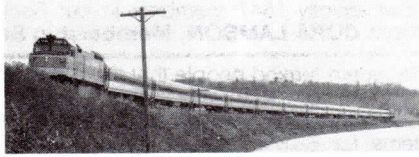
The first train to Canaan, Connecticut passes in front of the beautifully restored Canaan station.

Photos by DON CLERKE.

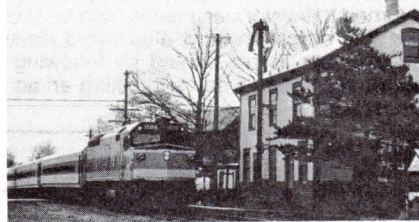
## THE "STATE OF MAINE EXPRESS" RIDES AGAIN!!



The "State of Maine" in North Station. Impressive!



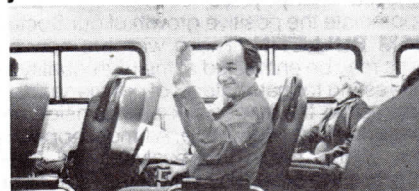
The first photo runby at Oakdale, Mass., shows the full length of the train.



The second runby, at East Kingston, NH.



On the photo line at East Kingston. The small convenience store behind the freight shed did a landmark business that day!!!



Of course, anyone who regularly attends B&MRRHS meetings will recognize Joe Shaw! We thought you'd like to see him when he's not auctioning something!!! However, be suspicious, if he leads off the next B&MRRHS meeting with "What am I bid for this passenger car ...."

On Saturday, April 3, 1982, the B&M's famous "State of Maine Express" was reincarnated, at least for one day, thanks to the efforts of the Mass. Bay RRE. The original State of Maine Express ran between New York and Portland, Maine, over the New Haven and Boston & Maine railroads. Although it was not the first named train to travel between these cities, the State of Maine was the only one which ran year round offering daily service. For most of the train's lifetime, through sleeping cars were carried in summer seasons for points east of Portland on the Maine Central Railroad, and there was a year round sleeper running between New York and Concord, New Hampshire as well, connecting with a Boston & Maine New Hampshire Route train at Lowell, Mass.\*

The Mass. Bay RRE version of the "State of Maine" left North Station in Boston, Mass., at 8:25 a.m. on Saturday, April 3. Equipment consisted of twelve MBTA commuter coaches (very comfortable!) with MBTA F40's 1006 and 1012, one on each end, doing the honors. This made a most impressive train, with the lead unit and first passenger car sitting on the North Station Drawbridge!

The train rolled from Boston to Worcester, Mass. to pick up the route of the former "State of Maine", then back up to Ayer, through Lowell and Lawrence, up into New Hampshire on the Western Route, to Portland, ME. An unexpected treat was provided to those on board when the train actually ran **all the way** into Rigby yard!!! The last passenger train to go this far was a similar Mass. Bay RRE excursion way back in 1973!

Two photo runbys were provided en route: the first at Oakdale, Mass., along the edge of a very scenic pond; the second at the beautifully restored B&M station at East Kingston, NH. One would be hard pressed to come up with two better photo locations anywhere! As a point of interest, the East Kingston railroad station is owned by Dave and Dora Lamson, who you may recognize as the B&MRRHS Membership Secretary!!!

The only negative aspect of the trip was the weather, it was cloudy gray overcast most of the time, although the rain held off until after the last photo runby. However, the weather didn't seem to dampen the spirits of the well over 800 riders (not to mention the 225 plus that boarded at Kennebunk to ride to Rigby), and a good time was had by all. We thank the Mass. Bay RRE for a great trip, and can definitely appreciate the many hours of hard work that goes into "pulling it off" so smoothly!! Compiled by the Mass. Bay RRE and the Newsletter Staff. \*Copyright Mass. RRE Used by permission.

