

P.O. Box 2362, Harwood Station, Littleton, MA 01460

DENNIS ADAMS, EDITOR, 28 Summer St., Exeter, NH 03833

SCOTT WHITNEY, WEST END EDITOR, 230 Broad St., Claremont, NH 03743

OCTOBER, 1982

B & Meeting

NEXT MEETING: OCTOBER 9, 1982 1ST UNITARIAN CHURCH WOBURN, MA

Entertainment will be provided by Mr. Allan Pommer, who will present movies of Canadian National, Canadian Pacific and other railroads, plus a few surprises!!!

- November 13, 1982:** Tonight will be the annual B&MRRHS Modelers Night!!! Bring your models for display!!! Entertainment will consist of a clinic on weathering and modeling B&M prototype presented by Don Clerke and another slide show from Cattletrestle Productions, featuring a photo tour of the mythical Great Bay Division of the Boston & Maine Railroad. Remember, this is the best meeting to display your B&M modeling!!!
- December 11, 1982:** Tonight's program will be a Member's Night. All members are invited to bring a maximum of 20 slides or a maximum of 200' movie. A slide projector will be provided, but please bring a projector if you intend to show movies!!!
- January 8, 1983:** Entertainment will be provided by Mr. Frank Hussar, who will present **sound** movies of Boston & Maine, Canadian Pacific and other New England railroads during the late '70's to the present.

FINK TO REPLACE GERITY AS HEAD OF MAINE CENTRAL RAILROAD

A new president will head the Maine Central Railroad, the line announced. David A. Fink, formerly vice president of Guilford Transportation Industries, Maine Central's Connecticut based owner, will succeed John F. Gerity as president.

"The Maine Central has a long history of success," Fink said, "and I am proud to be associated with a company that is held in high regard in Maine and across the country. He added, "I look forward to working with employees of as high quality as can be found here."

After five years as President, Gerity will become vice chairman of the company's board of directors. He has served on the board since 1976.

Fink is a former superintendent of the Penn Central Railroad's Mohawk-Hudson Division and a former vice president of Ashland Coal Co. In moving to the head of the Maine Central organization, Fink also gave up duties as president of Perma Treat Corp., a Connecticut railroad tie treatment company he has headed for five years. Perma Treat is also a part of Guilford Transportation, a holding company presided over by Timothy Mellon. Mellon is pursuing arrangements to extend Guilford's common management over the Boston & Maine and the Delaware & Hudson railroads as well. Fink has said the proposed combination would aim at operating economies and more efficient long hauls of freight than are possible on fragmented lines. Gerity started his railroad career with the Boston & Maine in 1941 and joined the Maine Central's accounting department in 1955. In another management change, the railroad announced that Executive Vice President Arnold J. Travis has chosen to take an early retirement. Travis began his career with the Bangor & Aroostook Railroad. He has served the Maine Central for 13 years. **From the Portland (ME) Press Herald. Submitted by CAPT. WILLIAM J. FRAPPIER.**

MASS. FIRM MAY RUN CONCORD TO LINCOLN N.H. RAILROAD

The New Hampshire Executive Council will be asked to approve a contract with a Massachusetts firm to operate the state owned railroad line from Concord to Lincoln. The Railroad Division of the Department of Public Works and Highways is asking the Council to approve the appropriation of up to \$96,000 to the New England Southern Railroad Co. of Belchertown, Mass., to operate the 76 mile line. New England Southern does not operate a rail line at the present time, having lost out to another company for the right to run a former Conrail line in western, Massachusetts.

N.H. officials said the proposed five year agreement with the firm calls for a decreased state subsidy schedule that will be 100% for the first two years; 90% for the third year; 60% for the fourth year and 30% for the fifth year of the agreement. Officials said the reduced subsidy payments by the state will encourage the operator of the line to increase marketing efforts. The line was extensively renovated in 1976 after it was purchased by the state from the Boston & Maine Railroad. State officials said at the time the line was needed to encourage operators to keep the paper mill in Lincoln operating. Even with the rail service, the paper mill closed in the late 1970's and remains closed. Trains now seldom operate over the northern half of the line, and freight traffic has been very light on the remainder of the railroad. The line is now operated by the North Stafford Railroad Co., whose contract expired on August 31, 1982.

From the Manchester (N.H.) Union Leader. Submitted by DENNIS J. SNOOK and also ELLIS WALKER.

