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SEPTEMBER, 1982

## B & Meeting

### NEXT MEETING SEPTEMBER 11, 1982 1ST UNITARIAN CHURCH WOBURN, MA

October, 1982:

Not set at press time

November, 1982:

The B&MRRHS Annual 'Modellers Night' Details to follow.

December 1982:

Not set at press time

Entertainment will be provided by Mr. Carl Byron, who will present a slide show of railroading. "Here, there and everywhere!", a look at railroading around the country in the 1970's.

#### ICC REFUSES TO REOPEN GUILFORD TRANSPORTATION'S B&M CONTROL CASE

The Commission has refused to reopen its approval of Guilford Transportation Industries, Inc.'s bid to acquire control of the Boston & Maine Corporation. In a decision served July 7, 1982, the Commission turned down requests by the Lamoille Valley Railroad Co. (joined by the State of Vermont) and the Canadian Pacific Ltd., to reopen hearings.

The railroads and the state argued that the proceedings should be reopened in light of GTI's alleged downgrading of service over its so-called Mountain Division line. CP Rail, for example, contended that GTI's alleged shift of traffic from the Mountain Division to a parallel Delaware & Hudson Railway line would jeopardize CP's connecting operations, thereby making it impossible for the Canadian-owned railroad to serve its American shippers.

The Commission said that the concerns expressed by the LVRC, the state, and CP that GTI's subsidiary, the Maine Central Railroad Co., was in the process of downgrading service over the Mountain Division are misplaced. Even though regularly scheduled service was interrupted, the Commission said, Maine Central continued to provide daily service over the line. In fact, it added, maintenance work being conducted on the division strongly indicates that GTI and Maine Central do not intend to downgrade service. **From Traffic World, July 12, 1982. Submitted by TED FISK.**

#### BANGOR AND AROOSTOOK ABANDONMENT EXEMPTION

The Bangor & Aroostook Railroad Co. has asked the ICC to exempt from its prior approval the abandonment of the BAR's 10.9 mile line between Milepost 248.0 at Collins Siding and Milepost 258.90 at Van Buren, in Aroostook County, Maine. In a petition docketed at the ICC, the BAR said an exemption from standard abandonment procedures is warranted because no traffic has moved over the line since 1977, nor are there any prospects for future traffic over the line. **From Traffic World, June 28, 1982. Submitted by TED FISK.**

**All members recently received the Nominating Ballot for the 1982-83 elections from the Nominating Committee. All B&MRRHS are invited to complete the ballot and return it by mail to the Newsletter office at 28 Summer St., Exeter, N.H. 03033 or bring it to the September 11 B&MRRHS membership meeting. All ballots must be received by September 11 to be considered valid.**

**CONWAY SCENIC RAILROAD announces ANNUAL RAILFANS DAY, Saturday, September 18, 1982.** A full day of activities are planned, with: Steam double headers - Passenger trains in multiple sections - Steam and diesel powered freight trains - Spectacular photo runs on 3.25 percent grade - Extra train over seldom used trackage to Intervale - Model railroad open house - Special Railroadiana Exhibits - Movies and stills in Stall Four of active roundhouse - and MORE!! All events are free: Normal fare applies on each train ride. Come early and stay all day. For full details, send SSAE to Conway Scenic Railroad, Box 947, North Conway, N.H. 03860.

#### CONRAIL AND P&W SETTLE DISPUTE

Litigation between the Providence & Worcester Co., operator of the Providence & Worcester Railroad, and the Consolidated Rail Corp. has been settled. In a letter to stockholders dated July 16, 1982, P&W president Richard H. Eder said that the P&W has agreed to pay Conrail \$9 million. Eder said that \$4 million will be paid in cash and the rest will be paid over a period of twenty years with an annual 10 percent interest rate secured by a first mortgage on real estate.

"Most significantly," Eder said, "the parties have agreed to work cooperatively in all aspects of railroad operations in order to improve the efficiency of their joint rail freight services, marking an end to a long period of disagreement and litigation and the beginning of a new era of cooperation which will not only benefit the two carriers but the shipping public as well."

A Conrail spokesman said, "The reason Conrail settled was that the outcome of litigation is always uncertain and Conrail felt it was in the best interests of both companies to solve their

differences in a manner that works out best for both railroads." He said the litigation involved "numerous claims and counterclaims including disputes over division of rates, costs, real estate matters and a number of other things." Last June 4, U.S. District Court in Delaware entered a judgment in favor of Conrail against the P&W for \$8 million plus interest. Eder said in his letter that the judgment resulted from a long standing dispute Conrail and the P&W over the allocations of revenues from railroad traffic handled jointly by the two carriers. "The court determined" Eder said, "that (the P&W) had been retaining a larger share of such revenues than that to which it was entitled." **From the Boston Globe. Submitted by GIL PAYSON AND CYNTHIA O'CONNOR.**

#### ICC OKAYS OPERATION OVER MASSACHUSETTS LINES

The LCC has issued modified rail certificates authorizing the Bay Colony Railroad Corporation to provide service over several former Penn Central Railroad lines in Massachusetts. In a notice served June 29, 1982, the ICC authorized Bay Colony to provide the service, retroactive to June 10, when the corporation filed for the certificates. The lines at issue, which are owned by the Commonwealth of Massachusetts are as follows:

From Milepost 0.3 at Buzzards Bay to Milepost 13.8 at Falmouth; From Milepost 7.8 at Sandwich to Milepost 24.3 at Hyannis; from Milepost 0.0 at Yarmouth to Milepost 5.6 at South Dennis; from Milepost 10.1 at Needham Junction to Milepost 7.2 at West Roxbury; from Milepost 0.0 at North Abington to Milepost 3.6 at West Hanover; from Milepost 1.7 at South Braintree to Milepost 27.1 at Plymouth; from Milepost 0.0 at Needham Junction to Milepost 7.2 at Medfield Junction; from Milepost 10.1 at Needham Junction to Milepost 14.1 at Cook Street; from Milepost 6.0 at Watuppa to Milepost 12.1 at Westport Factory; from Milepost 0.0 at Weir Junction to Milepost 1.5 at Winter Street; from Milepost 1.5 at Weymouth to Milepost 6.5 at Hingham; from Milepost 0.0 at Buzzards Bay to Milepost 7.8 at East Sandwich; and from Milepost 1.5 at Buzzards Bay to Milepost 10.8 at Middleboro. **From Traffic World, July 5, 1982. Submitted by TED FISK.**

## MINUTES OF JULY 10, 1982 B&MRRHS MEETING

This meeting of the B&MRRHS was brought to order by Trustee Joe Shaw at 8:00 P.M. at the Hampton, N.H. High School. A presentation of free membership in the B&MRRHS for one year was made to Jack Donaldson for making it possible to hold our yearly Hampton meeting for our N.H. members at no charge. Joe talked about Postal requirements changing yet again, which compounds the difficulty in the Society getting Newsletters and Bulletins out to the Membership.

Larry Blanke made a report of progress on the 470 Club's 4266 project mentioning that the B&MRRHS is trying to locate and buy parts needed for the restoration of the engine. He asked for volunteers to clean the sand blast material from around the engine.

Members present were reminded that the next B&MRRHS meeting was to be held at North Conway and that they should send their reservations for the "Supper Chief" as soon as possible. They were also reminded that the deadline for dues renewal was to be August 31st, and that those members who had not renewed their membership should do so now.

The business part of the meeting over, members present were entertained by two slide shows, the first by Newsletter Editor Dennis Adams depicting the trials and tribulations of putting the Newsletter together. Scenes ranged from the compilation of material to the final folding, addressing and mailing with many entertaining slides in between. His last slide was of a different nature all-together. Members Bob Allen and Phil Stockbridge had recently bought a B&M wooden narrow monitor buggy. Knowing them to be purists and also knowing that the caboose was to be the traditional maroon and red, Dennis presented on the screen a skillfully doctored slide showing the old car in bright McGinnis blue.

This was followed by incredulous and indignant noises from messers Bob Allen and Phil Stockbridge and much gleeful laughter from the audience. After Bob Allen recovered from this he put on the second section of the evening's entertainment. This consisted of steam and diesel shots from the late '40's to the present. Also presented were slides from his trip to Michigan last year. Lots of exotic power with some scenery shots thrown in for variety. Very entertaining.

The meeting was adjourned at 9:50 P.M. with close to 50 members attending.

D.E. Lamson  
(Appointed Recording Secretary  
for this meeting only)

## NEED A BRIDGE? FAMED MONADNOCK BRIDGES ON MARKET

Six stone-arch bridges, some more than a century old, might soon be removed from the Monadnock region of New Hampshire. The granite structures, originally train bridges traveled by the Boston & Maine Railroad, are among the seven traded by the bankrupt railroad for work done by a Rutland, MA firm.

Negotiations are in progress with interested bridge buyers, several of whom want to extract the bridges and reconstruct them elsewhere. The picturesque stone bridge just south of Route 101 in Keene, near the Swanzey Factory Road will probably stay where it is, however, said Arnold Beaton, of Old World Specialty Building Products Inc., of Portland, Mass. The railroad gave Beaton the bridge and six other structures as payment for his work in tearing up ties along the defunct line.

There are about 65 stone arch bridges in the Monadnock region but most are tucked deep inside the woods and rarely seen. Most of the

bridges were built throughout the 1800's with granite from local quarries in Marlborough and Fitzwilliam.

## STATE OF NH APPROVES CONTRACT FOR B&M RAIL UPGRADING

The Governor and Executive Council approved a \$563,000 contract for upgrading a 10 mile stretch of Boston & Maine Railroad track from Sanbornville to Milton. The upgrading will allow freight trains to increase speed from 10 to 25 miles per hour. The improvements will include replacement of rotting ties and crooked rails, along with the upgrading of crossings, the removal of vegetation and the addition of drainage ditches. Boston & Maine work crews will start work August 18.

The improvements to the tracks will upgrade them to a class 11 level allowing freight service to move much faster. Improvements to a 12 mile stretch between Ossipee and Sanbornville were completed in the summer of 1982, using funding from the State and also the B&M and shippers on the line.