### DIRECTIONS TO HAMPTON, NH (July 1982 B&MRRHS Meeting)

Take Exit 2 off I-95 in New Hampshire (Rte. 51 exit) go east; then from Rte. 51 take the exit for Rte. 101C to Hampton Center, crossing the B&M's old Eastern Division just before Hampton Center; elapsed distance from I-95 is about 2 miles. At Hampton Center take right turn at Lamie's Tavern onto US Route 1 South. Go south about ¼ mile; the entrance to the high school complex is on the left just after the Catholic Church and school (the only one in Hampton). For those who hate toll paying, the location can be easily reached via Rte. 1 or Rte. 101C with the necessary modifications to the directions. FOOD: Lamie's Tavern, Pizza Hut, and the Galley Hatch (all nearby) have good food.

### B&Matters ....

Sperry Railcar 118 was at the B&M facility at Mechanicville on April 11. No crew around to ask what was going on, though. Much speculation as to what facilities will stay open or be upgraded after Guilford Transportation takeover the D&H, MEC and B&M.

From JIM BACHORZ.

### B&M TRUCKING!!!

Boston & Maine Express, Inc., (BMX) has been established as the motor carrier subsidiary of Boston & Maine. The subsidiary was incorporated to assist the railroad and supplement existing intermodal operations. Offices are located at the East Cambridge Intermodal Terminal where a new PC90 Piggyback has been installed. From April 1982 MODERN RAILROADS.

Submitted by PAUL J. BALLARD.

A sniper fired shots at two train engineers injuring one in an attack similar to that on another engineer last December. State police said a man was arrested at the scene of the shootings near Norwich University. The first shots were fired at Robert Luman, 62, of Fairfax, shortly before 1 a.m. as he was operating a southbound Central Vermont Railroad freight train. He was hit in the face and was taken to Central Vermont hospital.

The second engineer, whose name was not immediately known, was shot at about an hour later at the same spot. He was not hit.

From BILL HOLMAN, Laconia, NH.

### LAWYERS DUEL ON B&M FATE

New England and Canadian railroads argued yesterday (April 7, 1982) that the Boston & Maine Railroad should not be sold to a firm run by a Connecticut member of the Mellon banking family. Lawyers for the railroads and for Timothy Mellon's firm, Guilford Transportation Industries, Inc., of Durham, CT, made their presentations at an Interstate Commerce Commission hearing. "Private enterprise is seeking a chance to put together what we believe is a strong viable system for New England," James Howard, a lawyer for GTI, told the Commission.

"We think it will enhance competition, serve shippers better and we think there are no reasons for not granting the application", Howard said. Mellon and his associate, David Fink, both of Guilford, CT want to use GTI to create a New England rail system that would extend as far west as Buffalo, NY, and as far south as Baltimore, MD. Last year, Mellon launched the plan by acquiring the Maine Central Railroad. He was able to purchase the railroad without federal permission because it was his first railroad acquisition. To buy a second or third railroad, however, GTI must have the approval of the Interstate Commerce Commission.

GTI filed an application last October 28 with the ICC to acquire control of the Boston & Maine Railroad. GTI has also signed a letter of intent to buy the Delaware & Hudson Railway from the Norfolk & Western Railway. Mellon has said he wants to go through with the purchase of the Delaware & Hudson only if the ICC grants his firm permission to buy the Boston & Maine. From the BOSTON GLOBE April 8, 1982. Submitted by JOHN C. ALDEN.

### B&M DERAILMENT IN VERMONT

A Boston & Maine freight train en route from Springfield, MA to White River Junction derailed on a West River bridge Monday, May 10, sending three railroad cars into the riverbed below and triggering a brief low-level alert at a nearby nuclear power plant.

One of the three cars that crashed into the river began leaking a white powdery substance into the river. Firefighters wearing oxygen masks climbed into the wreckage to determine if the leaking substance was chlorine—a dangerous chemical that was being carried in one railroad car.

"It was pretty tense because they knew there was a chlorine car, but they didn't know where it was," said one observer at the scene.

The chlorine car was not damaged, though, and the leaking substance was later identified as sodium sulfate—a non-hazardous material. The engine and 31 cars cleared the bridge; the chlorine car was the last car before the derailment.

