

B & Meeting

NEXT MEETING

FEBRUARY 12, 1983

8:00 PM

**1ST UNITARIAN CHURCH
WOBURN, MA**

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 21, 1983:

Joint B&MRRHS/MBRRE meeting at Newton Highlands, MA, Congregational Church, corner of Lincoln and Hartford Sts. Two blocks from Rte. 9; 1 block west of MBTA Green Line Newton Highlands Station. Meeting will feature movies by Albert Hale of B&M Steam 1930's & 40's, plus some surprises.
No meeting at Woburn for April!!

JUDGE APPROVES MELLON'S REORGANIZATION PLAN FOR B&M RAILROAD

A U.S. District judge approved a plan of reorganization of the Boston & Maine Corp., clearing the way for millionaire Timothy Mellon to assume ownership. Judge Frank Murray approved the plan submitted by the B&M reorganization trustees and previously approved by the Inter-State Commerce Commission, said Robert W. Meserve and Benjamin Lacey, two court-appointed B&M trustees.

The rail line would be turned over to Guilford Transportation Industries Inc., a Mellon holding company. Mellon, a Guilford, CT resident, is a fourth generation member of the Mellon banking family of Pittsburgh.

B&M, which has been bankrupt since 1970, operates freight lines in all New England states except Rhode Island. It also operates lines in upstate New York.

The order approving the plan fixes February 14, 1983, as the final date for mailing written acceptances or rejections by creditors. When Guilford Transportation takes control of the B&M, it will become a privately held rather than a publicly held company, Lacey said. **From the Portland Press Herald. Submitted by CAPT. WILLIAM J. FRAPPIER.**

The B&M's slug, #100 is ready to leave the Billerica shops in mid January. It is still 13,000 pounds underweight, and needs more ballasting. The slug is ex-Union Pacific #134, the hood was completely fabricated in the Billerica Shops. The 301 is also being re-wired, and will join the 300 and 100 by February 1.

On December 19, the GP-9 1739 was damaged in an accident at White River Junction. It is expected to eventually be brought to Billerica.

The 304 (GP40-2) has been plagued with

numerous mechanical problems, and has been downgraded to pusher or helper duty between East Deerfield and Fitchburg until major repairs are done on it.

The following units are classified as "stored" and will be "boxcarred" from East Deerfield to Billerica: 1755, 1733, 1727, and 1556.

Submitted by DON LeJEUNE.

B&MRRHS/470 RAILROAD CLUB SOFTBALL GAME!!

The Boston & Maine Railroad Historical Society, Inc., hereby issues challenge to the 470 Railroad Club of Portland, Maine to meet and do battle on the softball field in front of the North Conway depot during the annual joint meeting in August.

If you are interested in defending the honor of B&MRRHS, please drop a post card (PLEASE!!) to the Newsletter address, including position you would like to play, etc.

If and when we have enough interest in organizing a game, actual game time will be announced in the Newsletter. All players will also be sent notification at that time. Anyone is welcome to play!!! (You don't even have to be a B&MRRHS member!!) You will also be able to sign up at the field at game time, but we would like some idea of how much interest there is in getting the game off the ground. Let us know as soon as possible!! On your post card, please send name, address, etc., and position you would like to play. We will endeavor to let as many people as we can play!!

ACCORDING TO GUINNESS ...

According to the Guinness Book of World Records, the longest model train ever run had 750 cars, pulled by 10 Lionel locomotives, run by S.E. Roberts, at Rickenbacker AFB, Ohio. **From the Mass Bay RRE Callboy**

B&MEETING UP DATE

April 21, 1983 **NOTE CHANGE OF MEETING DATE AND LOCATION!!** This will be our annual meeting with the Mass. Bay RRE, at their meeting location, the Newton Highlands Congregational Church. The Church is located at the corner of Lincoln and Hartford Streets, one block west of Walnut Street and two blocks north of Route 9 in Newton Highlands, MA. Please enter by the rear door of the Church off the parking lot. Entertainment will be provided by Mr. Albert Hale, who will be showing his films of Boston & Maine steam power dating to the 1930's, various New York state steam shortlines, as well as various other subjects.