Funding is currently being sought to upgrade an additional eight miles of track between Milton and Rochester. This would tie into the B&M's Boston to Portland line.

All three phases of the railroad upgrading are the results of state senate amendments to the 1982 budget involving \$1 million in improvements for New Hampshire rail lines, according to N.H. Senate Majority Leader Raymond K. Conley, Jr.

**Sightings:** Sunday, July 18, northbound to Portland at Newfields, N.H. short mixed consist, doubleheader B&M Geeps with Delaware and Hudson caboose.

On siding beneath Rt. 16 (Spaulding Turnpike) at Dover, N.H. more than 50 empty Railroad cars, been there two weeks or more.

**Three items submitted by BILL HOLMAN.**

A train carrying the P.T. Barnum and Bailey Circus entourage steamed through Dover N H on its way to Portland. A commuter train derailment in Hartford, Conn., kept the circus train sitting idle for 12 hours before it could continue, forcing cancellation of the circus' first scheduled showing in Portland. (from **Dover N H Foster's Daily Democrat, with photo by Van Reeth.**)

75 Years ago in the Laconia, N H Democrat-Section men on the Boston and Maine Railroad received a 10 cent a day increase, their pay as a result amounting to \$1.70 a day.

The following article was sent to us by Dick Symmes, editor of the **B&M Bulletin**. It was originally submitted to the **Bulletin**, but was really too short, but the information is really too good not to share with our members.

## B&M RECOLLECTIONS FROM A BOYHOOD IN LAKEPORT (CIRCA 1913)

The Boston-Montreal expresses (two up and two down daily) with bright red Canadian Pacific cars; the night train northbound was locally known as the "Shoo-Fly" .... A solid train of ice cars set out for Boston nightly during the summer .. The train register outside the ticket office window ... American Express had an office in the depot when that company was really in the express business .. Two shifters (0-6-0's) #184 and 185; one served the Laconia yard and the other the Lakeport yard ... Gates at the Elm Street grade crossing with a gate tender who spent the day in a very small house at the crossing ... Two roundhouses, one active and the other a relic of the Boston, Concord and Montreal days ... A way freight to Woodsville, important railroad hub for northern New Hampshire .. Connections made at The Weirs and Alton Bay with the side wheel steam boat "Mount Washington" (first boat to bear the

name), which was owned and operated on Lake Winnepesaukee by the B&M .. Pride taken by railroad men in accuracy of their watches .. Lake Shore Branch (officially the Lakeport Branch) trains to Dover; twice a day the Lake Shore trains backed down from Lakeport to Laconia before starting to Dover; Lakeshore locomotives had a distinctive, plaintive whistle The aged engineer who allegedly had to be lifted up into his cab but who kept his run .. Local pride in the legend of both freight and passenger cars: "Laconia Car Co. Works, Builders; the Car Co. boasted: "We build a freight car an hour and a passenger car a day"; (the freight car was a flatcar!) ... The "Cannonball Express from Boston at about 8:30 p.m.; the engineer lived in Laconia and left a short space between the two last blasts of his crossing signals so his wife would know that "all's well" ... The railroad fire signal - one long and three short whistles repeated ... When a train ran in two sections engineer of lead train blew one long and two short whistles and locomotives in the yard acknowledged with two short whistles Watching the names of railroads on box cars from Canadian Pacific, Grand Trunk and Intercolonial ... Street railway conductors "running the crossing" at Black Brook on Lake Shore Branch ... "Paper Train" north about 7 A.M. carrying newspapers from Boston and Manchester .. The sleek 3600-class locomotives; old locomotives which had headlights at front top of boiler instead of in center. **Submitted by HAROLD H. YOUNG, of Summit, N.J.**

The Fitchburg tie job is underway in the Boston area. The Western Route rail and tie job is expected to go to Rigby and has got to Maine already from Lawrence, Mass. A lot of work has taken place removing crossovers and non-essential sidings. One area of note is Bradford station. The crossovers to the old Georgetown Branch as well as the hand throw itself was taken out. No business and extra maintenance with possible vandalism seem to be the main factors.

Over the 4th of July vandals left their mark at the Danvers trestle west of Danversport yard. Once again the trestle was burnt, damage was very extensive. The 1459 Salem switcher that uses that section to go on through Wakefield is no longer housed at Salem. The train now leaves Lowell at 1459, cars are dropped there from EDSA and power comes out of Lawrence.

All movements at East Deerfield as far as power switches are governed by the Conn. River dispatcher since East Deerfield Tower was closed last winter. An operator works out of a trailer at the east end of the yard. The tower remains intact, though. GP40 #300 is going to leave the Billerica shops soon, completely overhauled. It is the first unit rewired to accept the new slug which is almost completed. The slug, on a GP-9 chassis will have no traditional carbody or cab. It is presently being ballasted. **Submitted by DON LeJEUNE.**

**B&Marketplace**  
**SCANNERS** - Regency M-100 \$206.95. Bearcat 100 \$299.95. Send SASE for list. (CT. Residents add 7 1/2% Sales Tax.)  
**COMPASS COMMUNICATIONS**, 11 Crofut Road, Orange, CT 06477

**HELP WANTED ...**  
Ronald J. Trotter, 205 Tanglewood Drive, Somerville, NH is looking to contact other B&MRRHS members in New Jersey, Eastern Penna., and around New York City, in the interests of forming a club, workshop (or whatever concentrating on the B&M. Any interested members can contact Mr. Trotter at the above address.