The Vermont Yankee nuclear power plant, 6 miles downriver on the Connecticut River declared an "unusual event", the lowest level alert that can be called.

From the Waltham News Tribune May 11, Submitted by J. Ursillo, Malden.

**HELP WANTED ...**

I'm modeling the Maplewood area of the Saugus Branch and need track layout from Faulkner thru Broadway during the '40's, especially switches and sidings for Continental Can Co; Friends Beans; Maplewood Street crossing and station; Gordon & Barnes Grain Co; Malden City Lumber; Kelly & West Coal Co; any other sidings, etc. Thank you.

**JUD DOWNIE**, Box 83, Newbury, NH 03255

**HELP WANTED ...**

I am looking for information on the locomotives of the Glen Jct. Transfer Co. prior to 1898, construction numbers, etc., **L.S. TWOMBLY**, 18 Juniper Lane, Concord, NH 03301.

**MAINE CENTRAL FREIGHT TRAIN RIDES INTO SNOWSLIDE!**

A 30 car Maine Central freight train plowed into a snowslide during a blinding storm in New Hampshire's White Mountains on April 7, 1982, and was stuck in the snow awaiting a dig out crew. Rescuers on snowmobiles fought their way to two crewmen at the rear of the train, but three others in the buried front of the train planned to remain inside their warm locomotive until the snow is removed, a Maine Central spokesman said. No injuries were reported.

"They pretty well buried the head end of the engine, the head end of the train, and it went far enough into it so that they can't move the train," said Maine Central Vice President Bradley Peters. "They tried to back it up but couldn't." The train was stuck about two miles from rugged Crawford Notch. The Fish and Game Department rescue crews struggled through snow driven by strong winds to reach the rear of the train by 5:30, about 4 1/2 hours after the train skidded to a halt in the wall of snow, Peters said. The two crewmen at the rear of the train were removed. "The three crewmen who were in the head end of the train are still with the train and will remain with the train until we get equipment up there... to begin working on digging the train out of the snow," Peters said. He expected a back up train with a crane to arrive during the night. "The crew is warm and they have the engines running," he said. The train, with four engines and 26 cars, was en route from St. Johnsbury, VT., to Portland, Maine.

**SNOWBOUND TRAIN FREED**

In Crawford Notch, NH, crews using a crane cleared enough snow to free a 30 car freight train that was stopped dead in its tracks after plowing into a large snow slide in the White Mountains. The train was moved about 29 hours after it ran into a wall of snow during a blinding snowstorm on Wednesday, April 7, said a Maine Central Railroad spokesman. Five crewmen were unhurt in the accident. Maine Central Railroad Vice President Bradley Peters said that after the snow was removed, the stuck train's four locomotives were unhooked from the 26 freight cars, and with the help of two other locomotives, they moved out of the snowslide area at about 4:45 p.m. April 8. About two hours later, the rest of the train was pulled out. **Both items from the BOSTON GLOBE, April 8 and 9, 1982. Submitted by JOHN C. ALDEN.**

**MASSACHUSETTS GETS OK TO BUY CONRAIL LINES**

The Interstate Commerce Commission has authorized the Commonwealth of Massachusetts to purchase a total of about 40 miles of Conrail lines in the state. Conrail earlier filed applications to abandon the lines under provisions of the Northeast Rail Service Act of 1981, which requires the ICC to grant Conrail abandonment bids filed before December 1, 1981, within 90 days, absent offers to purchase

a line or to subsidize operations over it.

If Conrail and a prospective purchaser reach a sale agreement for a particular line, the Commission is required to approve the transaction and dismiss the abandonment application. Purchases were as follows:

- 1) 0.7 mile line between Quenquechan Street and Watuppa in Bristol County.
- 2) 1.8 mile line between Hingham and Nantasket in Plymouth County.
- 3) 5.4 mile line between Westport Factory and Westport in Bristol County.
- 4) 26.1 mile line between Alden and Buzzards Bay and between Buzzards Bay and Sandwich in Plymouth County.
- 5) 5.0 mile line between Weymouth and Hingham in Norfolk and Plymouth Counties
- 6) 1.5 mile line between Wier Jct. and Winter Street in Bristol County.