The Delaware & Hudson has joined the Maine Central as proud owners of a Guilford Transportation Industries boxcar!! D&H boxcar #27073 has been repainted in Guilford's colors of white with black ends, with a large "G" on the left, and "Delaware & Hudson" on the right, both underlined in rust color. **From the Mass Bay RRE Callboy**

UNCLE SAM GIVES MASSACHUSETTS \$\$\$ FOR CAPE COD VARNISH!!!

Massachusetts will receive a \$5 million federal appropriation to bring Amtrak passenger service to southeastern Massachusetts and Cape Cod from New York and Washington.

Congress included the money in a \$700 million appropriation for Amtrak in 1983 that it enacted on December 14, 1982. It will be used to rehabilitate the right of way to Hyannis. **From the Mass Bay RRE Callboy.**

MINUTES OF THE DECEMBER MEETING OF THE B&MRRHS DEC. 11, 1982

The meeting was called to order at 8:00 p.m. with 70 members present, by President John Goodwin. The minutes of the November meeting were read and accepted.

John Hutchins announced the sale of B&M coffee mugs at the society table at the rear of the hall for \$4.75. John also reported that "Minuteman Steam" has been delayed due to excessive re-cropping of approximately 50% of the photos. However, the printing was to be finished that week and then sent to the bindery. John figures the soft-cover edition will be shipped by the second week of January, and the hard-cover by the last week of January. By the February meeting, all orders are expected to be filled.

John also reported that the society's book "Moguls, Mountains & Memories" was 10 copies away from being sold out at the meeting date, and when those are gone none will be printed.

The membership report put our current membership at 1607.

Bob Hagopian then auctioned off a color photo of 4266 by Dennis Adams taken at North Conway on Railfan's Day, 1982, for \$25.00.

Arthur Purchase then introduced the evenings program. As usual, there was an excellent turnout of members with slides and movies of their sightings.

The meeting adjourned at 10:40 p.m.

MINUTES OF THE JANUARY MEETING OF THE B&MRRHS

The January meeting of the B&MRRHS was called to order at 8:00 p.m. on January 8, 1983 by President John Goodwin. There were 85 members and guests present.

John Hutchins reported on the progress on "Minuteman Steam", which is expected to be shipped by the second week of February.

John also announced 2 new books for sale by the Society entitled "Berkshire Days on the Boston & Albany;" and "Logging Railroads in New England".

John Goodwin wished all present a Happy New Year on behalf of the Board of Directors and Officers of the Society.

Joe Shaw reported that the winter bulletin would not be mailed for approximately 5 weeks.

Jim Reardon of the Mass Bay RRE announced the "Snow Train" will be run on February 26, to Ossipee.

The April meeting will be our annual joint meeting with the Mass Bay RRE. This meeting will be held on **April 21** in Newton Highlands, Mass. Entertainment will be Mr. Albert Hale showing movies of N.E. steam in the late '30's and early '40's. Mr. Reardon also extended an open invitation to all our members to attend their meetings.

John Goodwin announced the Amherst Railway Society's "Big Railroad Hobby Show" to be held on February 13, 1983 from 10 am - 5 pm at the N. E. Center Building, W. Springfield, MA.

The membership report put our current membership at 1663.

Joe Shaw announced that the January newsletters have been mailed. He also reported that the auctions will start again at the February meeting. He urged all attending to bring money. Joe also said he would be

volunteering assistants to help him with the auctions.

The evening's entertainment was presented by Frank Nussar, who showed movies of B&M, CU and CP and also some excellent footage of Snow Plower on the B&M.

Respectfully submitted,



Jeffrey Ursillo, Secretary

SOLID WASTE PLANT COULD UTILIZE PROVIDENCE & WORCESTER RAILROAD

A Worcester, Mass, obstetrician thinks rail transportation of refuse to a huge resource recovery plant he would like to build in Worcester is the best solution to problems of solid waste disposal in Worcester County. Dr. Paul V. O'Leary is working on a plan to put up such a plant on his 94-acre industrially zoned tract adjacent to the Providence & Worcester Railroad. The key to O'Leary's proposal is rail transportation of containerized solid waste.