## MINUTE MAN SERVICE

M-inute Man Service is perfect -  
I-n every respect 'tis so:  
N-aught of its kind any better  
U-nder the sun's bright glow.  
T-he Boston and Maine is the railroad  
E-veryone ought to know.

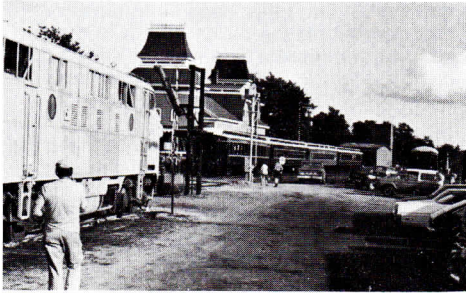
M-akes traveling nothing but pleasure,  
A-nywhere one cares to go,  
N-o other road give such service -

S-wift, and efficient, polite,  
E-very employee so courteous,  
R-eady to help, day or night.  
V-erily, Minute Man Service  
I-s the best to be found anywhere.  
C-ome, and just try it, and prove it;  
E-njoyment you'll have, with Care.

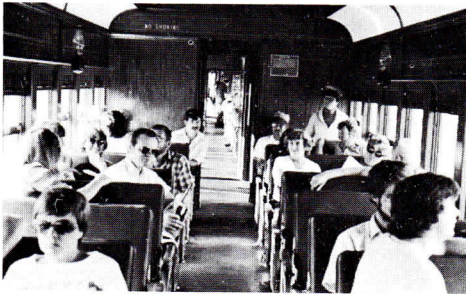
from: **The Boston & Maine Employee Magazine, August 1930 Vol. #7 No. #4.**  
Submitted by Jayson Leeper.

By: Elizabeth C. Woodman.

(Wife of J.H. Woodman, Chief Yard Clerk,  
Boston Terminal)



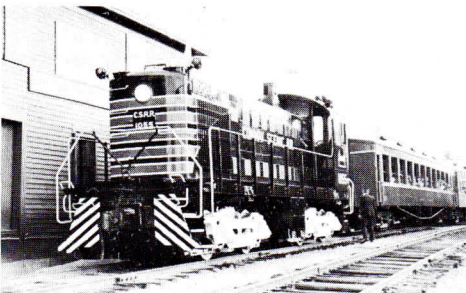
**August 14 was a great day at the CSRR, and even the weatherman cooperated, with a beautiful day!**



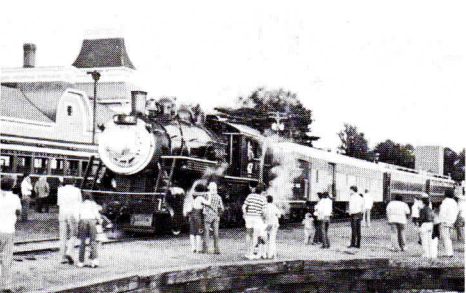
**A nearly full "Supper Chief" on its way to Conway for a ham and bean supper.**



**A partial view of the hungry railfans enjoying supper.**



**Before the Supper Chief returned to North Conway, the CSRR Sunset Special, powered by Alco 1055, met out train at Conway.**



**The Supper Chief arrives back at North Conway. Now on to Stall 4 for a great show!!!**

## THE B&MRRHS/470 CLUB ANNUAL JOINT MEETING

Conway Scenic Railroad, North Conway, NH  
Saturday, August 14, 1982 was the date for the annual joint meeting between the Boston & Maine Railroad Historical Society and the 470 Railroad Club of Portland, Maine. Again, as in the past, our host was the Conway Scenic Railroad, and as always, a great time was had by all.

Events of the day included:

For those who arrived early, a steamy, smoky and spectacular show was put on by 0-6-0 #47 as she rolled out of the roundhouse and prepared for the days runs. Along with the regular train rides, a special trip to Intervale and the Maine Central interchange provided a chance to ride some trackage not normally in use by the CSRR. During the afternoon, an impromptu clean up work detail organized by Joe Shaw was held on, in and around B&M F7A 4266, resplendant in gray primer awaiting her soon to be applied maroon and gold paint.

After the Intervale run, the world famous "Supper Chief" made its way from North Conway to Conway, for a delicious ham and bean supper. Upon our return to North Conway, the membership meeting took place in stall four of the active roundhouse. Movies by the late Stan Whitney of B&M and MEC steam and early diesel power in and around Crawford Notch, N.H. provided the entertainment. During the intermission, a brief night photo session, organized by Wayne Allen and Dennis Adams was held, using the recently acquired Alco switcher as subject.

