

B & Meeting

NEXT MEETING DECEMBER 11, 1982 1ST UNITARIAN CHURCH WOBURN, MA

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.

SPECIAL NOTICE TO CONNECTICUT B&MRRHS MEMBERS!!! The B&MRRHS announces its first Connecticut meeting on **JANUARY 21, 1983**, at the Warehouse Point firehouse in Warehouse Point, Conn. (directions will follow). Speaker will be Mr. Bob Leavitt, Director of Connecticut operations for the B&M! Time is 7:30 p.m.

February 12, 1983:

Entertainment will be provided by Mr. Dave Heinstrom and Mr. Doug Peters, who will show movies and slides on Maine Central & B&M operations.

March, 1983:

MEETING DATE NOT FIRM! Guest speaker will be **MR. DAVID FINK**, President of the Maine Central, who will speak on the emerging New England Rail System. Meeting date dependent upon Mr. Fink's previous engagements, and will be announced as soon as possible.

April 1983:

Annual joint meeting with the Mass Bay RRE. Date and program to be announced.

May 14, 1983:

Program to be announced.



Season's Greetings



WILL BELLOWS FALLS LOSE STEAMTOWN???

Scranton, Pennsylvania wants Steamtown. The city is so enthusiastic about plans to lure the railroad museum, which has been nestled on Route 5 in Bellows Falls for 21 years, to Scranton that they're erecting billboards pleading, "Keep the trains coming, Steamtown", and "The people of Scranton want you and love you." Everyone in Scranton - from the mayor to the chamber of commerce to former Gov. William W. Scranton - are working for the move of the museum, even though such a move could cost millions of dollars.

Steamtown Director Donald Ball, who has been authorized by the Steamtown Board of Trustees to proceed with negotiations on the move, said there were a "myriad of problems" to address, but admitted that the "unbelievable community spirit" of Scranton was "starting to mean more and more to me." Ball said he first learned of Scranton's interest in the move in May when a friend involved in the development of a hotel-convention center complex at the old Eric-Lackawanna railroad site in Scranton called him. Then, in July, J. Campbell Bryce, another of the developers of the \$8.3 million Erie Lackawanna rehabilitation, called to say there might be a definite move under way by the city. Used to such approaches - Ball said Steamtown has had plenty of "potential suitors" - Ball was still somewhat skeptical. Even now he calls a proposal presented to him

by Scranton officials and chamber representatives only a "pre-feasibility study", that is very loose in structure. He adds, however, that he has always been looking for a setting for the railroad museum that would "let this beautiful collection tell its story." He also admits that Scranton's central location, within a few hours travel time from Boston, Philadelphia, New York and Washington, might mean an annual tourist trade of 300,000-400,000 people.

In Vermont, Ball said, Steamtown is on the "comeback trail" with a projected 40,000 visitors this year, he admitted it has been a struggle to get even that many people to the museum. Ball said he would welcome the promotions Scranton promises, and is bitter about Vermont state officials' rejection of his proposals to have even small directional signs to the museum on the interstate. "We are a worldwide attraction, and we're viewed as just another tourist trap," Ball asserted, and added that he just didn't see how the non-profit organization could survive in the "unhealthy business climate" of Vermont. By contrast, Ball said the Scranton group is "beautifully organized" and would even provide funding, something Ball has not gotten in Vermont, to build a new museum.

According to Russell Preston, president of Metro Action, Inc., and arm of the Scranton Chamber of Commerce, Scranton would be willing to spend \$3 million to acquire a 30-acre site at the old Conrail yards, which contain a

roundhouse and diesel shops for repairs and would give ample room for stationary and moving displays. On Steamtown's present site, the trains are housed in a large metal building, the roof of which collapsed last winter and destroyed a number of the museum's restored engines.

Ball, who said he is still working "seven days a week" to make Steamtown "go" in Vermont, said one of his main problems was trying to get away to Scranton to pursue negotiations. Some of the problems Ball will address, once a clear "master planner" from Scranton emerges, will be the kind of excursions he could offer railfans, what tracks the trains would use, and the acquiring of clear title to the necessary property for the museum, among others. In the meantime, Ball said he will continue to work with the Steamtown Liason Committee make the venture work in Vermont. Still, he added, "What it boils down to is that we have something special here, and they (the people of Scranton) recognize it. **From the Claremont Eagle-Times.**

B&M WILL CONTINUE EAST DEERFIELD IMPROVEMENTS

Over the last few years, the Boston & Maine Railroad has spent approximately \$3 million to upgrade its East Deerfield yard, and is planning more improvements to the tracks and engine house, railroad President Alan Dustin told 25 people at a groundbreaking for a new yard office. The new yard office will eventually

be tied into the automated switching yards scheduled to be built in Deerfield, and will house the system's computers that will keep track of all cars entering or leaving the B&M yard.

Dustin told the small crowd of railroad officials and politicians the company plans to spend another \$3 to \$5 million over the next few years for the track and engine house upgrading. Funding will come from a variety of sources including the railroad itself. The railroad is seeking renovation funds from the Massachusetts Transportation Bond legislation as well as federal transportation accounts.

Work on yard renovations began in 1978 when the railroad received a New England Regional Commission grant. Over the last four years, Dustin said 40,000 ties were replaced, the yard layout was improved, seven miles of new rail were laid and turnouts constructed at the East Deerfield site, one of the major switching yards in the Northeast. Of the \$3 million spent to renovate the yard so far, the Boston & Maine put up \$1.7 million of its own money, Dustin said.

"The East Deerfield project is one that has had a high priority on the Boston & Maine for some time" Dustin said. The East Deerfield yard would maintain what Dustin called its prominence when a reorganization takes place that would give a single holding company control over it and two other railroad systems. Under the plan, the B&M, the Maine Central and Delaware & Hudson would be controlled by the Guilford Co., owned by millionaire Timothy Mellon of Connecticut. Dustin also called the East Deerfield work force "one of the best in the railroad".

The 2,800 square foot yard office will cost \$112,000 and will be constructed by B&M workers. It will be paid for by the railroad. The former yard office was torn down approximately a year and a half ago. Since then, the yard office has been in temporary trailers.

The yards new main lines now run along the south side of the facility rather than through the center as they had done for 50 years. The old configuration forced delays when crews attempted to move cars from the switching area, the makeup of departing freights can be done in one yard without having to wait for passing trains. **From the Morning Union, submitted by BOB NYLANDER.**

Mr. Nylander also adds the following footnote to his reported sighting on a MEC U25B at the East Deerfield engine house in the October newsletter: "There is a sequel to my sighting of the MEC U25 at E. Deerfield in August. It was the first MEC unit to go to White River Junction on the Connecticut River line."