The Concord to Lincoln N.H. branch of the B&M has a new operator—"NEW ENGLAND SOUTHERN".

MEC & D&H power has been seen on SPCP-CPSP on the Conn. River.

FALL FOLIAGE EXCURSION TO STEAM-TOWN, sponsored by the Bartlett Museum Railroad Association! Saturday, October 16, 1982. Adult fares \$20.00, children under 12 \$10.00. Payment may be made by check to the Bartlett Museum R.R. Trip - Tickets are available by calling Richard Nichols 617-388 0937 after 5 pm daily. Departure time: 7:30 from the Amesbury Middle School parking lot, Amesbury, MA

"BRUNSWICK RAILROAD DAYS," Saturday and Sunday October 2 & 3 from 10 a.m. - 6 p.m., will feature an in-scale operating model train layout from Brunswick, Maryland, to Union Station, Washington D.C.; museum with indoor and outdoor railroad displays; guided bus tour overlooking Chessie installation; railroad souvenirs and gifts; guided walking tour; railroad films, and more.

Brunswick is two miles off Route 340, about 17 miles southwest of Frederick, MD, and 7 miles east of Harpers Ferry. For information call (301) 834-7100.

THE GREAT TRAIN HUBCAP ROBBERY!!!

It wasn't exactly the Great Train Robbery, but police say it was still a most unusual heist: Three men tried to steal hubcaps off new cars loaded on a moving freight train. A Conrail police officer said he saw three men jump onto the triple decker rail car. He radioed colleagues and the train was halted down the the line in Trenton, NJ.

When police boarded the train, they found a stack of chrome wire-wheel covers taken from five new Chryslers and a number of car windows smashed in an apparent attempt to get more parts from the vehicles. Two of the men jumped from the train and fled on foot but police arrested the third man. He was charged with breaking and entering an automobile. **From the Boston Herald American. Submitted by JOHN C. ALDEN.**

MINUTES of the JOINT MEETING of the B&MRRHS and the 470 CLUB

The joint meeting of the B&MRRHS and the 470 Club was called to order by President John Goodwin at 8:15 PM in stall 4 of the Conway Scenic RR roundhouse, North Conway, NH on August 14, 1982. After brief welcoming statements by John Goodwin, Larry Blanke, and Dwight Smith, Bob Hagopian made the motion to dispense with the business portion of the meeting in favor of the entertainment. The motion was immediately seconded by several people and carried unanimously.

The meeting was then turned over to John Alan Roderick, who gave a short introduction of the films of the late Stan Whitney. Special thanks are in order to Jim Ickes, who maintains these films, for his generosity in allowing the Society and the 470 Club to use these outstanding films. At the end of the showing those present made their appreciation known by extending a warm round of applause.

The meeting adjourned at 11:00 PM with over 100 members and guests in attendance. Respectfully submitted,

Michael E. Gaudette,
Secretary, B&MRRHS

MAJOR NEW RAILROAD BRIDGE IS COMPLETED

- What is said to be the first major railroad bridge built in New Hampshire since the 1930's was completed recently in South Lyndeborough. On Aug. 12 representatives of the N.H. department of Public Works and Highways Railroad Division, the consulting engineers, and the Boston and Maine Railroad held a final acceptance inspection of the new 255-foot-span bridge.

The new bridge was constructed to replace a trestle built in 1883, which, due to its age and condition, had been allowed to carry only reduced loads, from current standard car loadings. This was imposing severe economical hardship on the line's users such as Monadnock Paper Mill because cars had to be partially emptied to allow them to pass over the span.

B&M WHISTLES TO ITS LAST STOP BEFORE THE BIG TIME!!!

The Boston & Maine Railroad is whistling to its last stop before going big time. Plans are for the bankrupt B&M to become the backbone of a singly owned line connecting New England directly with the Midwest and South. According to bankruptcy reorganization procedure, the \$24 million sale of the B&M to Guilford Transportation Industries is seeking Boston Federal Court permission the week of August 30, 1982. Although there will be further red tape in the reorganization process, B&M management feels that the court is the last major hurdle.

With the \$24.5 million from Guilford, B&M would be ready to pay \$76 million of its \$86 million dollar debt in cash. "This is unusually good for a bankruptcy reorganization" said B&M Vice President of Finance Peter Carr, "we really will have accomplished something." All secured debts will be paid; unsecured creditors would get 10 cents on the dollar.