**From TRAFFIC WORLD, April 12, 1982. Submitted by TED FISK.**

**P&W TRAINS CONTINUE TO ROLL DESPITE STRIKE**

The Providence & Worcester Railroad is working at "full operation" despite a strike by railroad employees, members of Teamsters Local 808, according to Allan E. Kaulbach, P&W vice president. But Kaulbach and a union official disagree on who is working at the railroad in place of the 42 trainmen who went on strike at 12:01 a.m. April 24, 1982. Kaulbach warned that "those people who do not work will be replaced - permanently."

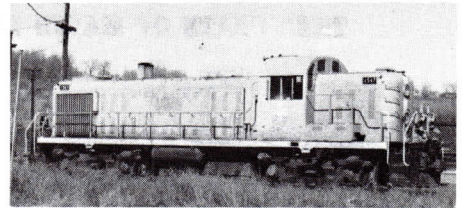
"We need people to run trains," he said, and if a worker does not report for his assigned duty, another person will take over, and keep, that position. He declined to say if the strikers have been replaced or when they would be. According to Kaulbach, only regular railroad personnel are working there.

"We're operating with our own people," he said. The railroad employs 187 people. But Robert Eaton, business agent for Local 808, said the United Transportation Union, an international union, has supplied trained personnel to take over for those who did not report for work. An official from the UTU could not be reached for comment.

The railroad and the 42 engineers, conductors and brakemen were in dispute for 14 months before a 30 day "cooling off" period ended on April 24. The dispute centers on the trainmen's cost of living adjustment and on the demand by the railroad that the trainmen increase their hours by 20 percent. No new talks have been scheduled. Eaton said it was "unbelievable" that an international union would work to "bust fellow union people." He added that the Teamsters would "absolutely" retaliate. He said five regular railroad employees who are members of the UTU were ordered to remain on their jobs by that union and that an additional 22 workers belonging to the UTU were sent to fill the gap left by the striking workers. Kaulbach said there are "many more than five" regular employees at the P&W who are members of the UTU. He said he does not know what Eaton was talking about concerning the additional 22 workers.

**From the WORCESTER SUNDAY TELEGRAM, April 25, 1982. Submitted by CYNTHIA O'CONNOR.**

**THE MEMBERSHIP COMMITTEE WANTS YOU ... TO get your dues in early! Don't take a chance on missing anything during what should prove to be a most interesting chapter in the Boston & Maine Railroad's history!!! Renew early, and make sure you don't miss a thing!!!**



Boston & Maine's last Alco RS3, #1547, at Mechanicville, NY in fall 1981. The number 1547 is also significant to the B&MRRHS; as of our press date for the May 1982 Newsletter, we have exactly 1547 members in our Society. **From DORA LAMSON, Membership Sec.**

We again remind people that there is a \$5.00 charge for any "for sale" listing in B&Marketplace. Please be sure to submit all items for B&Marketplace through P.O. Box 2362, Harwood Station, Littleton, MA 01460. Any items submitted without the \$5.00 fee will be held and a letter requesting payment will be returned to the sender. Please help us streamline this operation, and also avoid delay in getting your listing printed by following the above procedure when submitting an ad. Thank you.

**From the WALL ST. JOURNAL**

Will Caboose Ride Off Into the Sunset? If the nation's railroads have their way, the jaunty red caboose soon may be clattering off into oblivion. To streamline operations, the railroad would like to permanently uncouple these little lookout cars from freight trains. "Caboose are dead weight," says a vice president of a Western railroad. "They are inefficient and belong to a different era." John Mogan, an official with the 160,000 member United Transportation Union, says "If you see something from the caboose that averts just one accident, it has paid for itself."

**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!**



**NEIL RHODES of Milford, NH** writes in: One day this past winter I was stopped at a rail crossing in Milford and spotted B&M GP38-2 #200. I watched it for a bit as it switched a few cars onto a siding, then I left for home to get my camera. I couldn't ever recall as having seen a GP38-2 out on the Hillsboro branch before. Does any reader know if this could possibly be the first time? It certainly handled its switching chores with authority.