Thanks go out to the following people, without whom there would have been no meeting: Dwight Smith and his crew at the Conway Scenic Railroad, for their gracious hospitality, the B&MRRHS and 470 Club program chairpersons, for arranging the affair, Jim Ickes for providing the Stan Whitney movies, and Al Sambold at Fitts Photo & Hobby Shop in Stratham, N.H. for providing us with flash bulbs for the night photo session. Thank you one and all!!!!

The auctions will return to the B&MRRHS meetings starting in September!!! However we need a special guest auctioneer for the September and October meetings, as our regular auctioneer, Joe Shaw, has previous commitments. Any help will be greatly appreciated!!!!

The 1983 **North of Boston** calendar, published by the Brass Whistle, is available now from the Boston & Maine Railroad Historical Society, P.O. Box 2362, Harwood Station, Littleton, MA 10460-2362. The **North of Boston** calendars are always very well done, and this year's is no exception. Don't Miss it!!!

Congratulations to our West End Editor Scott Whitney and his new wife, who were married on July 17, 1982. We send the Whitneys our best wishes for a long and happy marriage!!!

## FOUR FIRMS SUBMIT PROPOSALS FOR RUNNING NH STATE RAIL LINES

NH State railroad officials say they were somewhat disappointed that only four bids were submitted to operate the state owned Concord-Lincoln rail line. However, Asst. State Railroad Administrator John Clement said the firms that did submit bids are experienced and should provide an adequate field for selection. The four candidates for the state contract are: The North Strafford Equipment Corp., a Littleton based company which currently operates the Concord-Lincoln and Beecher Falls state owned railroads; Goodwin Railroad, a Bow company which operated the Concord-Lincoln line for several years after the state took over the line from the bankrupt B&M Railroad just over five years ago; New England Southern Railroad of Belchertown, Ma., a Massachusetts shortline operator; and L&S Construction Company of Epping, a company with experience in railroad construction.

State rail officials will be reviewing the proposals for about two weeks, with personal interviews scheduled for Aug. 2-6. Final negotiations and contract signing are hoped to be completed in time for the new operation to take over the line by Sept. 1, 1982.

NH Railroad Administrator John McAuliffe said: "One of the things that will take some time is that we've written up the specifications with some flexibility so they could provide some innovation on their own, and we intend to evaluate them with that in mind. And Clement added that a strong marketing approach will be one of the most important factors considered as each proposal is reviewed. "We want to have a creative operator as well as somebody who will really get into marketing. We feel marketing is really important to try to get back some of the business we've lost over the years."

One of the outstanding questions, Clement said, is the present legal standing of the Goodwin Railroad to bid on the contract. "That's a good question," he said. "I've got to talk to the Attorney General's office and see if there are any legal entanglements with their bidding on the operating contract. It's still up in the air," Clement said, "We've still got a suit pending against them and I guess they've got a counter-suit against the state, so that's one of the things we're going to have to look into. **From the Laconia (NH) Evening Citizen. Submitted by ELLIS WALKER.**

## OLDE PORT TROLLEY BACK ON TRACK IN PORTSMOUTH

Complete with clanging bell and brass rails, the "Olde Port Trolley" made its first run in the streets of downtown Portsmouth, N.H. Thursday, May 13, 1982. The trackless trolley, a bus-like recreation of an old fashioned cable car, left the Greater Portsmouth Chamber of Commerce on its first official run as a new mode of Public transportation.

James Jalbert, owner of the trolley, remarked that this was certainly not the first trolley to run in Portsmouth. "Over 80 years ago, streetcars graced these same streets," he said. "But the last trolleys operated on May 16, 1925. **From an article in Fosters Daily Democrat. Submitted by CAPT. WILLIAM J. FRAPPIER** Frappier adds the following footnote: "According to O.R. Cummings, the Portsmouth Railway system of streetcars was owned and operated by the B&MRR. B&M buses originated here as a replacement."

**Correction:** Last month's report on the heritage of the Pioneer Valley RS-3 #203 contained a typo error. It should read: #203 Ex M&B (NOT B&M); ex StJ&LC #203, ex GN #229. The unit is still being worked on as of August 9. The 70 Tonner is NOT in the lineup of engines to go to the PV.

## B&M Members ...

From Dora Lamson, Membership Secretary, we welcome the following new members to the B&MRRRHS:

George L. Medding, Jr.  
4 Appleton Park  
Ipswich, MA

Scott Rice  
Brookhaven Farm  
Chester, NH

David R. Saar  
11A I Street  
South Boston, MA

Albert Roemer, Jr.  
c/o Sickleville P.D.  
Sicklerville, NJ

Don Spiro  
52 Asburg Ave.  
Atlantic Highlands, NJ

Roland W. Rasmussen  
3410 Snowy Egret Ct.  
Palm Harbor, FL

Daniel J. Raymond  
460 Water Street  
Haverhill, MA

Kathleen G. Schulse  
16113 Asa Drive  
Spencerville, MD

Edward Stefan  
205 Glenville Rd.  
Greenwich, Ct

## TIMOTHY MELLON GETS OK TO ACQUIRE DELAWARE & HUDSON RAILROAD!!!

Financier Timothy Mellon cleared the last regulatory hurdle yesterday, July 28, 1982, in his dream to establish a new freight rail system in the Northeast. He was allowed to buy the Delaware & Hudson Railroad. The Interstate Commerce Commission unanimously approved the sale of the financially troubled D&H to Mellon's Guilford Transportation Industries Inc. and said the emergence of a new rail line would be in the public interest. Mellon intends to combine the D&H with two other railroads to form a 4000 mile system stretching from New England to Buffalo, N.Y., with legs north to Montreal and south to Baltimore and Washington, D.C.