All the major regulatory hurdles have been cleared. The ICC has approved the sale of the B&M to Guilford on April 26, 1982. On July 28, the ICC gave its blessing to the Guilford master plan by approving the sale of the Delaware & Hudson (D&H). Guilford owner, Timothy Mellon, of the famous Pittsburg banking family, plans to merge the B&M, D&H and MEC, making direct connections with Buffalo, New York in the west and Washington, D.C. in the south. Mellon already owns the MEC. B&M vice president William Rennie is careful not to

disturb the present bankruptcy court proceedings with public statements, he's optimistic. "When you have a situation where you can reorganize and meet almost all debts, I would find it hard to expect that the plan not be approved." And if it is approved, Iron Horse Park will have accomplished a task of national note. "We're the first pure reorganization to make it out of the red in modern railroad history" said modest mannered Alan Dustin, B&M president. Other bankrupt railroad reorganizations, such as Conrail, received government subsidies, the B&M did not, relying instead on its own management skills. Dustin arrived in North Billerica in 1973, three years after bankruptcy was declared. A 70% turnover rate in B&M management ensued. In 1976, B&M sold its passenger line to the MBTA for \$39.5 million. Next, the Dustin team rebuilt its most heavily travelled main line (Ayer to Mechanicville, NY) with a \$26 million FRA loan. But success emerged in 1980 when an arbitration board ruled that management could cut 50% of the benefit increases the unions were demanding. The strategy was paying off. Losses dropped from \$12.7 million in 1975 to \$9.1 million in 1976. The red ink faded to \$5.7 million in 1977, \$2.8 million in 1978 and \$1.8 million in 1979. Finally, in 1980, the B&M made its first profit since 1957: \$5.7 million!!!

And with the merger, the prospective owners expect the growth to multiply. "We can turn a seven line shipment in to a two line run, projects Guilford Vice President David Fink. Expected results: a greater share of the profits among participating railroads, better service and reduced expenses. Run through trains will cut delivery time, and expanded markets can be served. **From the Concord (MA) Journal. Submitted by JOHN C. ALDEN, and also NATHAN ROBERTS.**

The Boston & Maine Corp., of Boston, reports net earnings for the month of June, 1982 of \$419,512, compared with a net loss of \$247,604 a year ago. Revenue was \$10,428,991, compared with \$10,428,826. The railroads net for the six months ended June 1982 was \$1,600,000, compared with \$1,900,000 a year ago. Revenue was \$61,524,775, compared with \$61,521,325. **From the Boston Herald American. Submitted by JOHN C. ALDEN.**

SPECIAL ANNOUNCEMENT

The Hub Division, NMRA Annual Fall Show at the Everett Armory, 86 Chelsea Street, Everett, MA, November 6, 10:00 am to 5:00 pm. Adults \$1.75, children .75, \$5.00 family maximum. For more info, send SSAE to Glenn Owens, 238 Sudbury Street, Marlborough, MA 01752. Phone 617-485-5209.

NEW HAMPSHIRE TO LOOK AT RAILROAD ACCIDENTS

The New Hampshire Public Utilities Commission has announced it will conduct an investigation into train accidents on the Boston to Concord line of the Boston & Maine Corp. The Commission said the rate of accidents on the Boston to Concord line is "significantly higher" than on other lines. **Submitted by CYNTHIA M. O'CONNOR.**

B&M caboose #444 which was damaged by fire in early '82 was scrapped at E. Deerfield in mid August.

D&H power has been seen on some thru runs from Mechanicville to Mt. Tom power plant.

VTR. has taken over B&M's Bennington branch and has been running a M-W-F trip from Rutland to Hoosick Jct. to interchange with the B&M. **Three articles submitted by JACK ARMSTRONG.**

B&M RAIL IMPROVEMENTS SET FOR PHASE TWO

A contract for the second phase of a three-part project to upgrade rail lines on the Conway branch of the B&M is scheduled for approval by the governor and executive council, according to Sen. Raymond K. Conley, Jr. Conley toured the rail line the week of August 4 with B&M officials and said construction on the 10 miles of track from Sanbornville to Milton will begin soon after the phase two contract is approved. Some \$250,000 in federal funds, with \$243,000 from the state and \$70,000 from the private sector, will be available for phase two construction.