MINUTES OF THE OCTOBER MEETING OF THE B&MRRHS

The October meeting of the B&MRRHS was called to order by President John Goodwin at 8:05 p.m. on October 9, 1982 at the First Unitarian Church, Woburn, MA. Approximately 55 members and guests were present. The minutes were read by acting Secretary Jeff Ursillo. No errors or omissions were found and the minutes were accepted as read.

At 8:30 John Goodwin made a final call for ballots and then turned the ballot box and sealed ballots received in the mail to appointed Tellers Dennis Adams, Dora Lamson and Arthur Purchase for tabulation.

A motion was made to increase the Board of Directors from 5 to 6 members. The motion was seconded and carried.

John Hutchins gave the Treasurer's report which told of a sound financial position for the Society and a good forthcoming year. John also reported that the Society's book "MINUTEMAN STEAM" will be available in softcover for delivery in December, and in

hardcover by January.

Don Clerke announced that November's meeting will be Modeler's Night, and urged all members to bring their models that night. Don also announced that the Society has ordered 600 quad hopper kits from Athearn. These kits will have the square herald and will be available by Christmas.

Don then presented Dick Symmes and John Hutchins with the Chairman's Award, Dick for his efforts with the Bulletin, and John for his sound financial guidance while serving as Treasurer and Business Manager for the Society. This is the first time that the Chairman's Award has been given, and the members present responded with a long round of applause.

John Goodwin then read the Membership Report for Dora Lamson who was serving as Teller. Total members to date numbered 1441, with 246 members not yet renewed. We have 307 new members for the year July '81 to June '82. From July '82 to the present 123 new members have joined.

Forrest Mack's Archive Report, which was ready by John Goodwin, told of several excellent additions to the archives.

John Allen Roderick gave his Program report for the previous year and announced that programs through next January were set. John also asked that anyone with leads on people who could put on programs should get in touch with him.

Ellis Walker presented his annual report, as Exhibits Coordinator, giving a list of shows at which the Society was represented, and also stated his goals for the forthcoming year.

John Goodwin read a report giving the heartfelt thanks of the Society to those people who make the Society "GO", and who seldom get the praise they deserve.

Bob Hagopian announced Dick Symmes' retirement as Editor of the Bulletin and asked for help in finding his replacement. Bob also informed the members that a committee had been formed to assemble the next 2 issues.

The business portion of the meeting being over, John Allen Roderick turned the floor over to Allen Pommer who showed silent and sound movies of steam powered fantrips in the Western part of the country. Also shown were films of an upstate New York fantrip pulled by D&H Alco PA-2's.

There was a break in the program at 10:00 for the election results. Dennis Adams read the Teller report as follows:

President John Goodwin
Vice President Bob Hagopian
Treasurer John Hutchins
Secretary Jeff Ursillo

The new members of the Board of Directors are as follows: Don Clerke, Chairman; David Lamson; Malcolm Houck; and Dick Symmes.

There were 205 valid ballots and 30 void ballots. The new slate of officers were then given a round of applause.

Mr. Pommer then showed his final reel of film on Toronto trolleys.

The meeting adjourned at 10:20 p.m.

Respectfully submitted,
Jeffrey Ursillo,
Acting Secretary

ANNOUNCEMENTS

The first of a series of regional B&MRRHS meetings throughout New England will be held Friday, January 21, 1983 at 7:30 p.m. The location tentatively at the Warehouse Point Firehouse, East Windsor, Connecticut. Final arrangements and directions will be in the next newsletter.

Speaker will be Mr. Robert Leavitt, Trainmaster of the Boston & Maine Railroad in charge of the Connecticut River Line and all Connecticut B&M rail operations.

The modeling list update is available **FREE** by sending a self addressed **STAMPED** envelope to Don Clerke, P.O. Box 674, South Windsor, CT 06074.

Those seriously interested in the purchase of Flying Yankee and B&M Electrics if produced in brass, please notify Don Clerke, P.O. Box 674, South Windsor, CT 06074. Please, only serious prospective purchasers respond.

October 19 marked a first for the Portland Division of the old Eastern Route main line. EDSA (East Deerfield-Salem) came into Salem this morning with none other than Delaware & Hudson 7603 (GP40) and B&M GP9 1749. The 7603 switched out cars at Salem and became the Peabody Switcher. This is the first time ever that this power has been up to these parts. The 1749 became the Lynn Switcher. The 7603 was due to be the lead unit on SAED that night as it was wyed at Salem that morning.

The circus train came into town October 19, with B&M GP38-2 #200 on the nose. The 200 was put on at Mechanicville.

A brand new run began on October 17, 1982. RUED (Rumford, Maine to East Deerfield). At East Deerfield, a west end crew takes the train to Binghamton, New York. The first unit west was Maine Central 261 (GP38) POME has been eliminated, and as well, there are no more crew changes at Lawrence and Atkinson. Keeping an engine log on power has come up with the B&M 317 (GP40-2) as the most used B&M unit on the POSE (Portland-Selkirk) run. Going east, they wyed at Bangor, the 317 now faces west. **From DON LeJEUNE.**

WE HAVE AN OPEN LETTER FROM FORREST MACK, CHAIRMAN OF THE B&MRRHS ARCHIVES COMMITTEE:

We of the B&MRRHS are shocked and saddened to learn of the passing of Clyde Smith on October 7, 1982. He was of great help to the Society in acquiring important locomotive drawings which the B&M Corp. no longer wanted, but which were essential to the research needs of the B&MRRHS Archives. He also donated considerable time and energy toward helping us to catalog these drawings after we received them.

Clyde was a great person to work with. We all retain fond memories of his wit and smile. Both personally and on behalf of the Boston & Maine Railroad Historical Society, I offer my sorrow.

Sincerely,
Forrest Mack

SIGHTINGS:

Maine Central GP7 #573, repainted on maroon and orange (gold), arrived with B&M GP40-2 #304 at the B&M's Lawrence, Mass. yard late this morning (October 15, 1982) on freight MELA. Both units left around noon on west-bound freight LASE with the #573 leading. This is the first Maine Central GP-7 that has strayed onto the property here since the "Great Run-Through" began in August.

