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NOVEMBER 1982

B & Meeting

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

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.



THE 1982-1983 B&MRRHS OFFICERS AND COMMITTEE CHAIRPEOPLE
Front Row (left to right): Arthur Purchase, Program Committee; John Alan Roderick, Program Committee Chairman; John Goodwin, B&MRRHS President; Donald Clerke, Chairman of the Board.

Back Row (left to right): Dora Lamson, Membership Secretary; David Lamson, Board of Directors; Dick Symmes, Board of Directors; John Hutchins, Treasurer/Business Manager; Bob Hagopian, B&MRRHS Vice President; Malcolm Houck, Board of Directors; Dennis Adams, Newsletter Editor; Scott Whitney, West End Newsletter Editor; Jeff Ursillo, B&MRRHS Secretary. Missing at the time of the photograph were: Joseph Shaw and Leroy Hutchinson, Board of Directors, and Robert Allen, Information Committee Chairman.

B&MRRHS Newsletter Photo by Paul Paulsen.



B&MRRHS Chairman of the Board Don Clerke awards the first annual Chairman's Award to John Hutchins (top) and Dick Symmes (bottom) for performance above and beyond the call of duty to the B&MRRHS

I recently had an exchange of letters with Jim Conroy, who is the editor of the Mohawk & Hudson Chapter of the NRHS Newsletter, concerning the "invasion" of Delaware & Hudson power into upper New England and Maine Central and Boston & Maine power into New York. It would appear that the entire railfan network in New York, Massachusetts, New Hampshire, Maine and even Connecticut and Rhode Island are on "maximum alert", as Jim

puts it, with the doings of the Guilford folks! Another interesting point was brought up, that being that an in-depth investigation into possible Mellon holdings in Kodak stock seem to be in order here!!! With the onset of the power poolings, Kodachrome film has been flowing through cameras like water and Kodacolor is being burned like it was going out of style!!! Any rumors of Kodak being in corporate trouble have now been squelched!!!

In all seriousness, though, it has reached the point that there is no predicting whose power is going to be on the train, and local photo stores report record sales of film!!! If you can get to trackside, by all means don't miss a chance to record this very interesting moment in B&M history!!!

MINUTES OF THE SEPTEMBER MEETING OF THE B&MRRHS

The September meeting of the B&MRRHS was called to order by President John Goodwin on September 11, 1982 at 8:05 PM at the 1st Parish Unitarian Church, Woburn Square. Approximately 50 members and guests were present.

The minutes of the July and August meetings were read by Secretary Michael Gaudette. No errors or omissions were noted and the minutes were accepted by the members present.

John Goodwin announced that the October meeting will be the Annual Meeting. Elections will be held and the various committees will give reports.

H. Arnold Wilder then gave the Nominating Committee report, which included the following slate of nominees:

Member, Board of Directors

Malcolm C. Houck
Donald Clerke
David Lamson
Robert Allen

President John A. Goodwin
Vice President Robert M.J. Hagopian
Treasurer John C. Hutchins
Secretary Jeffrey Ursillo

After the Nominating Committee report was concluded, John Goodwin entertained nominations from the floor. There were no further nominations forthcoming and the motion was made to close the nominations. The motion was seconded and carried unanimously.

John announced that members could send in their ballots by mail or bring the ballots with them to the October meeting. Specific instructions relative to the ballots will be in the Newsletter. He also informed the members that the September Newsletter would be late in order to get the nominations to the members, but they should arrive soon.

Dennis Adams announced the North Shore Model Railroad Club, Inc. show on September 25-26 in Wakefield, MA.

John Goodwin then announced that Don Clerke requested that members bring their models in November for the Modelers' Meeting. He also appealed to the members for volunteers to aid in the preparation of the Bulletin.

Dora Lamson gave the Membership Committee report; the Society now has 1356 members renewed with 391 members not renewed yet.

The business portion of the meeting completed, Carl Byron was given the floor to provide the evening's entertainment. He presented an outstanding slide show and commentary on modern railroading across the country. Carl ended his show with an appropriate slide (provided by Dora Lamson): the 4266 in her new maroon and gold paint! BEAUTIFUL! The members present gave an enthusiastic round of applause.

The meeting was adjourned at 9:30 PM.