Twelve miles of track from Ossipee to Sanbornville have already been improved. Rails and ties were replaced, culverts were cleared, vegetation was removed and railroad crossings were improved. The third phase of the current rail improvement plans slated to get underway in 1983 on eight miles of track from Milton to Rochester, Conley said, and will involve a similar combination of federal, state and private money. Service on the upgraded rail line will be more efficient because freight trains will travel faster Conley noted. He said the number of freight trains on the line have already increased, adding that the support from shippers for the improvement project has shown they will use the line. Further improvement of the line from Ossipee to Conway is the ultimate goal of transportation planners and rail users. Two regional planning agencies have been working with local businesses to determine if it is feasible to establish a short-haul trucking facility along the B&M line probably in the Ossipee area. The plan would encourage local industry to make greater use of rail transportation by trucking shipments from nearby industrial sites to the B&M line.

Increased shipments would make it more feasible to reopen the line from Ossipee to Conway, according to transportation planners. **Submitted by C.F. BELCHER.**

Alco switchers on the MEC/Portland Terminal: Portland Terminal #1101 has seen occasional service this summer, and Maine Central #960 is available at Waterville, #957 and 958 are still on the roster, listed as stored. The rest of the Alco units are at Waterville and retired. On a more cheerful note, Maine Central GP7 #573 should be out shortly, repainted maroon with yellow stripes and nose heralds on both ends, completely rebuilt after last October's derailment. **From The 470.**

BOSTON & MAINE COAL TRAIN DERAILS IN HOOKSET, NH

A dozen cars on a Boston & Maine coal train derailed around noontime near the center of town, spilling tons of coal and scaring six girls who were watching it go by from a railing near the track. Authorities said there were no injuries.

B&M Vice President William Rennie said the track was in relatively good condition. He said it would take authorities some time before they could determine what caused the derailment. **From the Manchester Union Leader.**

(Ed. Note: The NH Public Utilities Commission stated in a report released September 8 that the track conditions were not the cause of the Hookset coal train derailment. No other cause was given.)

From BOB NYLANDER: "Went to East Deerfield last evening (8/15/82) Nothing moved, but down by the enginehouse was a MEC U25B painted in orange. This is the first one I've seen here. D&H are many and varied. The railfan line at the West end bridge gets longer every weekend!!!

The big news this month, it seems, is that at press time, the B&M, MEC and D&H are interchanging power on at least a semi regular basis. The first run, as reported last month, was August 11, and Maine Central power has been

on either POME or POSE every third or fourth day. Delaware & Hudson power has been swapped at East Deerfield for B&M power, but recently D&H power has been seen as far east as Lawrence, Mass., and Rigby Yard. And, of

course, the ever vigilant B&MRRHS membership has recorded their passing. The editors hereby turn this column over to the membership to report their sightings!

From DON MAXNER and TONY SCHULTZE: (8/14/82) "Last week brought reports of MEC power running through Lawrence, Mass., on the B&M. This morning MEC U25B 229 was tied up with B&M GP40-2 306 on the Lawrence field track. At 1 P.M., lone D&H GP38-2 7403 pulled into Lawrence yard with freight SELA. At 2 P.M., all three units left on westbound freight LASE with the B&M 306 leading. Also, many D&H cabooses, both extended vision and bay window, have been seen on the main and in the yard here, plus one N&W caboose painted red with white reporting marks and safety stripes.

From BARRY BURBANK: The B&M is now providing fast freight service from Mechanicville to Rigby yard via a daily non-stop train designated SEPO/POSE. The crew goes on duty at 2100 and arrives at its destination in So. Portland around 0700. A Maine Central crew then proceeds with this train and its original power to Bangor. This service commenced Tuesday August 10, with the first hot shot freight consisting of B&M GP40's 303, 316, and 313 and 100 cars. Apparently these were the first B&M units to run on MEC trackage. The SEPO crew takes rest and goes back on duty at 1730 at Rigby returning a non Stop freight, designated POSE to Mechanicville. The first westbound hot-shot freight left Rigby Wednesday August 11 with a large train powered by MEC engines 261, 228 and 230. And apparently these were the first MEC locomotives to run on B&M trackage. However this premier POSE got assistance in the form of a double pull at Mitchells.