The engineers walk-out last month left the Lawrence "field" track as colorful as the autumn foliage. Stranded locomotives from the MEC, D&H, and Conrail (4 units) outnumbered the B&M equipment. Within three days all had been removed by supervisory personnel, with Conrail units being the last to leave. Mainline traffic slowly increased during the strike to what appeared to be a level just below normal-not on schedule, but running. **From Don Maxner.**

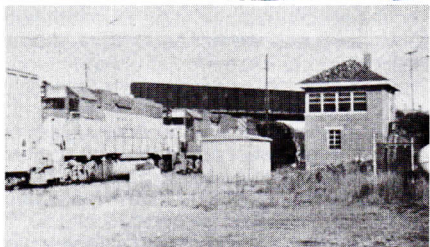
SANDOWN N.H. GETS ITS RAILROAD

The town of Sandown, N.H., population 2,000, is getting its railroad back after almost 50 years. The Sandown depot was built in 1873, and for 80 years carried the regions shoes and wood products to market and transported wealthy Bostonians and New Yorkers to summer residences on the Maine coast on the Worcester, Nashua and Portland Railroad, which later became part of the B&M Railroad.

In 1977, a group of town citizens organized the Sandown Historical Society and Museum with the aim of salvaging the depot. Like any restoration project, it's had its problems, but hard work and perseverance have overcome them. The depot, closed since 1935, has been restored, and tracks ripped up for scrap during World War II have been restored. With hard work, track was salvaged by townspeople and spikes were pulled, rails moved and ties hauled with all labor donated.

After five years of work by the Sandown Historical Society and the Museum to restore the old railway depot as a museum of town history and railroad memorabilia, the event was culminated, when on September 11, and October 2, two flanger cars (used for snow removal) were donated to the Society by Judge George Grinnell of Derry, N.H. and moved 15 miles from Derry to Sandown by the 386th Engineers, U.S. Army, at Greiner Field, Manchester, N.H. A team from the Engineers, assisted by a crew of Sandown civilians, loaded the first car on two 26-wheel flatbed trucks, using 25 ton cranes, they loaded and delivered it to Sandown on September 11, and the procedure was repeated when the second car was delivered on October 2, recreating in the town center the railroad presence that for so long dominated local affairs. **From the Kingstonian/Times.**

Submitted by Theodore Hesse.



Delaware & Hudson Diesels leave Rigby Yard northbound towards Bangor! This is just another example of the enjoyment that train-watchers in New England have enjoyed over the last two months! Photo by Jon Landry.

Trains from Montreal to White River Junction on the CV now run straight through with Canadian power to White River Junction, where crews and power are swapped for Boston & Maine crews and power. This can make train watching very exciting, as one can find all kinds of power at White River Junction now. Running Canadian power will also enable the CV to do major repairs to some of its road power, which rarely saw an idle moment.

Maine Central Alco RS-11's are both out of service at this writing. Both units are stored at Bangor, with the 801 out with an engine failure, and the 802 with a fire. It is expected that the 801 will supply parts to return the 802 to service (hence the end of the line for the 801!). Two of the Maine Central's EMD switchers have been moved to Rigby yard in South Portland, Maine for repairs and use on the Portland Terminal. This is the first time that any MEC switchers have been at Rigby since the late '60's. The units are the #332 and #335. Currently the 335 is in the shop and the 332 is dead outside waiting its turn.

Two news items from The 470.

From member Clayton Sargent comes this commentary on the Goffstown, NH branch of the B&M. **GOFFSTOWN SELECTMEN CONSIDERING RAILROAD STUDY COMMITTEE RECOMMENDATIONS**

The Goffstown NH selectmen are currently studying an eight page report which concludes a study on the abandoned Boston & Maine right of way land in Goffstown.

There is some confusion regarding the right of way land east of the burned bridge abutting Main Street, because most of it was on farmland conveyed to the NHCRRCo. in 1848-49 via "let lease and convey" agreements. These agreements granted premises to the NHCRRCo. forever for the purpose of operating a railroad and the study committee believes that the agreements are like present day easements which would mean that when the rails and crossties are removed, the right of way is no longer operable as a railroad so the land would revert to the abutters 50/50. The B&M lawyers disagree with this view and state that the B&M does own the land.

In ending the study, the committee pointed out that there is a law stating that abandoned right of way land cannot be used for any purpose that would unreasonably affect the ability to restore future rail service at minimum cost, but the law has never been tested in court. The selectmen are studying the report to consider the town's options and haven't made any decisions. **Excerpts from The Goffstown News.**

The B&M has acquired a new piece of motive power!!! No, it's not another GP40, or a GP-9 or even a SW-9. It's a Trackmobile!!! Smaller than a conventional locomotive, the Trackmobile can push, pull and add cost efficiency to the railroad, said B&M spokesman Dennis Coffey. The two man car was purchased by the Springfield Terminal Railway Co., a subsidiary of the B&M, for around \$100,000, Coffey said. It will be employed throughout the entire Boston & Maine system. **Submitted by JAMES C. BARNES.**

BILL CRAWFORD OF THE MASS BAY RRE SENDS THIS REPORT ON THE MBRE'S OCTOBER 2, 1982 TRIP. WE QUOTE EXCERPTS HERE

"On Saturday, October 2, Mass. Bay RRE operated the seventeenth in our current series of railroad excursions. I am pleased to report to the membership on the success of this trip. We had fine weather, the train ran well, and our 'mileage collector' members collected the 1.08 mile East Deerfield Loop, the connecting leg between East Deerfield on the Fitchburg Route and Deerfield Junction on the Connecticut River route. Passenger trains haven't used this line in over twenty years. Mass Bay RRE continues to deliver new and interesting routings for our excursion train passengers to enjoy.

Our ten car train carried approximately seven hundred and twenty five passengers from North Station - Boston, with additional passengers boarding at Cambridge, Waltham, Concord, Ayer, Fitchburg and Greenfield. Additional passengers rode locally between Bellows Falls and White River Junction. Our return to Boston was reasonably timely, about thirty-five minutes later than indicated on the schedule mailed out with the tickets.

The success of this type of trip requires the cooperation of many people. Jim Stoetzel, Lester Stephenson and Bob Leavitt of the B&M were especially helpful, along with the B&M shop forces and train crews, and other operating personnel who made certain that our excursion train operated smoothly. We also acknowledge the efforts of people from the MBTA and our insurance carriers for their support. Don Ball and Carol Meyerrose at

Steamtown were very helpful in planning for our special train at the museum. This year, in contrast with our June 1978 and October 1979 trips to Steamtown, we made a direct across the platform transfer at Bellows Falls, obviating the need for chartered bus transfers.

With the expert planning of Vic Campbell, we staged an excellent photo stop at Athol, Mass. Vice president David Derow did an outstanding job as Trip Director, handling dozens of "details" - the little operating problems that invariably occur on excursions. That most of our passengers never know about the problems is a real compliment to our organization's expertise in sponsoring railfan trips." **From BILL CRAWFORD, Mass Bay RRE.**

UNIONS URGE WORKERS TO BUY CONRAIL

Unions representing Conrail workers want to purchase the railroad to keep it intact and preserve their jobs. The Cleveland Plain Dealer said it obtained a letter from the Railway Labor Executives Assoc. to its members. The RLEA wants its members, in 20 different unions, to approve plans to go ahead with the acquisition.