"The consolidation will greatly improve the opportunity of the D&H to survive and allow the other Guilford system carriers to compete with Conrail and other carriers moving traffic in the Northeast," the ICC said. Guilford Transportation, owned by Mellon, already has purchased the Maine Central Railroad for \$20 million and has received ICC approval to buy the Boston & Maine Railroad for \$24 million.

If the consolidation goes through it will mean the merger of three carriers that meet virtually end to end. Mellon has said the merger will allow for the railroads to increase their net revenue by \$23 million a year within three years. ICC chairman Reese Taylor said the mergers planned by Mellon represent a private industry solution to the problems of two financially troubled rail lines - the money losing D&H and bankrupt Boston & Maine - without "the need for continuing federal subsidies ...". But the merger remains uncertain. The State of Vermont has challenged in federal court the acquisition by Mellon of the Boston & Maine Railroad, and agreement has yet to be reached between Mellon and the United Transportation Union, which represents many of the D&H workers. William Hennessy, New York state commissioner of transportation, reportedly has expressed concern that agreement between Mellon and the union might fall through forcing the D&H to shut down.

The purchase of the D&H has been

opposed by a number of competing railroads which claim the new Guilford railroad would harm rail competition in the Northeast. The ICC said, however, it felt a merged railroad such as the one planned by Guilford would increase competition and be of benefit to shippers. **From the Boston Globe. From the Newsletter Staff. Also submitted by CAPT. WILLIAM J. FRAPPIER.**

Concerning the passenger extra seen in White River Junction: This was a special primarily sponsored by the Delaware Otsego System, and the train made various stops around the entire area. Two other passenger extra's were also run during the same month in the preceding two weeks. One was an extra run on the CV down as far as White River, and the other was an FRA trip which ran to Berlin.

About the Flying Yankee: Just think that if the entire B&MRRRHS (Over 1600 strong plus friends) gave a mere \$10.00 each what could be done for the restoration of the train. Might be really nice to make her run again, would it not? **All above items from West End Editor SCOTT WHITNEY.**

The Information Committee has sent us a request for assistance. Perhaps knowledgeable members can come to the aid of Mr. Howard: "I am sending this letter along in the hope that you might be able to help me in locating photos of B&M's Alco S-5 switchers 860-865 or after they were re-engined 1280-1285. I have slides and drawings of most of the common angles but am interested in the roof configuration as seen from above (in particular the grillwork for the fan). Possibly someone may have a shot of one from a bridge. I've been told there may be one still in the dead line at Billerica, but such places are off limits. Any help you may be able to supply would be appreciated." **Lawrence N. Howard, 143 President Street, Lynn, MA 01902.**

Arnold Greenleaf, of Sidney, NE writes in: "I just received my B&M Newsletter in the mail today. Upon reading it, I happened upon the little article that George Bartemus had submitted concerning the industrial complex in Boise, Idaho, and what it was. Well, what he went by was Morrison-Knudsen's rail storage yard they have in Boise for equipment they have purchased or contracted for repair at their huge shop. I hope this helps clear up the question that Mr. Bartemus and anyone else might have." **R. B. Hosmer, of Troy, NY also wrote in. Thank you both!**

## REMEMBER THE SNOW TRAINS!!!

From 1934 to 1942, the Boston & Maine Railroad with its snow trains initiated thousands into the fledgling family sport of skiing. Back in 1936, when I had just been out of high school a few years, I and hundreds of others were lured to the adventure of the one-day excursions from Boston to Plymouth or North Conway, N.H. The journeys started at 8 a.m. each Sunday during the winter, with skiers, railroad enthusiasts, and families gathering at North Station by the hundreds to fill three or four trains, usually wooden cars, for the three hour trip to the north. The travelers usually brought skis from home, but not all had parkas or fancy ski clothing. Some rented outfits from a baggage car behind the locomotive: this car was equipped with a wide assortment of skis, boots and toboggans for one day use, and the rentals and fitting were done as the train sped northward. Most of the time it was a case of friendly, car-to-car camaraderie because all passengers were allowed free run of the whole train. Many a youngster made it a point to explore all 13 coaches, not once but several times during the journey. For a great many, it

became a weekly chance to meet friends interested in the same sport. Friendships were renewed from week to week and season to season.

The whole trip cost \$3.00 or \$3.50, depending on the destination. After leaving North Station, the trains sometimes made stops in Somerville and Lynn, and then straight to Portsmouth to take on water, after which they sped express to North Conway or Plymouth and occasionally to Bartlett or Lincoln.