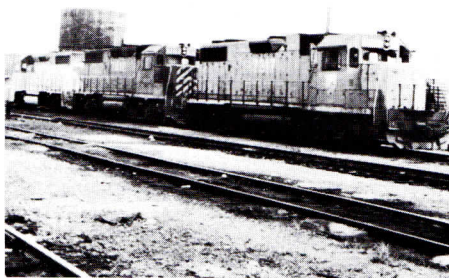
Ever seen a 10 engine train? It occurred around or shortly after midnight Friday, August 13 as MEPO came along and doubled onto MELA which had canned earlier in the Lowell area. The resulting power consist was B&M 201, 202, 207, 314, D&H 5000, 410, 7418, B&M 302, 311 and 204!!!! The field tracks at Lawrence must have been stacked! Mixed B&M/MEC power is seen frequently on the system, but the D&H units had made Lawrence their easternmost destination, until the week-end of 8/28, when D&H power went all the way to Rigby for the first time on train SPPO. After 8/28, D&H, MEC and B&M power have been seen everywhere on the system and beyond.

From BILL FRAPPIER: I am enclosing this note with a couple of what I feel are significant sightings this summer season. Perhaps they're no more than a sign of the times since Timothy Mellon has embraced local railroading, but I forward them as rarities still.

For the first time in eight years of running coastal tankers into Bangor/Brewer on the Penobscot River run, I observed B&M motive power at the Bangor yards of the Maine Central Railroad. It was the biggest job I've had since the small flock of ex-Rock Island road switchers appeared at the Bangor roundhouse and shops about two years ago. Anyway, on August 18, B&M GP40's 301, 311, and 315 were seen departing the riverfront yards, northbound, with considerable freight. Then again, on August 24, GP40's 302, 310 and 317 were outbound on the bridge over Kenduskeag Stream. Also regularly seen running on Portland Terminal trackage from Rigby to Grand Trunk's terminal off Commercial Street were B&M GP7's 1561, 1562 and 1563.



Lowell Switcher 1228 pulls the newly rewired and repainted GP40-2 #300 "box-carred" with a string of cars from the Billerica shops. The unit left the shops on Friday, July 30, and was sent west for testing and evaluation. Photo by Don LeJeune.



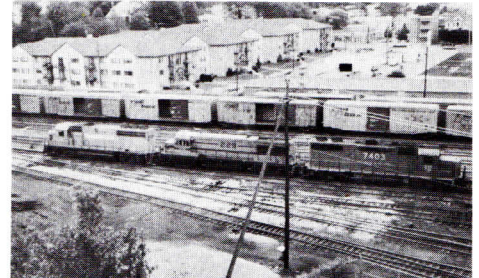
Delaware & Hudson power in three different paint schemes (7317, 7412, and 7411) in from Binghamton, NY idle on the "Berkshire track" at East Deerfield. Photo by Don LeJeune.



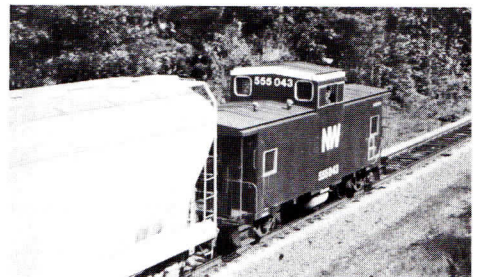
Maine Central GP38's 258 and 261 lead westbound B&M freight POME through Exeter, NH. About this time, all plans for regularly scheduled MEC/B&M/D&H runs disappeared, and any train was likely to have any power.



B&M freight MELA, with B&M 317, 303, 204, D&H 7610, 2311, 7620 coming into East Deerfield with 84 cars and a D&H buggy on 7/26/82. The B&M 204 left Billerica shops on 7/23 and went west on POME after almost a year being out of service. Photo by Don LeJeune.



Westbound B&M freight LASE leaves Lawrence, MA yard on 8/18 with B&M 306, MEC 229 and D&H 7403!!! Photo by Don Maxner and Tony Schultze.



Just about the time you start to think that you've seen it all, and there aren't any surprises left, something rolls along and shows just how wrong you can be. Norfolk & Western caboose 555043 brings up the rear of POME at Exeter NH. What railroad is this, anyway????!!

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

Annual Dues: United States \$13.00
 Canada 15.00
 Foreign Countries 18.00
 (U.S. currency)

Send to: Dora Lamson, Membership Sec'y
 P.O. Box 2362, Harwood Station
 Littleton, MA 01460

NAME _____ **Date** _____

Address _____

City/Town _____ **State** _____ **Zip** _____

Phone # _____

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

Check one _____ New Or _____ Renewed

PUBLICATIONS SPECIALS FOR MEMBERS

FALL BULLETIN SALE!!