Conrail was established by Congress in 1976 as a profit corporation that took over operations of the Penn Central and five other bankrupt Northeastern railroads. However, Conrail has lost money and Congress decided last year to order the Transportation Department to sell the government's interest in Conrail either as a whole or piecemeal, the newspaper said.

The RLEA, in a letter dated Friday, October 15, 1982, told members that buying Conrail was the workers best chance to keep the railroad intact. "If Conrail is sold in pieces, it will be cherry-picked" the letter said. "Outside purchasers, including other railroads, will take only what they want and leave the rest. The end result will be the loss of thousands and thousands of jobs."

Purchasing the system would require no financial investment by the employees, the letter said. A third party may be sought out to help in the acquisition if the unions were unable to raise the necessary money. The letter also said that RLEA officials have been meeting with Conrail Chairman Stanley Crane, US Secretary of Transportation Drew Lewis and investment bankers. Accompanying the letter was a ballot on whether the RLEA should continue its efforts to purchase the railroad. Before the deal is finalized, the union members will vote on it, the letter said. **From the Boston Globe.**

AMTRAK GETS ACCORD WITH ENGINEERS TO CUT ITS COSTS IN NORTHEAST

Amtrak announced agreements with the Brotherhood of Locomotive Engineers that the passenger - train service will cut costs on its busy Boston - Washington corridor. For the first time, Amtrak will be hiring its own engineers on the route and will pay by the hour rather than according to a mileage based formula that has been in effect for more than 60 years.

About 250 engineers to be hired by Amtrak are employed by Conrail, which runs Amtrak trains. Currently these engineers are paid a full days pay for each 100 miles their trains travel. This offer leads to engineers working 2 1/2 days a week while getting a full weeks pay, Graham Claytor, Amtrak's president, told a news conference.

The result of the work-rules change will be that Amtrak will need fewer engineers who will make the same wage but work longer hours than at present, Mr. Claytor said. To soften the impact of the change, engineers on certain Amtrak trains will have their working hours increase gradually over three years.

In other developments announced by

Amtrak: Scheduled travel times for many trains in the Northeast corridor will be shortened. New York - Washington Metroliners will be scheduled to make the trip in two hours and 49 minutes, 10 minutes faster than before. Two new Boston - New York roundtrips on weekdays are to take three hours and 55 minutes each, cutting 42 minutes off the fastest times for such service.

New trains will be added: The Silver Palm, between Tampa and Miami; and the Chicago-Toronto through train, the International.

Food service will be improved by such steps as restoring full diner car service on some trains, as well as adding some dinner entrees, expanding some lunch menus and other services. From the Wall Street Journal.

Submitted by GIL PAYSON.

B&M Members

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

B&MRRHS:

- | | |
|--|---|
| T.A. Blair
29 Jacqueline Dr.
Paoli, PA. | Charlie K. Brown
P.O. Box 85
Sugar Hill, N.H. |
| Ronald J. DeFilippo
15 Pine Street
Ayer, MA. | John Maloy
21 Grove Street
Medford, MA. |
| Kathleen Schlse
16113 Ash Drive
Spencerville, MD. | Walter E. Graham
38 So. Bedford Street
Burlington, MA. |
| Edward Stefan
205 Glenville Road
Greenwich, CT. | Wes Carpenter
353 High Street
Bath, ME. |
| John Cook
P.O. Box 317
Saxton's River, VT. | Stephen Barnum
137 Nottingham Road
Deerfield, N.H. |
| Leon O. Gadbois
10 Breton Lane
Holyoke, MA. | Ted Simanek
Rd 2 Box 427
Evans City, PA. |
| Joseph J. Delaney
2071 Hopewood Drive
Falls Church, VA. | Thomas Lenahan
145 Fell Street #407
San Francisco, CA. |
| Skip Gilman
10 Richards Street
Danvers, MA. | Michael D. Twombly
68 High Street
Andover, MA. |
| Peter S. Miller
9B Standisa Ct.
Greenfield, MA. | Lawrence P. Ayer
P.O. Box 512
Concord, MA. |
| Joseph Benotti, MD.
51 Newton Street
Northboro, MA. | John C. Seebeck
555 St. Andrews Blvd.
Charleston, S.C. |
| Tom Schwamb
22 Lynne Road
Sudbury, MA. | Roger Schroeder
9225 SR3
Clarksville, OH. |
| Richard Potvin
826 Rue Hardy
Ste. Therese, Que. | William J. O'Connor III
P.O. Box 356
West Boylston, MA. |
| Harvey W. Robinson
16 Sylvia Street
Lynn, MA. | Donald R. Smythe
104 West Street
Hyde Park, MA. |
| Paul Remond
Bolton Road
Harvard, MA. | Gerald T. Tracy
42 Oakland Street
Medway, MA. |
| Dwight A. Glahn
9901 E. Evans 6C
Denver, CO. | Roland W. Rasmussen
3401 Snowy Egret Ct.
Palm Harbor, FL. |
| David R. Saarl
11 A I Street
South Boston, MA. | Bruce D. Andrews
52 Corrine Drive
Dracut, MA. |
| David A. Wentworth
1126 Ferdon
Ann Arbor, MI. | M.J. Concannon
N.A.S. Chase Field
Beville, TX. |
| James W. Swift
123 Griffiths Avenue
Pt. Pleasant Beach, N.Y. | Scott J. Mayo
9 Kilda Street
Somersworth, N.H. |

Carl Robert
93 Stratham Street
Lowell, MA.

William C. Stevens
71 Valley Street
Salem, MA.

David T. Squires
14 Kings Ct.
Camillus, N.Y.

Francis X. McCabe
110 Timberlin Road
Carroll, IA.

Bertrand E. Cote, Jr.
53 Old City Road
Townsend, MA.

Richard W. Herbert
459 Ellis Place
Wyckoff, N.J.

Michael J. McEachern
37 Spencer Street
West Farmingdale, N.Y.

William L. Cahill, Jr.
P.O. Box 1237
Westford, MA.

John T. Egan, Jr.
P.O. Box 541
Glenwood, IL.

Thomas Minichiello
304 Main Street
Hampstead, N.H.

Paul K. Charland
30 Alexander Street
Brockville, Ontario

Walter M. Matuch
P.O. Box 742
Bayonne, N.J.