Arriving at North Conway, just before noon, the passengers walked to the slopes of Cranmore, many of them carrying skis on their shoulders or hauling toboggans. Then around 5 p.m., they trekked back to the station to board the waiting trains for the long ride home. From an article by **Stanley A. Bauman in Yankee Magazine, March 1982. Submitted by MIKE GAUDETTE.**

**A SATURDAY INCIDENT ON THE STONY BROOK**

Last Saturday, the 26th, proved to be quite a day. Approaching the crossing at Westford about 1100 hours, we heard a Westbound, likely POME-A approaching. With Topaz, (my Palomino), we hastened closer, to find three B&M GP-40s just stopping short of the crossing, the automatic gates down and lights flashing. To our surprise, the power was cut off, and moved west about two-tenths of a mile to the Westford Interlocking, and into the long passing siding towards Graniteville. Standing on the main line just beyond, was an Eastbound, with brown and yellow front end, obviously D&H power, the first we'd seen this far east.

What immediately followed, made the difference between the ordinary and the unusual! The two engine crews, completely oblivious to the hazardous condition left at the crossing, got down on the ground, and with waving arms and papers, indulged in a pantomime conference of who was going to pay what to who at this out-of-the-way location, while back at the crossing, Saturday morning traffic snarled on both sides of the downed gates. Deciding that something had to be done, Topaz and I got in the middle of the road, and directed traffic, one lane at a time in zig-zag fashion through the gates, often with ineffective gestures at some timid ladies with children in the car, who momentarily refused to cross with the gates down, but eventually got the idea and went along. This went on for twenty-five minutes, until finally, the boys got their act together, and we saw the D&H power making its slow way back to the waiting POME train; four ALCO units, #414, 418, a C-624 ALCO in 1400 series, and the 414, an obvious old Lehigh Valley unit. But with four units, they were not clear of the crossing. So, after pumping the air, they shoved back, and the brakeman lifted one gate by hand, a visiting B&MRRHS member lifted the other, and traffic moved out again, scads of it!

Meanwhile, the three GP-40s backed out of the siding, and onto the waiting eastbound MEPO, thus clearing the line for POME and our newly arranged D&H power. POME now moved westward into the long siding around MEPO, with a D&H bay-window caboose in the rear. After the interlocking cleared, the new MEPO proceeded east, again tying up the crossing, but at least moving. Fortunately, no Emergency Vehicles had to be in the vicinity, but some of the outbursts at the impromptu "traffic officer on horseback", while quoteable, were hardly printable.

The whole affair, which took nearly an hour, probably won't occur at Westford in the near future, but is the extreme of conditions which have occurred fairly frequently at a number of crossings where the new automatic gates and

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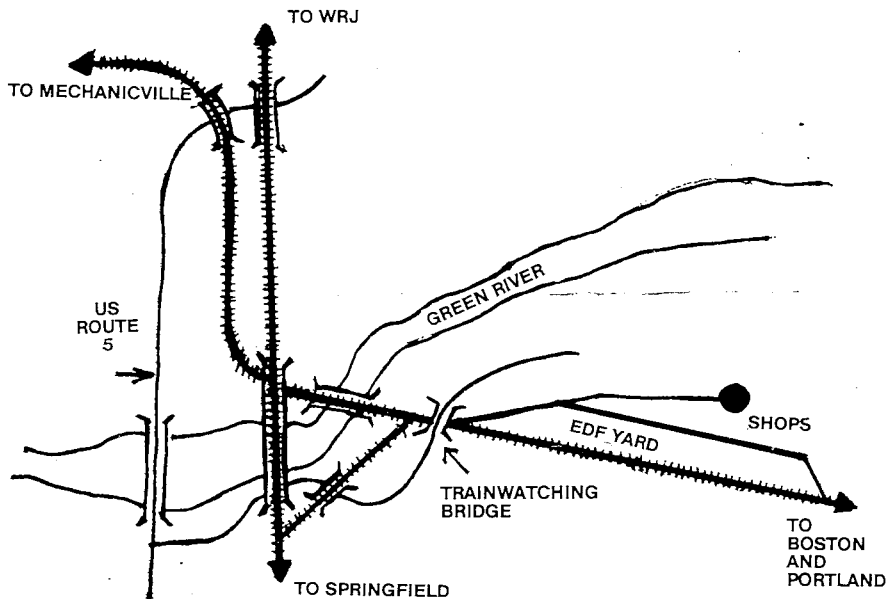
**WHERE IT'S AT!!!**

Editor's Note: Starting with this issue of the Newsletter we will be printing short reviews on the best train-watching spots on the B&M. This is a great chance for YOU to tell the rest of the B&MRRHS where the best train-watching is. If you have a good spot, send us your review on it to the West End Editor. Originally, we will be printing one spot every three months, and will increase the frequency if input warrants it. Just a short write-up and maybe a trackplan sketch are all that's needed, we can take it from there!!