Once again we're making back issues of the **B&M BULLETIN** available to members at special prices. So, whether you're a new member or have been aboard for several years, here's your opportunity to build up your file of back issues. **Through December 31, 1982**, all back **BULLETINS** are priced at **\$2.00 per copy to members**. Buy any 10, get one of your choice **FREE!!** Issues available are:

1977: Spring, Summer
1978: Spring, Summer, Fall
1979: Winter, Spring, Summer
1980: Summer, Fall
1981: Winter, Spring, Summer, Fall
1982: Winter, Spring, Summer, Fall

THE CENTRAL VERMONT RAILWAY by Robert C. Jones. **Volume 5 covering 1940-1960 is now available.** This particular volume contains 12 full color pages plus numerous photos by Phil Hastings, Jim Shaughnessy, Dan Foley, and other notable New England rail photographers. By popular request, **this and all other volumes of this CV set** are now being made available to **MEMBERS ONLY** at **\$16.00 per copy**.

(Volume 6 covering 1961-1981 will be available from the Society in October. That will be the last volume of the series.)

NEW ENGLAND DIESELS by Albert & Melvin. This \$28.95 book is now available to members at \$24.95 per copy. **Through December 31, 1982**, the book will be available to

MEMBERS ONLY at **\$19.95** per copy with any order for \$20.00 or more of other publications.

SHIPPING/HANDLING, etc.

Your **B&MRRHS member number MUST appear on all orders** or they cannot be honored at these special prices. Shipping/Handling charges are as follows:
Orders for \$10.00 or less - \$1.00
Orders for \$10.01 to \$25.00 - 10% of order
Orders for \$25.01 to \$50.00 - \$2.50
Orders for over \$50.00 - FREE

JUDGE ORDERS HALT TO B&M STRIKE

A U.S. District Court judge issued a temporary injunction on Tuesday, August 31, against trainmen and conductors striking Boston & Maine rail freight operations. Judge David Nelson also ordered a hearing into the dispute for Friday, September 3, 1982.

"We are anticipating the union will go back to work," said Richard Hurst, assistant to the vice president and general manager in charge of commuter lines. Union officials said local chairmen were being telephoned to call back their pickets and resume work. The strike started Monday, September 30. Railroad trainmen set up temporary pickets early Tuesday at Rigby Yard in South Portland, Maine, disrupting service by the B&M and the adjoining Maine Central Railroad operation. Maine Central Railroad's workers didn't picket, but they refused to cross the lines, a railroad official said. The pickets were lifted at 10:40 a.m. Tuesday. Commuter trains operate from Massachusetts and Rhode Island points into Boston. The B&M runs commuter service for the Massachusetts Bay Transportation Authority. The freight operations are conducted in Massachusetts, Vermont, New

Hampshire, Maine and New York. Dennis Coffey, assistant to the vice president for labor relations and personnel at the B&M, said the striking workers are represented by the United Transportation Union, and the B&M considers the strike illegal under the Railway Labor Act. Coffey said it apparently involves operations on the Springfield Terminal Railway Co., a wholly owned subsidiary of the B&M, which operates along 12 miles of track between Springfield, Mass., and Enfield, Conn. Coffey said the B&M took over the line from Conrail last June 1 and reached an agreement last week with the union under which the line would be operated by B&M employees rather than Springfield Terminal workers. The disagreement involves "a couple of jobs" but Coffey said that Springfield Terminal employees will be transferred elsewhere and are guaranteed five days pay a week, even in they work fewer. **From the Portland (ME) Press Herald. Submitted by CAPT. WILLIAM J. FRAPPIER.**

MELLON DEAL VOTED ON

Members of the United Transportation Unions appear to be approving the concessions on work rules demanded by industrialist Timothy Mellon in his bid to acquire the troubled Delaware & Hudson Railway. Union Chairman Bill Boardman said that complete results of the concession vote may be available soon. Returns from six of the nine member UTU unions on the railroad favored the concessions sought by Mellon's Guilford Transportation Industries, Inc., he said. Details of the tentative agreement have not been disclosed. **From the Portland (ME) Press Herald. Submitted by CAPT. WILLIAM FRAPPIER.**

Boston & Maine Railroad Historical Society

Incorporated

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

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

OCTOBER 1982

NON-PROFIT
ORGANIZATION

TIME-VALUE
PUBLICATION