Gion Rudolf Caprez
CH-7000 Chur
Switzerland

Peter Ward
61 Jackson Street
Cambridge, MA.

Carl Eppich
21000 Kingcrest Drive
Saugus, CA.

Robert B. Dunnet
130 Main Street
Roslyn, N.Y.

Glenn Olsen
84 Harlow Drive
Amherst, MA.

Lawrence H. Black
23 Isabella Street
Stoneham, MA.

Roger F. Wiberg
22 South Union Street
Burlington, VT.

R.J. Bergeron
5 Cemetary Road
Essex Junction, VT.

Michael Rossi
104 Maple Street
Melrose, MA.

Steve Byan
9 Hale Road
Stow, MA.

RAILFACTS

Every school kid who has ever been exposed to art appreciation knows "Whistler's Mother", the famous painting by Abbott McNeil Whistler. But who knows about Whistler's Father? Well, for one, the Grand Trunk Western Railroad does. The senior Whistler, George Washington Whistler, was an engineer and musician who was asked by a railroad in 1836 to develop a warning device to replace manually operated bells. Out of that request came, says the Grand Trunk, the locomotive steam whistle. **From the 470.**

The following article has appeared in several railfan oriented newsletters in the last couple of months, and we repeat it here because it's all too true:

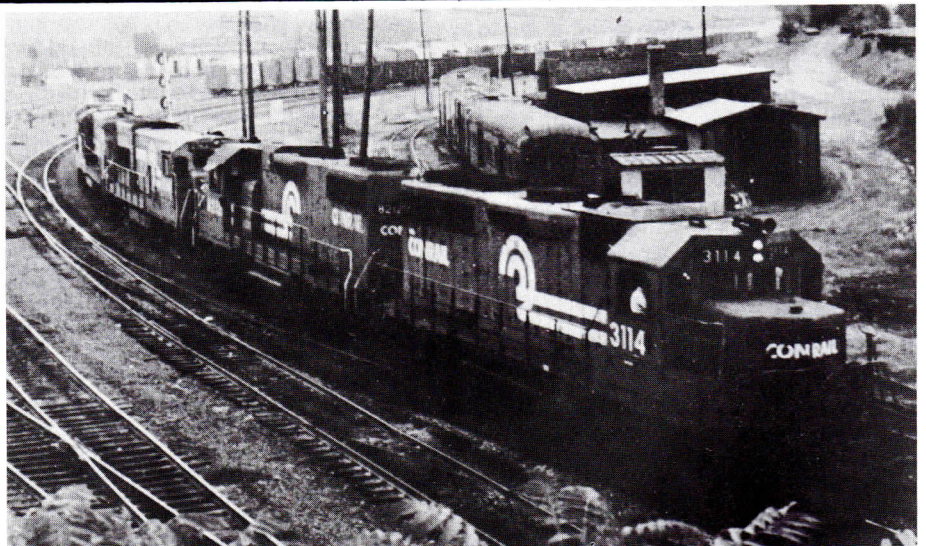
"Do you know me?
"It amuses me that your organization spends so much time looking for new members, when I was there all the time. Do you remember?

"I'm the fellow who filed an application and was accepted. I paid my dues and then I was asked to be a loyal and dedicated member. I'm the fellow who came to every meeting but nobody paid any attention to me. I tried several times to be friendly, but everyone seemed to have his or her own friends to talk to and sit with. I sat down among some unfamiliar faces several times, but they didn't pay much attention to me. I hoped somebody would ask me to join one of the committees or to somehow participate, but no one did.

"Finally, because of illness, I missed a meeting. The next month, no one asked me where I had been. I guess it didn't matter much whether I was there or not. The next meeting I stayed home to watch television and no one asked me where I was the month before when I attended the next meeting. You might say I'm a good guy, a good family man and hold a responsible job and love my community. I'm also the member who never came back to a meeting." Sent to us by **CHARLIE BRESLIN.**

I would imagine that we all have to plead guilty to on occasion "ignoring" a new face that happens to be standing there next to us at a B&MRRHS meeting. Perhaps we were wrapped up in a project, or had a bad day, or any number of other things that can preoccupy a mind. For this, we apologize. Sometimes things just happen that way.

The B&MRRHS hopefully will be embarking on many new ventures in the next few months and years, and we will need **YOU.** If no one talks to you, talk to them. Go up and introduce yourself. From my own experience working with the public, I have found that you have a much better chance of being noticed if you say even "hello". If the direct approach isn't your style, meet one of us outside the hall or in the back during a break. Corner us. If we're busy, grab us when we're not. If worse comes to worse, drop anyone a letter in the mail saying you would like to help with such-and-such. We'll reach you.



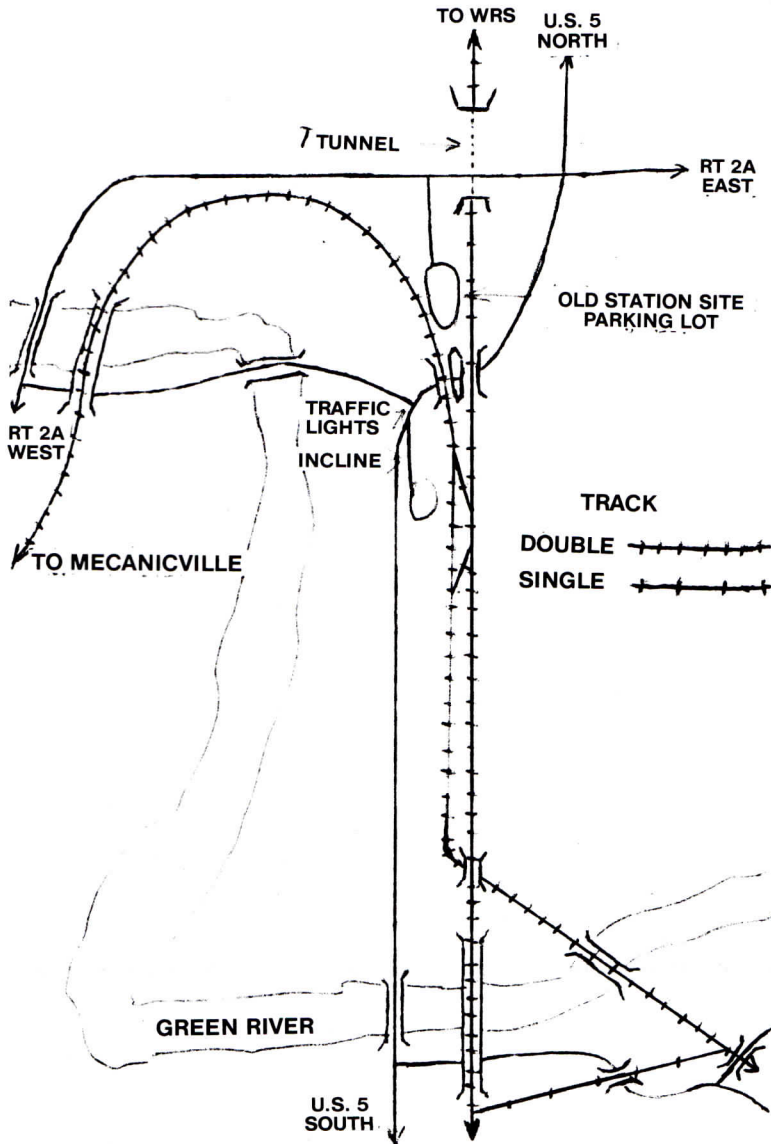
Empty Coal Train westbound! Lashup consisted of Conrail units 3114, 8212, 2764, 1945, B&M units 308 and 314. The coal train dropped empty hoppers on the main line, then shovelled the B&M units down to the fuel tracks. The eastbound coal train had picked up the two B&M units at Mechanicville, on the return, they're dropped off at East Deerfield. Photo by Don LeJeune.