Respectfully submitted,
Michael E. Gaudette
Secretary, B&MRRHS

1982-1983 ELECTION SUMMARY!!!

At the October 1982 membership meeting of the B&MRRHS, the officers and Board of Directors were elected for the coming year. There was an extremely good return on ballots, with 235 ballots being received. Results of the election is as follows:

President: John Goodwin
Vice President: Robert Hagopian
Treasurer: John Hutchins
Secretary: Jeffrey Ursillo

For the Board of Directors, the vote count is as follows:

Robert Allen	106 Votes
Donald Clerke	130 votes
Robert Cowan	31 votes
Malcolm Houck	127 votes
Preston Johnson	71 votes
David Lamson	129 votes
Walter Lenk	16 votes
James Nigzus, Sr.	9 votes
Richard Symmes	125 votes
Donald Valentine	48 votes
Ellis Walker	32 votes
Phillip Stockbridge	1 vote (write-in)

Ballot total: 235 ballots received, 205 valid ballots, 30 voided ballots (28 voided for improper submission, 2 voided for improper procedure).

Board of Directors elected by the top four highest vote counts:

Donald Clerke
David Lamson
Malcolm Houck
Richard Symmes

Board members Joseph Shaw and Leroy Hutchinson are serving their three year terms.

It doesn't really seem possible, but it has been a whole year since Scott and I took over the editorship of the B&MRRHS Newsletter. (Actually, it's been one year and two months!) As you know, editing and putting out a Newsletter is not a one or two person job, and we would like to take a few minutes here and publicly acknowledge the many other people involved in the production of the Newsletter.

First of all, there's the nice people at Creative Publishing Corp. who print the Newsletter, especially Peggy who does the typesetting and Rick, who puts up with our constant 'last minute' changes and additions; Jeff Ursillo, who handles paste-up and delivery; Dick Symmes, for much needed advice, my mother and father, who help fold the @!%*!!! things every month; and our illustrious mailing crew consisting of (in more or less alphabetical order): Bob Allen, Paul Allen (when he's visiting from Michigan), Larry Blanke, Dave and Dot Collinge, Chandler Cobb, John Goodwin, John Graichen, Bill Fothergill, Earl Elsea, John Landry,

Clarke Bagnall, Dick Hazzard, Dave, Dodi and Jenny Lamson, Dick Pearson, Joe Shaw, Bob Shaw and Phil Stockbridge. We apologize if we've missed anyone. Let us know and we'll list you!!! Last but not by any means least, are Ronnie Shaw and Alma Cobb, who always come up with some goodies for the hungry mailing crew!!! (B&MRRHS members do not exist by Newsletters and BULLETINS alone!!!) Next, we would like to thank the many other railfan organizations who send us their Newsletters and mailings, especially Bill Crawford of the Mass. Bay RRE and Jim Conroy of the Mohawk & Hudson Chapter, NRHS, who have been particularly helpful in providing information and advice.

Finally, we would like to thank YOU, the B&MRRHS membership, for your acceptance of our 'new style' of Newsletter, and especially our many correspondents in the field, from Rigby to Rotterdam, who keep the membership informed of comings and goings on the B&M. YOU are the ones that make the Newsletter great. Thank you!!!!