**EAST DEERFIELD YARD ....**

Our first review is on the best of all B&M locations. Located just south of the Greenfield-Deerfield border, it is best reached from U.S. Rte. 5 by turning left under the Conn River Route bridge over the Green River after crossing the Greenfield-Deerfield line. Turn right before the bridge if you are coming north on Rte. 5. This road will take you under the East Deerfield Loop track and then to the yard. At the west end of the yard is a bridge over the Fitchburg Route mainline. From here can be seen all of the operations of the west end plus movements in and out of the EDF shops. This

yard is the junction point between the North-South Conn River line and the East-West Fitchburg. Almost all of the freight movements on bothlines will stop in the yard, but occasionally a Conn River train will highball by without entering the yard. A multitude of different roads power can be seen, including Conrail, D&H, CV, sometimes CN and CP have snuck in recently. Four local freights originate at EDF as well as a couple of through freights, so there is plenty of action, especially on weekdays. EDF is also at the bottom of three grades that sometimes require helpers, just to add to the excitement. Happy Railroadng!!!



Our thanks go out to Bud Nash, of Oakdale, MA, for his suggestion that we put our renewal application here instead of where it had been on the rear flap. Mr. Nash mentioned that since some people like to keep their Newsletter for future reference, by placing the membership application here, no articles would be damaged when the form was cut out. Many thanks!!!

**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
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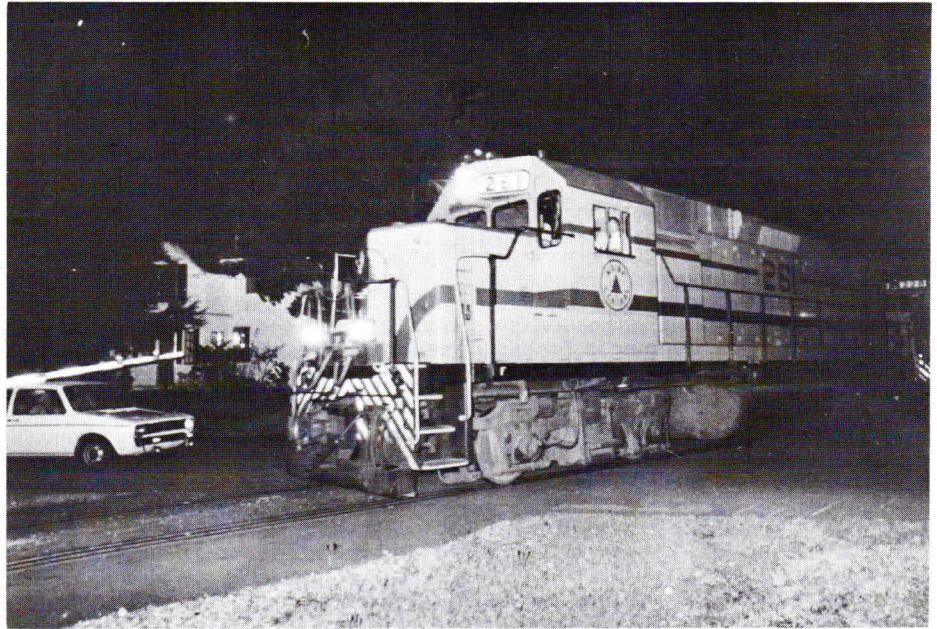
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flashers, together with the new welded rail and rubber-surfaced crossings have been installed. B&M rule 103B, requires that trains will be particular in clearing any public crossing if they find it necessary to remain five minutes longer, would seem to have been complied with, but nothing in the rule states that a member of the crew unlock the gate control box in the adjacent case with a switch lock, and raise the gates during any extended period when the circuit is occupied.

In retrospect, our first visible contact with D&H power on the Stony Brook, took on a curious twist, and one which, due to unusual circumstances, we thought ought to be shared with our New England members. **Submitted by ARNOLD WILDER & TOPAZ.**

**RAILROAD SAYS 'TAKE OUR VOLCANO' PLEASE !!!!!**

The Federal government was offered a hot property - the one-square-mile summit of the smoldering Mt. St. Helens volcano. On the second anniversary of an eruption that killed 60 people, the summit's owners, the Burlington Northern Railroad Company, said it wanted to make the peak a gift to the nation. In a letter to President Reagan, company president Richard Bressler said: "It is our hope that this donation will encourage the careful management of the St. Helens area for the contemplation and enjoyment of future generations." Burlington Northern said the mountaintop was part of a federal grant made in 1864 to the Northern Pacific Railroad to help it raise capital for a transcontinental railway. The land became Burlington's in a merger 10 years ago. There was no immediate response from Washington. **From the Christian Science Monitor. Submitted by JOHN C. ALDEN.**



**B&M/MEC POWER POOL!!!**

What is a photo of a Maine Central lash-up doing the the B&MRRHS Newsletter? Well, the long rumored pooling of Maine Central units on B&M trains has finally begun!!! On August 11, 1982, MEC units GP38 #261, and U25B's # 228 and # led POME from Portland to Mechanicville, N.Y. This was the first such operation that we are aware of, and at press time, the general plan is to run MEC power through on every third day, although this can change at any time. (We also assume the the person on the lfet with the crossing gate on the roof of his car is just rying to get a better look at the MEC power, and not trying to beat the train!!!) Photo location is Exeter, N.H., 10:30 PM, August 11, 1982

**Boston & Maine Railroad Historical Society**  
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