WHERE IT'S AT!!!

Greenfield, Mass.

As an extension of our first installment, we will now tell about the spot that is right next door to and almost as equally exciting as East Deerfield. Greenfield is the point at which the Fitchburg Route and the Connecticut River Route come directly together. Located right near the center of Greenfield, it is easily reached from U.S. Route 5 right by the traffic light protected intersection next to the bridge that carries the Fitchburg and Conn River lines over Route 5. If you are coming south under the bridges, there will be a left hand turn to the right just before the intersection. Another spot equally as good is to go to the parking lot at the location of the old station at Greenfield. The only disadvantage to this spot is that travel between there and East Deerfield yard is slower than desired.

Almost all of the trains that travel the two routes will pass through town but you will not see the Springfield-Portland trains nor the southbound local out of Deerfield. Other trains that originate at EDF for the east or terminating there will not be seen. If one is a die-hard and likes long hours, they can stay out late and catch the north and south bound Montrealers. If we are lucky, the much talked about trial station stop will become a reality and add to the action.



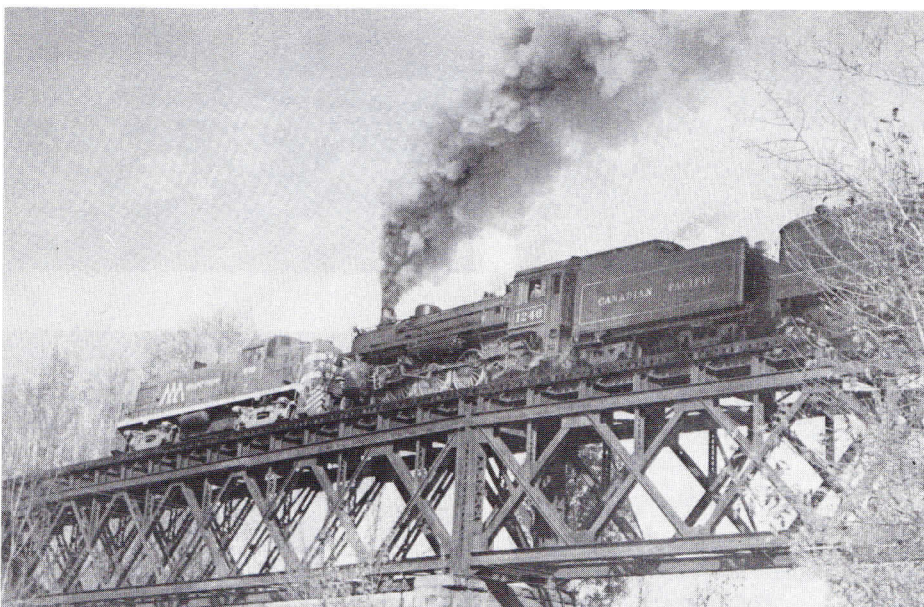
1982 REPORT OF THE ARCHIVES COMMITTEE CHAIRMAN

By far the most spectacular additions to our Archives during the past year are the Whitney steam erecting cards. These linen erection drawings of B&M steam engines had been separated from the Whitney drawings given to the Archives a year previous. By the generosity of Mrs. Pearl Whitney and the help of Jim Ickes, these drawings were made available to the Archives and were placed there last November. Late in August, 1982, the B&MRRHS was given the Harry U. Camp collection of paper railroadiana. It was donated by the deceased owner's son Gilbert P. Camp. Particular thanks are due to Don Hills for his help in transferring this collection to our Archives.

Access to the Archives was difficult last year. On weekends the University of Lowell's Lydon Library was open only on Sundays, and this made it difficult to schedule convenient work meetings. 102 person-hours of work were done on the collections by numerous persons. Particular thanks are due to John Barr, Joe Camarano, Bob Cowan, David Engman, Tom Field, Mike Gaudette, John Goodwin, Walter Lenk, Jim Reardon, Russ Munroe, and Frank Willard. Of note has been the work of Bob Cowan, who has cataloged the bulk of the non-mechanical material at the Archives since the inception of our collections. We are also grateful to Leroy Hutchinson, who although often encumbered by a bad back and a difficult work schedule, has nevertheless helped without reserve in moving heavy loads of material to the Archives. Presently the Archives needs about \$1800 worth of equipment for adequate storage of the collections. Two more flat ties and a square tube file are needed for linen drawings. A letter-sized filing cabinet equipped with hanging folders is required for photographs, as well as an appropriate file for slides. Addition of these items will relieve the apparent congestion in our archives, and make better use of the space which has been allocated to us. But most important, this equipment will prolong the life of the collection and facilitate access.

Respectfully Submitted,

Forrest Mack
Chairman, B&MRRHS Archives Committee



Vermont Railway RS-3 #603 leads Canadian Pacific 4-6-2 # 1246 over the Ludlow high trestle on Sunday October 24 Railfan's Weekend sponsored by the Steamtown Foundation. Engineer in the 603 is B&MRRHS member Kevin Smith of the Green Mountain Railroad. Photo by Edith Jordan.