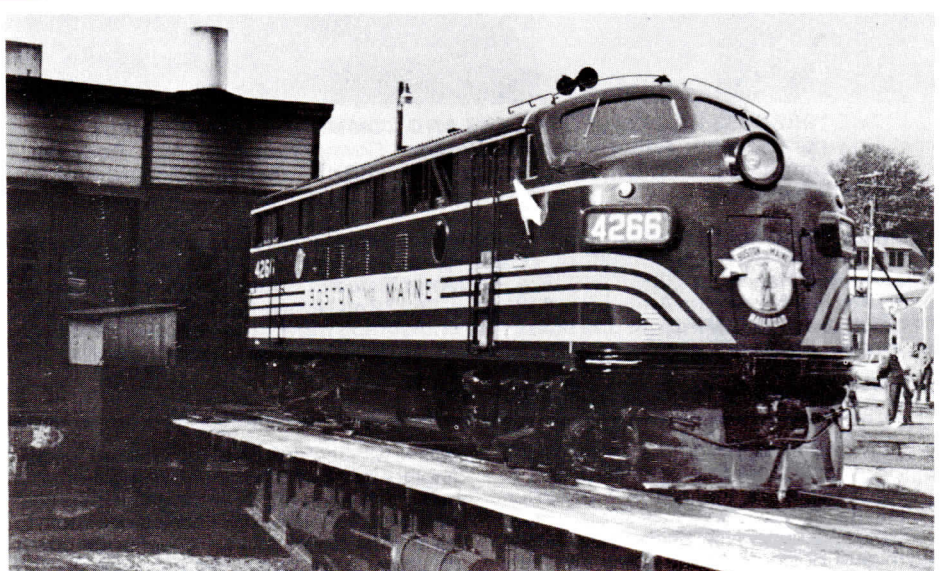
TRAINS ROLL AS FOUR DAY STRIKE ENDS

Freight and passenger trains began rolling again Thursday, September 23, 1982, ending a four day national strike that caused inconvenience and some layoffs but was halted by Congress in time to prevent serious damage to the economy.

The 26,000 striking members of the independent Brotherhood of Locomotive Engineers bowed to emergency back-to-work legislation signed late Wednesday, September 22 by President Reagan and to peer pressure from much larger AFL-CIO unions whose members were thrown out of work.

The engineers walked out at 12:01 a.m. Sunday September 19, demanding the right to strike before their contract expired June 30, 1984, if they were dissatisfied with negotiations aimed at making certain they continued receiving higher pay than conductors and other train crew members. **From the Portland (ME) Press Herald. Submitted by Capt. William J. Frappier.**

The New Hampshire Public Utilities Commission held a hearing on August 16, 1982 concerning the frequency of derailments on the Boston-Concord line of the Boston & Maine Railroad. Member Mike Lennon attended the



No, this isn't 1950, it's 1982, but that is Boston & Maine F7 4266, fresh out of the paint shop at the Conway Scenic Railroad and riding the turntable at North Conway, N.H. A full photo story on the repainting and refurbishing of the 4266 from a rusted blue hulk to the beautiful maroon and gold beauty is now in the works and will be presented in the Newsletter soon!!!

hearing and sends us these excerpts from the meeting:

1) Derailments on the line were as follows: June 5, 1976, 17 cars derailed; June 28, 1978, 8 cars derailed; May 22, 1978, 6 cars derailed; April 12, 1981, 9 cars derailed, April 15, 1982, 19 cars derailed; and August 16, 1982, 12 cars derailed. All of these accidents involved the Bow unit coal train.

2) The B&M proved that their inspections exceeded FRA regulations, and the chief FRA track inspector for Region 1 agreed. The FRA inspector noted that the Bow unit coal train is the most heavily inspected unit train in FRA Region 1 (all of New England, New York and New Jersey).

3) The FRA inspects the train 3 to 4 times per month at either DeWitt Yard, Mechanicville, or at Bow. All parties agreed that the accident record is high. In addition to the six derailments in N.H., there were two at Royalston, MA., three at Ayer, MA. and seven at Mechanicville.

4) The interesting point was the six N.H. derailments all were between Manchester and Hookset (a distance of about 10 miles). Two were caused by broken rails, two by equipment failure, one by a sun kink, and the other was undetermined at press time.

Submitted by Mike Lennon

As we reported in the October Newsletter, the Boston & Maine, Maine Central and the Delaware & Hudson railroads have been interchanging power freely over the past two months. Without a doubt, trainwatching in the Northeast has reached a fever pitch. The Newsletter editors again urge any and all B&MRRHS members to get as many photos as you can. This transition phase MUST be captured for future generations.

Remember how pleased we feel when we look through the B&M BULLETIN and see those great steam and early diesel photos and think how lucky we are that somebody had the foresight to record them? Well, it's our turn now. WE are the ones who will be held accountable for the recording of this phase in B&M history. We have a duty as B&MRRHS members to record this transition period for our children and their children!!!! Nobody else is going to do it if we don't. (And while you're at it, why not have a duplicate set of prints or slides made, and submit them to the B&MRRHS Archives!!!)

Seeing all the foreign power on the B&M is becoming more and more "normal" (that's definitely not the right word, perhaps more "common" would be a better way to phrase it), but WHERE it shows up still tends to startle one.