O'Leary called the P&W "ideally situated in central Massachusetts, with pick-up sites feasibly along multiple rail sidings." Moreover, he said, rail service avoids truck congestion on routes approaching the transfer points, as well as at those points. Three trucks can load trash into a single rail car at the same time, he noted. Another advantage of his plan, he said, is that the trucks would not have to haul trash all the way to the resource recovery plant, but only to the nearest transfer station. Pick up sites could be located along the P&W from Gardner to Southbridge and anywhere in between. Local residents could individually transport refuse to a pick-up site. **Submitted by THOMAS F. FALLON.**

COG RAILWAY SALE IMMINENT

A group of North Country businessmen, which is yet to be identified, has negotiated to purchase the Mount Washington Cog Railway from the Teague Family of Whitefield and Philadelphia, PA.

It was reported Mrs. Ellen Teague, who assumed the running of the railway after the death of her husband in 1967, was asked by the group to remain in a management-consulting role for the next ten years. Reportedly, the asking price was just under \$1 million. Mrs. Teague had made known her desire to sell the railway two years ago. In her autobiography "I Conquered My Mountain", published earlier this year, she reviewed the railways colorful history and her family's long affiliation with it.

From the Littleton Courier Submitted by ROGER ROBAR.

HOOSAC TUNNER MAY BE A KEY TO 3900-MILE RAIL EMPIRE

The Hoosac Tunnel, a dream of 19th century industrialists, is now a costly headache for railroad maintenance experts and a \$9 million debt to taxpayers. But the 109 year-old passage through Florida mountain may become an important link in a 3900 mile rail empire envisioned by Connecticut businessman Timothy Mellon.

The 4 3/4-mile tunnel is considered more fuel efficient than the only other major rail line between northern New England and upstate New York. The other line is Conrail's Boston & Albany division - up and over the Berkshire hills, 30 miles south of the Hoosac.

"The tunnel makes it all possible," said Vin Terrill, who in his 35 years of working for the Boston & Maine has helped maintain the tunnel against nature, especially water that seeps through tunnel walls, rotting ties and corroding rails. Terrill is now the B&M's Vice-

President of Engineering.

The Boston & Maine inherited the tunnel in the late 1800's when numerous smaller railroads were merged. Now Mellon, counting on increased hauling of coal to power plants that once burned oil, predicts he can turn losing railroads into profitable lines by merging them with the Maine Central, which he bought in May, 1981.

The tunnel has already played a role in the B&M's financial recovery. The railroad cited the fuel efficiency of the tunnel route to stay independent of Conrail in the 1970's when the federal government was supervising railroad consolidation, Terrill said. The B&M argued that Conrail would abandon the tunnel route and use only its Boston & Albany division to ship freight between northern New England and the rest of the nation, Terrill said. But running B&M freight on the Conrail line each year would burn \$750,000 gallons of diesel fuel more than the B&M burned in using the more level tunnel route. Conserving fuel was an important reason to keep the tunnel route because fuel costs have soared to 40 percent of the operating costs of American railroads since the 1973 oil embargo, B&M chief engineer Vinay Mudholkar said.

But maintenance of the Hoosac Tunnel is expensive, costing \$15,000 for each track-mile each year, while the same distance outside costs \$10,000 Terrill said.

Water is the biggest problem because builders of the tunnel failed to consider draining water quickly from the bore. The tunnel grade, an asset as a more level route for hauling freight, is not steep enough to let the water flow out quickly, Terrill said.

Crews this winter have begun to remove and clean ballast under the tracks so that water can flow off the track bed faster, he said. Ballast gets covered with sand spread by locomotives for friction on the rails, a condition that traps water. Other crews have installed steel arches to reinforce several hundred feet of brick arches installed by builders of the tunnel along walls susceptible to cave-ins.