B&M F-7 4266 GETS A FACE-LIFT

Railfans attending the annual Conway Scenic Railfan's Day at North Conway, N.H. this past September were in for a new treat this year as the star of the show turned out to be the freshly-painted B&M F-7 4266. Resplendent in gleaming maroon and gold, she was a credit to the Conway Scenic and to the people involved in the preservation and restoration of the old engine. The 470 Railroad club was the sponsor of the project and the B&MRRHS had the official honor of assisting in supplying parts needed to help the restoration along. The folks doing the "hands-on" work with the locomotive itself deserve special credit, however. If it weren't for these people, many of them joint members of both organizations, the engine would have still been sitting in the dead-line at the B&M shops at Billerica, waiting for the torch. Now thanks to these volunteers, we all can view a bit of the past as it was when both steam and diesel ruled the rails on the B&M and MEC. Unfortunately, no official record was kept of the names of the volunteers who selflessly gave their time to the 4266 project over the course of time that the job took, but in recognition of their efforts we feel that the names that we remember should be listed for the contribution of time and labor they made. If names have been left out we ask for forgiveness, for both neglecting to keep a record and for our memory lapse. The names below do not, by the order listed, necessarily reflect the amount of effort they put into the 4266 restoration or their respective importance to the project. Each, in his own way, helped make the locomotive the handsome display piece it is today. They all have been a credit to their respective organizations and to the railroad and railfan community.

RELEASE OF THE 4266 TO THE 470 RAILROAD CLUB AND TRANSPORTATION TO NORTH CONWAY.

Emmons Lancaster...Chief pusher, prodder and wheedler.

Officers and trustees of the 470 Railroad Club.

Alan Dustin
Dick Muehlke
Dwight Smith
Jerry Brennon
Don Hills
Wayne Hills
Jim McGill
Don Robinson
Larry Blanke

WINTERIZATION AND PREPARATION FOR SAND-BLASTING.

Emmons Lancaster
George Small and Family
Francis Small
Wayne Allen
Courtney Gregg
Richard Baston
Clark Baston
Dick Vigeant

PARTS PROCUREMENT.

Officers and Directors of the B&MRRHS.
Emmons Lancaster
Larry Blanke
Alan Dustin
Jerry Brennon

SAND-BLASTER AND HELPERS

Bob Allen...Over one hundred hours!
Phil Stockbridge
Dave Albert
Joe Debartolomao
Dave Lamson

PREPARATION FOR PAINTING

Bob Allen
Wayne Allen
Courtney Gregg

Larry Blanke
Joe Shaw
Roger Robar
Dennis Adams
Hollis Emmons
Jeff Ursillo
Dale Burnell
Michael Parker
Dwight Smith
Ron Johnson
Larry Kemp
George Small and Family
Francis Small
Dave and Dora Lamson
Dick Irish

PAINTERS AND HELPERS

Dick Irish...He said, "Sure, I'll give it a try".
Larry Kemp
Dwight Smith
Dave Albert
Dave and Dora Lamson

DECALS - ARTWORK AND MANUFACTURE.

George Bishop
Ron Sonia

DONATION OF BUILDER'S PLATES.
Howard Audibert

DONATION OF HORN.
Nelson Bostridge

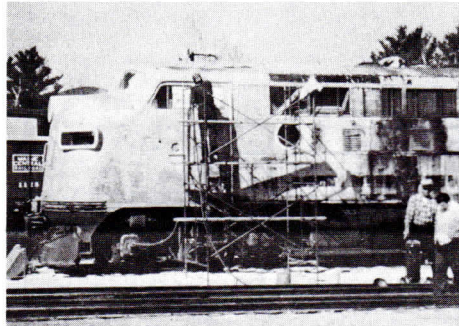
DONATION OF HEADLIGHT.
Chandler Cobb

DONATION OF NUMBER BOARDS.
Doug Kidd

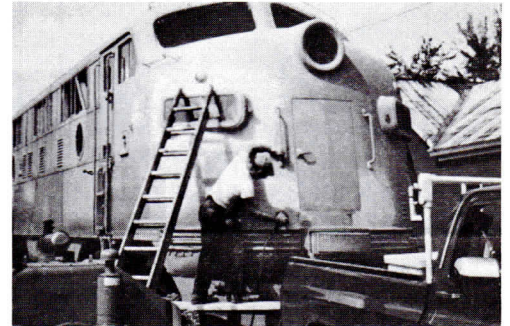
We don't know what Courtney Gregg was doing in the engine room, but ever time he came out he was dirty and had a great big grin on his face!!

We are sure that more names should appear on this list but for the life of us, we can't remember them. To those people we missed we, again, offer our deepest apologies and ask them to send their names to Emmons Lancaster via the 470 Club address or to the B&MRRHS at the Harwood Station address so that the list be brought up-to-date. Wonder what project will be dreamed up next?!!

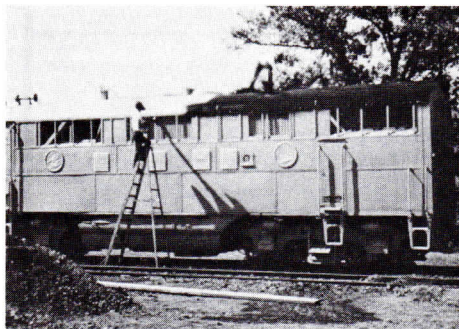
B&MRRHS Newsletter Staff.
Photos by Dora Lamson.



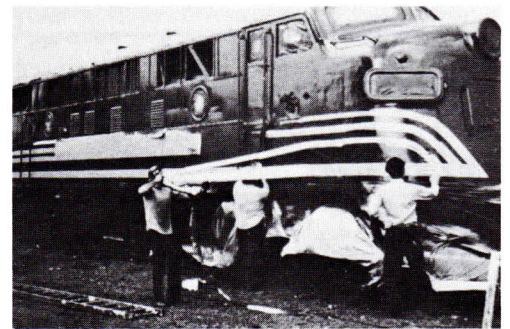
1.



2.



3.



4.



5.



6.

Since we are now being blessed with Maine Central and Delaware & Hudson locomotives in addition to our own beloved Boston & Maine diesels, here is a handy three-railroad roster to help you identify them!!! (Special thanks go out to Jim Conroy, Mohawk & Hudson Chapter NRHS for the D&H roster).

Boston & Maine

800-807 SW-8
 1115-1132 SW-1
 1203 & 1206 NW-2
 1208-1213 NW-2
 1220-1231 SW-9

 200-211 GP38-2
 300-317 GP40-2
 1555-1577 GP-7
 1700-1749 GP-9
 1750-1755 GP-18

Delaware & Hudson

4075,4099,4103,4118 RS-3
 5000-5011 RS-11*
 5012-5023 RS-36
 401,404-415 C-420
 451-456,461-463 C-424m
 501-508 RS-3m
 2301-2314, 2316 U23B
 7314-7325 GP-38-2**
 7401-7420 GP-39-2***
 7601-7620 GP39-2
 754-762 U33C****

Maine Central

331-333 SW-7
 334 SW-7
 251-263 GP-38
 225-238 U25B*
 400-409 U18B
 561-581 GP-7
 450 GP-9**
 801-802 RS-11

*5000-03 & 05 high hood
 **ex-Lehigh Valley
 ***ex-Reading
 ****only 6-axle units on roster

Occasional Alco S units saw use during summer 1982.