**PHOTO BY NEIL RHODES**

**A NOTE OF SADNESS ....**

We have learned of the passing of long time B&MRRHS and Railroad Enthusiast member Dana Goodwin. Mr. Goodwin was an active railfan, railroad historian, and rail photographer whose work has appeared in publications nationwide. He was at one time on the B&MRRHS Board of Directors. His sense of humor and pleasing personality will be missed by all who knew him, and the B&MRRHS extends our deepest sympathy to his family and friends. He leaves his wife, two children, and several grandchildren and great grand children. Gifts can be made in Dana's name to the Unitarian Universalist Church of Fitchburg, or to a favorite charity.

In last month's Newsletter, we listed some named freight trains which operated on the B&M at one time or another, and asked if anyone knew any more. Well, Mike E. Bower came up with quite a few more in a 1941 B&M Freight Train Symbol Book, and shares them with us here:

- B&M (Boston to Mechanicville) ... "The Big Chief"
- BU1 (Boston to Wells River) ..... "The North Star"
- JB490 (White River Jct. to Boston) ..... "The Scout"
- M7 (Portland to Worcester) ..... "The Maine Bullet"
- MB2 (Mechanicville to Boston) ... "The Pathfinder"
- MB6 (Mechanicville to Boston) ..... "The Hubber"
- MP2 (Mechanicville to Portland) ..... "The Forest City"
- MW2 (Mechanicville to Worcester) ..... "The Night Hawk"
- PM1 (Portland to Mechanicville) ..... "The Clipper"
- RB2 (Rotterdam to Boston) .... "The New Englander"
- UB2 (Wells River to Boston) ..... "The Coaster"
- WM1 (Worcester to Mechanicville).... "The Westerner"
- RB4 (Rotterdam to Boston) ..... "The Champion"

Any more ???

Here are a couple of interesting articles submitted by **DAVID ASHENDON, from the GREENFIELD MASS. RECORDER ...**

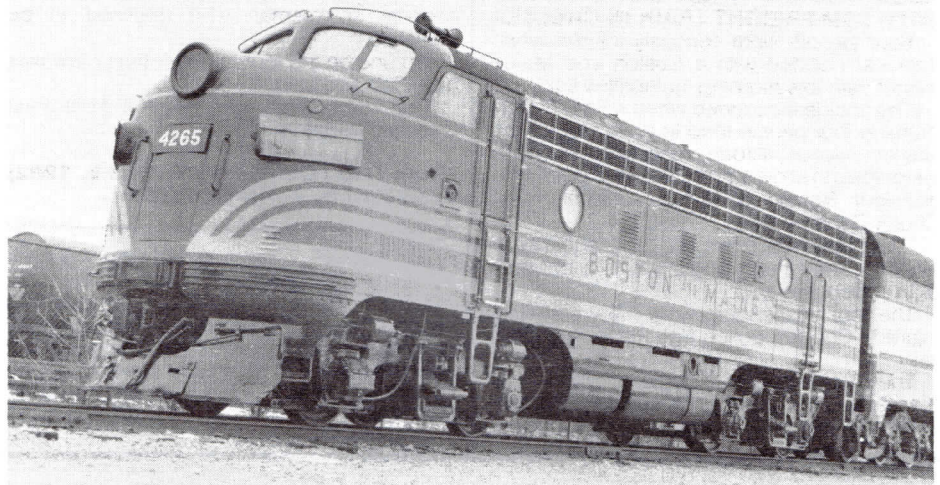
**RAIL SERVICE CURTAILED** (original article date January 18, 1952.)

It wasn't much of a blow to Northfield, Mass. residents when the Public Utilities Commission curtailed rail service to Keene to one run a day. According to the Keene station agent, the passenger service is virtually useless now. He said the train which leaves here at 10 a.m. scheduled to arrive in Keene at 10:30, usually pulls in about 5 p.m. and leaves soon after. It has arrived at 1 p.m. and other times. He explained the length of time for the run is determined by the amount of freight and mail to be handled on this so called Ashuelot Branch. No tickets have been sold in Keene in the two weeks since the service was curtailed.