Delaware & Hudson power has recently been seen on the Conway Branch as part of the power on DO-2, and a couple of weeks ago (as we go to press in early October) two Delaware & Hudson units were sighted in Crawford Notch on the Maine Central!!! On two other occasions, Maine Central and CONRAIL power have been seen MU'd on POME and POSE trains!!! Who would have ever thought it???

KEENE-HINSDALE RAILWAY SERVICE TO BE ABANDONED

Railway service between Keene and Hinsdale will cease by mid-November if court and government procedures go as planned, a Boston & Maine Railroad official said on Wednesday, September 22, 1982. Green Mountain Railroad, the Vermont firm which operated the line for the B&M, proposed to abandon the 17-mile Ashuelot Branch because of a dramatic decline in business.

"We have to be assured of 1,100 carloads a year to break even," said Glen Davis, president and general manager of the Green Mountain

Railroad, "and business has fallen below half that figure in 1982." Records show railroad business dwindling between Keene and Brattleboro, VT., in the past five years with the 2,200 carloads transported in 1977 dropping to 834 carloads in 1981.

There are about 21 area industries on the Brattleboro-Keene line including Wetterau Inc., of Keene, Keene Gas Corp., Ashuelot Paper Co. of Hinsdale and Blue Seal Feeds and Needs of Keene. Businesses have switched to cheaper and more expedient transportation methods to ship products, Davis said. Railroads can't compete with the speed or rates of trucks. Recent deregulation of the trucking industry allowing two-way transport at a cheaper rate has also helped to squeeze out competitors, according to John Clement, assistant Railroad Administrator for the N.H. Department of Public Works and Highways. "The bottom line is that if the business isn't there, the income isn't there," Davis said.

Green Mountain will continue 13 miles of railway service from Brattleboro to Hinsdale; including business transport for the Ashuelot Paper Co., Paper Services and the G.E. Robertson paper mill in Hinsdale.

Green Mountain has handled switching operations in Keene since 1978, expanding its service to cover the Brattleboro-Keene line last January. "We worked closely with area business over the last several years to save the railroad," said William Rennike, vice president of the B&M Railroad. "B&M leased operations to the Green Mountain in efforts to keep the railway alive because their operational costs were less than ours," Rennike said. "For B&M to go back in now would be relatively expensive," he said.

Abandonment of the railroad must be approved by the Interstate Commerce Commission and the Boston Bankruptcy Court before it becomes official. Those procedures should be completed by mid-November, Rennike said. The railroad's track will remain intact for at least five years until officials are sure railway services to the area will not be renewed. In 1972, the B&M abandoned the North Cheshire line between Keene and Walpole and the South Cheshire line following Route 12 between Keene and Winchendon, MA. **From the Manchester (N.H.) Union Leader.**

Submitted by David K. Johnson.

CORRECTION CORNER:

Sent in by David K. Johnson: Concerning the map on page 5 of the September Newsletter,

the river shown is the Deerfield river, not the Green. The Green enters the Deerfield about 1/2 mile south of Greenfield, where it loses its identity, the Deerfield then entering the Connecticut at Turners Falls, less than 2 miles further on.

Another faux-pas: Also in the September Newsletter; We inadvertently listed the address of Mr. Ronald Trottier as Somerville, N.H. when it should have been Somerville, N.J. Mr. Trottier expressed interest in other B&MRRHS members in his area contacting him, and we apologize for any confusion caused. Mr. Trottier's correct address is: Ronald J. Trottier, 205 Tanglewood Drive, Somerville, N.J. 08876.

SIGHTINGS:

Reference item from brother Bill Holman in the September 1982 Newsletter, "On the siding beneath Rt.16 (Spaulding Turnpike) at Dover, N.H., more than 50 empty Railbox cars, been there two weeks or more...."

My grandson, Brian Caruso, age 5, and I observed the Railbox cars being moved north through Dover, N.H. on Wednesday, September 22, (98 cars to be exact) being pulled by four Conrail locos, tied up traffic for quite a few minutes at various crossings. Perhaps they were trying to beat the impending rail strike.

Submitted by John M. Holman.

SPUDS MAY RIDE RAILS!!!