*ex Rock Island
 **ex-Algonia Central

COAL COMMENTARY

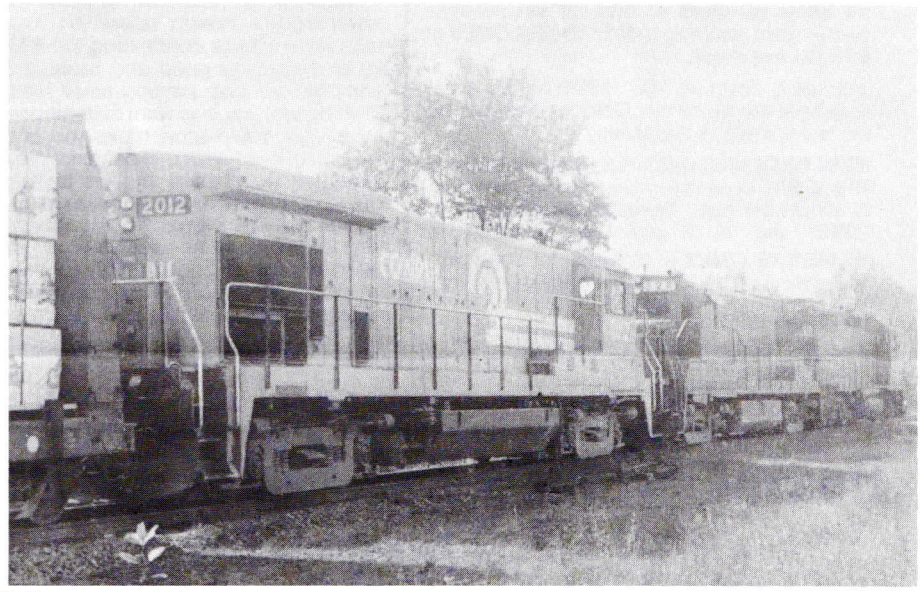
With coal now riding the region's rails, and with plans in the making for even greater coal tonnage, we're getting a little out of patience with critics who persist in claiming that New England's railroads "are incapable of coping with the increasing coal demands," or that "there are no rail lines in the Northeast that are suitable for volume coal transport. One of the most recent imaginings, this one from an apparently blindfolded marketing research firm, claimed that "In New England, rail capability has perhaps deteriorated to a point beyond which recovery is not realistic.

But the "incapable", "unsuitable", and "deteriorated" New England railroads are now moving millions of tons of coal, moved even more in the past and will continue to move coal in increasing quantities to meet the demands of industrial and electrical utility conversions from expensive petroleum. For many years and continuing to this day, the Boston & Maine Railroad has transported two or three unit trains every week to the power generating plant at Bow, NH. Boston & Maine is now moving coal on a regular basis to the Mount Tom Power Plant in Massachusetts. The B&M expects to move a total of 1.7 million tons of coal this year.

A year ago, when the Martin-Marietta Cement Plant at Thomaston, Maine converted its kilns from oil to coal, their first shipment of bituminous coal came to Searsport by water and was trucked to Thomaston. The economies of rail transport became evident immediately, and since that first shipment, the Maine Central has moved more than 50,000 tons of coal to Thomaston. The railroad carried enough coal late last year to supply the cement plant through the winter, and volume traffic has resumed this spring.

Energy economies and use of alternate fuels have pulled oil prices down a bit and the pace of oil to coal conversion has slowed, but the movement away from petroleum dependence is a definite trend, and large scale conversions will continue. Experience of the past few years indicates that rail service will be essential to the change. This constitutes a challenge for the Maine Central and all New England railroads, but from what can be readily seen, we intend to meet this challenge with suitable equipment, favorable rates, and innovative transportation service.

From the Maine Central Messenger.



Quite an unusual lash-up, even in these crazy days: Maine Central GP-38 #258, 25B #226 and CONRAIL U-Boat #2012 (Sorry, GE, they'll always be "U-Boats"!!!)roll by East Kingston, N.H. Photo by Dora Lamson.

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	Send to: Dora Lamsom, Membership Sec'y
Canada	15.00	P.O. Box 2362, Harwood Station
Foreign Countries	18.00	Littleton, MA 01460
(U. S. currency)		

NAME _____ Date _____

Address _____

City/Town _____ State _____ Zip _____

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:
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

RAILFACTS

In 1912 the American Locomotive Company produced an automobile!!! The "Alco Berline" had Pullman ventilators in the roof, upholstery which was 10 inches deep, and when the doors were opened, lights came on to illuminate the steps. The 25½ inch doors and spacious interior suggested the ultra in automotive excellence. All this for only \$7,250 (in 1912!!). The company was also noted for its Alco Motor Trucks and Alco Taxicabs. From the 470.

One question that we get on occasion is "What type of news are we looking for, for the B&MRRHS Newsletter?" Basically, just about anything to do with the B&M. Any unusual happenings, derailments, wrecks, unusual power and/or foreign power on the B&M, newspaper stories concerning the B&M, etc., are all potentially good and usable stories. Since we are also printing small featurettes, anything that you may want to compose along these lines is also acceptable. And, of course, photographs are always in demand! We cannot guarantee publication, but we try to get all "dated" (current event type news) items in the nearest possible Newsletter. Non-dated news and featurettes will be used when needed. So, get writing, clipping and photographing and let the rest of the B&MRRHS know what's happening in your area!!

Last month, when we listed the officers and committee chairpersons of the B&MRRHS, we inadvertently omitted Harry Frye, B&MRRHS Historian, Forest Mack, Archives Chairman and Ellis Walker, Exhibit Coordinator. Our apologies to these gentlemen, who put in many hours for the betterment of the Society.

Some observations on the motive power scene around New England . . .

Maine Central crews have "fallen in love" with the powerful Boston & Maine GP40-2's, but their effectiveness was somewhat lost when, during a night layover in Bangor, two were assigned to the Bucksport job, a short local that, until recently, was the domain of mu'ed switchers. Still another B&M 300 spent the night as the Bangor yard switcher.

Guilford Transportation has its own boxcar!!! The boxcar has been reported in various parts of New England, but as yet, the B&MRRHS Newsletter doesn't have a photo of it!!! If any member has a photo of it, please share it with the membership!!!

Boston & Maine Railroad Historical Society *Incorporated*

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