**RAIL SERVICE DISCONTINUED** (original article date March 1, 1967.)

The Massachusetts Department of Public Utilities has announced approval of the Boston & Maine Railroad's petition to discontinue all passenger service between Greenfield and Springfield, Mass., effective today. The petition applied specifically to local trains that operated only on Friday and Sunday. Trains that were run between the two communities weekdays were dropped a year ago with the permission of the DPW. This concludes all outside passenger service for Greenfield which was once a railroad transportation hub for trains operating in all directions.

These two articles give us an interesting (if somewhat depressing) look back at the B&M. If anyone has any more articles like these, and would like to share them with the membership, please feel free to submit them, and we will print them on an 'as space available' basis. Please send copies, not the originals!!!



The above photo was sent to the B&MRRHS BY D.S.Decker of Clay, N.Y. It is a photo of ex-B&M 4265 as it now sits on a siding at the New York State Fairgrounds in Syracuse, N.Y. It is owned by the Central New York Chapter of the National Railway Historical Society.

**MELLON OUTLINES PLANNED RAIL NET**

Railroad financier Timothy Mellon said Thursday, April 22, 1982, that his plan to create a Northeast rail network is rooted in his belief the region will survive despite its current economic conditions. Mellon, the guest speaker at a breakfast gathering at Husson College in Bangor, Maine, owns the Connecticut based Guilford Transportation Industries Inc., which acquired the Maine Central Railroad last year. Guilford has also just received permission from the ICC to purchase the Boston & Maine Railroad, and has also moved to acquire the Delaware & Hudson Railway. If his plan materializes, Mellon would control a major rail system stretching from the Ohio coal fields to the shores of Eastern Maine.

Mellon told his audience he wants to build a rail network big enough to compete with the congressionally created Conrail system so that is alone would not dictate freight rates. He said Conrail is subject to political as well as business pressures. He said Guilford was "founded on the principle that the Northeast has a future," referring to the region's forest industry and work ethic. He also cited the increased use of coal in New England.

New England in particular, he said, "has the inherent capacity to regenerate itself, which other regions in the United States do not have," referring to its deep rooted heritage as the nation's nucleus. He cited the boom town growth of Houston that resulted from the local expansion of high technology industries, saying there is no guarantee those people will remain if the jobs should later disappear. "That's why we don't see the acquisition of these Northeastern railroads as a risk," he said. "We see it as an opportunity".

Mellon also noted the "economies of scale" that would inevitably cut overall costs if the labor and management of the three railroads are merged into a single, bigger unit.

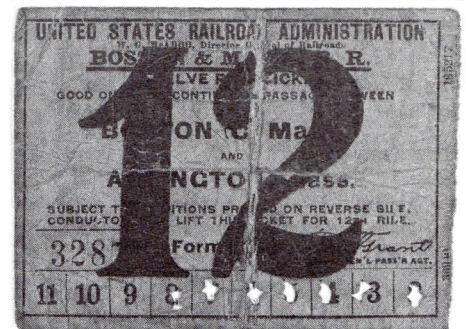
**From the PORTLAND PRESS HERALD. Submitted by CAPT. WILLIAM J. FRAPPIER**

What could be a real enjoyable train watching summer has started. On May 9, 1982 3 DELAWARE & HUDSON GP's, No's 7610, 7605, 7415 were spotted on the field track at Lawrence yard. These engines were sporting the gray, blue and yellow paint scheme. Has anyone else seen or heard of these engines?

**B&M ABANDONMENT APPROVED BY ICC**

The Interstate Commerce Commission has recommended that the Boston & Maine Corp. be allowed to abandon approximately 11.7 miles of rail line in Massachusetts and New Hampshire. At issue is B&M's Hollis Branch between Milepost W 28.01 in Ayer Mass., and Milepost W 39.69 in Hollis, N.H. The ICC's recommendation is subject to review by the railroad's reorganization court.