The B&M until the 1950's employed 35 masons to repair the brick arches, which are about 10 bricks thick each. The workers lost their jobs as the railroad lost money, but then the B&M began installing steel arches to eliminate the need for masonry work. Ice in the winter adds another chore.

Most of the tunnel retains a constant temperature of about 50 degrees in any season. But Ken Gallagher, B&M's Engineer of Maintenance of Way, said his crews have to clear icicles from falling on roofs of freight cars, especially piggyback cars loaded with new cars.

Throughout the year, a trackman walks the tunnel daily looking for trouble spots in the rails, ties and walls, and arranging for repairs. If he spots the pinprick of a locomotive headlight or hears the rumble of a train in the distant darkness, the trackman stands along the tunnel wall until the train rumbles by, a few feet away. **From the Springfield Union. Submitted by ROBERT G. NYLANDER.**

I received the following letter in response to our "Railfacts" column from the December Newsletter:

"In regard to the item 'Railfacts' in the December issue of the Newsletter, attributing the invention of the steam whistle to G.W. Whistler - maybe, but I have some reservations about it.

John H. White, Jr., in his book 'American Locomotives: 1830-1880', says the steam whistle was a British invention, by one Adrian Stephens 1832/33.

However, he also says, '... the device was

probably first applied in the United States by the Locks and Canals machine shop on several locomotives completed in 1836'. In Appendix A of the same book, he says George Washington Whistler was a West Point graduate ('one of the few ... connected with locomotive construction who had an academic rather than a 'shop' education'), and that he was superintendent of the Locks and Canals shop from 1834 to 1837. So it is certainly possible that he was involved, although Mr. White does not say that he was the inventor. (It may have been an obscure apprentice.)"

Sincerely,
Richard L. Worcester
Editor, The Shortline
Champlian Valley Chapter, NRHS

The new flour mill at Ayer is well underway. The big loop track is all graded and some of the track is already laid. I understand that there are to be four other tracks besides the loop. When the mill is in full operation, there is supposed to be a weekly unit train of 6000 tons to serve it. They have four storage silos just about finished, plus a small office building. The switch for this complex is just east of the tie yard switch on the Stoney Brook branch.

The Greenville branch has been rock-ballasted, and looks in better shape than any of the B&M main lines.

The Hollis Branch has about fifty Railbox cars stored on it. They are about a mile and a half up the branch from Ayer.

The diamond has been taken out of the main line at West Concord, as Conrail doesn't go up there any more. I understand that the B&M drops cars at West Concord and a Trackmobile takes the cars up to North Acton from there.

In Somerville, on the Fitchburg line, two new highway bridges are being built: the Washington Street bridge and the one just east of it.

Both mains from Tower H to West Cambridge were made CTC early last spring, and are signalled for running in both directions. However, they have been using only one main at a time due to work required on the new subway and railroad station at Cambridge. Right now the eastbound only is being used.
Submitted by RODNEY P. COWAN.

PROSPECTIVE OWNERS OF B&M WOULD KEEP NH LINES INTACT

The proposed new owners of the Boston & Maine Railroad don't expect to shut down any B&M lines in New Hampshire once the sale is completed, but a Maine Central Railroad line through the North Country may be in jeopardy, B&M president Alan Dustin told The Union Leader recently.

"The viable lines presently existing in New Hampshire won't change," Dustin said. "New Hampshire's B&M lines all terminate in New Hampshire," and do not serve as "bridge" lines connecting other major industrial areas - which is the case in parts of Vermont. "They're there to serve New Hampshire and New Hampshire industries, so as long as that remains viable, the lines will stay in operation," Dustin said.

A Maine Central Railroad line through the White Mountains "may be affected if the traffic density changes", Dustin said. "That would happen if business conditions drop and railroad traffic drops." **by John DiStaso, Manchester Union Leader 1/5/83**

MASS BAY RRE ANNOUNCES A RAIL TRIP TO SANBORNVILLE AND OSSISPEE, NH!!