Representatives of the Maine potato industry and three Maine railroads have opened talks on transporting future potato harvest by rail. "The potato industry seems eager to have us participate in the transportation of potatoes, at least to some extent," said Howard Cousins, Bangor & Arrostook Railroad Co. executive. Since the late 1960's the crop has been transported by trucks, but rising fuel costs, among other factors, may make rail shipments an alternative in the future, he said. At a meeting earlier this week, potato industry officials discussed rail transportation costs and the shortage of trucks needed during critical marketing periods, Cousins said.

The Bangor & Aroostook, once a prime mover of potatoes from Maine to North American markets, has not solicited potato shipments for about 10 years. The railroad owns more than 100 refrigerator cars which were purchased to carry products such as frozen french fried potatoes. **From the Portland (ME) Press Herald**

Submitted by Capt. William J. Frappier.

GIVE A GIFT MEMBERSHIP IN THE B&MRRHS!!!

With the holiday gift giving season rapidly approaching, here is a new idea from the B&MRRHS! This year, gift memberships are available through the Membership Secretary. With each gift membership, a special "Welcome Aboard" card announcing your gift will be sent to the recipient. Don't delay, act now before the holiday rush!! Use the handy form below.

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

Send to: Dora Lamsom, 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

This GIFT MEMBERSHIP is from: _____
(Leave this space blank if you do not want your name to appear on card)

Make Check or Money Order payable to B&MRRHS

NOTICE: All gift subscriptions run July 1, 1982 to June 30, 1983. All back issues of the Bulletin and Newsletter from July 1, 1982 will be sent to all new members as soon as the memberships are processed.

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:
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Orders for \$25.01 to \$50.00 - \$2.50
Orders for over \$50.00 - FREE

About 360 people, including Gov. Hugh Gallen, took a special train ride to mark a new lease agreement between the state of N.H. and a Massachusetts railroad company to operate the Concord to Lincoln rail line. "The Concord to Lincoln rail line plays an important role in the economic well-being of the lakes region and the north country," Gallen said during a stop near the halfway point of the trip. "Today's tour is an excellent way to show the businesses and communities located along the Concord to Lincoln line the importance of rail transportation," Gallen said, while praising the efforts of the public and private sectors to revive the state-owned line. The N.H. Executive Council recently approved a 5 year operating agreement with the New England Southern Railroad Co., of Belchertown, MA., for the rail line. The agreement involves a decreasing state subsidy of the line (outlined in the September Newsletter). **From the Maine Sunday Telegram.**

Submitted by Capt. William J. Frappier.

OFFICIALS PLEDGE CONTINUED SUPPORT FOR RAILROAD DEVELOPMENT PLANS

The annual meeting of the Northeast New Hampshire Rail Development Corp. on the patio of the Eastern Slope Inn in North Conway, N.H., was "as much of a celebration as any-

thing else," said director Robert Kantack. Addressing a small but impressive audience, Kantack took his turn thanking primarily state officials for their support of railroading, specifically the Conway Branch line of the B&M Railroad. Gov. Hugh Gallen reiterated his desire to continue cooperation with the private sector and singled out N.H. Public Works and Highway Department commissioner John Clements.

Since authority of railroads passed from the now defunct New Hampshire Transportation Authority earlier this year to Public Works and Highways, railroading has received a shot in the arm. Since the announcement in August that the state would fund 80% of the reconstruction costs of a 12 mile section of B&M track south of Ossipee, interest is once again renewed in the five phase plan which aims to restore rail service as far north as the Mount Washington Valley.

Gallen said he is "excited" about plans announced by North Country Council executive director Gerald Coogan to promote the idea of a truck terminal near Ossipee for the branch line. Coogan said his agency has contacted over 400 businesses and local governments to see if there is an interest in utilizing such a terminal, which he estimates can be built for around \$35,000. It would consist of a loading dock with a roof and a switching system, which would allow shippers who are not on the rail line now and who ship by truck to hook into the rail system. There is a potential of about 100 businesses that could make use of the terminal, said Coogan, shipping such materials as road salt, lumber products and building materials, for example. He believes rail service will cut shippers costs. **From the North Conway Reporter.**

Submitted by C.F. Belcher.

Boston & Maine Railroad Historical Society

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