In a decision served March 25, 1982, the Commission said that the line does not conform to minimum Class I railroad standards set by the Dept. of Transportation's Federal Railroad Administration, and the costly rehabilitation of the line is not warranted because the only two shippers using the line have found alternate modes of transportation. The abandonment would also benefit the B&M estate by enabling it to reinvest its assets more productively elsewhere, the Commission said. However, the Commission stipulated that the court require the B&M to keep intact the track and facilities of those portions of the line subject to an offer of purchase for continuation of rail service. **From TRAFFIC WORLD, April 5, 1982 Submitted by TED FISK.**



The above pass is included as a rare treat from the past. The pass is dated August 29, 1923, and still has 3 rides from Arlington to Boston left on it. The pass was sold at Union Station in Boston, but unfortunately, there is no price for the 12 ride package. Perhaps, of the B&M restores service to Arlington.....

**FOUR INJURED WHEN CAR COLLIDES WITH B&M FREIGHT TRAIN IN CHELSEA**

Four people were seriously injured when their car collided with a Boston and Maine freight train this morning, authorities said.

The accident occurred when a Ford Galaxy carrying four people tried to drive around the Eastern Avenue railroad crossing gates, which were down to allow an 18-car train to pass, said assistant Boston & Maine superintendent Chuck Osborne said.

"The gates were down and the flashers were working. They tried to beat the train but they didn't," Osborne said.

The four passengers were "very seriously injured," Chelsea police Sgt. Philip Spellman said.

The passengers were taken to Massachusetts General Hospital in Boston, Spellman said.

"They're all in very serious condition," said a hospital spokesman who declined to be identified.

No one on the four-member train crew was hurt, Osborne said.

The 18-car train was headed from East Deerfield to Salem.

**(From THE LOWELL SUN, April 2, 1982)  
Submitted by JOHN GOODWIN.**

POSP had an interesting train on April 11, 1982. 28 coal hoppers and about 10 freight cars were headed south through Old Deerfield headed up by GP38-2#200. The engineer quite nicely sounded his horn which brought back memories of F7 #4266 echoing up the Conn River Valley (200 sports 4266's horn).  
**W.E. Ed.**

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

- |   |  |
|---|--|
| Eric D. Clegg<br>2706 136 A Ave.<br>Edmonton, Alberta     | Bill Cashman<br>381 Middle St.<br>W. Newbury, MA           |
| Derek Kittredge<br>41 Salmon Falls Rd.<br>Somersworth, NH | James B. Harris II<br>7401SW 130th Ave.<br>Miami, FL       |
| Arnold E. Doucette<br>R1 Box 333<br>Manchester, NH        | Paul Akelaitis Jr.<br>5 Mayfair Ave.<br>Seymour, CT        |
| Samuel Stowe Sayward Jr.<br>22 Colby Rd.<br>Danvers, MA   | Edwill H. Brown<br>22 Countryfair Rd.<br>Norwich, CT       |
| Robert M. Newhall<br>Valley View Farm<br>Londonderry, VT  | Damon W. Hall<br>Henry Law Ave.<br>Dover, NH               |
| Raymond T. Higgins<br>33 Mattabasset Dr.<br>Meriden, CT   | Thomas R. Tell<br>1324 S. Braden<br>Tulsa, OK              |
| Alcide J. Gagne<br>53 King St.<br>Nashua, NH              | Phillip E. Clifford<br>30 Canturbury St.<br>Manchester, CT |
| W.T. Davison II<br>6529 143 St. SW<br>Edmonds, WA         | John Rose<br>13 Winthrop Ave.<br>Methuen, MA               |
| F. Scott Irby<br>775 Carmel Ave.<br>Sunnyvale, CA         | Seth M. Corwin<br>Box 335<br>Chappaqua, NY                 |
|   | Norman F. Bliss<br>Taft School<br>Watertown, CT            |
- The B&MRRHS has learned of the passing of Mr. Thomas J. Neville, of Scotia, NY. We extend our deepest sympathy to his family and friends.

**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)		

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