Renew the tradition of the famous "Snow Trains" on the Boston & Maine's Conway Branch for the first time in over ten years. As a special bonus, for the mileage collectors, side trips on the **Gonic** and **Farmington** branches are planned!! (if they are passable due to weather conditions) Other winter activities and railfan amenities are also planned!!!

For information call (617) 581-0411, 6-10 pm EST, or write to the Mass Bay RRE at P. O. Box 525, Bedford, MA 01730.
See you aboard!!!

"BOSTON WEST NEWS"

Local Freight BO-1, Boston to South Acton, runs two or three times a week. There has been little if any business between Waltham and Concord. W.R. Grace and Air Reduction gets cars regularly, Atlantic Door in West Concord receives an occasional car, a grain mill in South Acton was lost to the trucks, and was good for a car a week, no more.

With the B&M, through the Springfield Terminal, leasing the ex Conrail Lowell Secondary from West Concord to North Acton, BO-1 has more to do now in the West Concord area. It's good to see cars there again.

Further west, AY-3 Ayer local, a month or two ago, had working limits between South Acton and Athol, including the Heywood Branch and some switching at Gardner.

Cars are being stored on the Greenville Branch between Vose and Townsend Harbor, also on the Hollis Branch, in the Pepperell area.

B&M crews removed both diamonds recently at West Concord, MA. The Conrail Lowell Secondary customers are now served by a Springfield Terminal Whiting Trackmobile on an as-needed basis. Boston local BO-1 sets off cars at West Concord, the Trackmobile is brought in by trailer and takes the cars out to North Acton for set out, pushes any empties back to West Concord, and is trailered away for work elsewhere, such as the Needham Branch. **From WALT SOKOLOWSKI.**

COMING ATTRACTIONS:

Coming to our program schedule this fall will be Mr. LeRoy Fredrick of Claremont, N.H. who will be showing vintage Springfield Terminal (under wire) and Claremont and Concord (between Henniker and Claremont with 70 tonners) movies from the 50's along with some from the Connecticut River Rt. between Brattleboro and Wells River. Some slides will accompany the movies.

CENTRAL VERMONT:

The CV has dropped the "Rocket" from its lineup of trains, however, the train's numbers 244 & 245 have been retained. This is due to the fact that the train now carries traffic destined for its southern division between Brattleboro and New London. The train is still running at about the same schedule so that it maintains a good connection with the B&M's CHBM-BMCH train. This puts the arrival in Brattleboro around midnight to one a.m.

BOSTON & MAINE:

Now that the CV is handling its own traffic to Brattleboro, the B&M's SPCV-CVSP have become quite a bit smaller than they had been. These trains run with all B&M power and all trains of the B&M's on the Connecticut River Rt. have had most types of engines with the exception of 1500's which have been rather scarce.

MAINE CENTRAL:

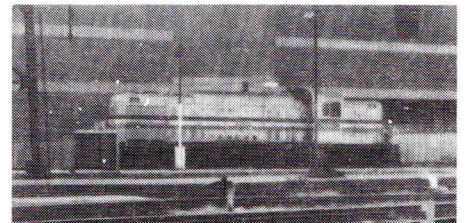
It is now certain that the Alco switchers on the MEC are doomed as they fall from service. MEC has been selling, by bid, the remaining Alco replacement parts to various railroads still maintaining 539 engine switchers.

MEC has sold some of its older Russel snowplows. The 570 going to GMRC and the 571 & 572 going to NYS&W.

NEW ENGLAND SOUTHERN:

NES is trying to maintain a Tuesday - Thursday - Saturday schedule with the exception of times when cars of nerve gas arrive for Home Gas in Tilton. The Sat. run should be a good way to spend the day.

"The B&MRRHS would like to thank Mr. Brad Peters, Vice President of the Maine Central Railroad for allowing us to use the enclosed map."



One of the more "unique" denizens of South Station in Boston is the Amtrak "Dewitt" GEEP #106. The former Alco RS-3 was rebuilt with a new prime mover and bulge on the long hood (to fit the larger EMD motor).

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 _____

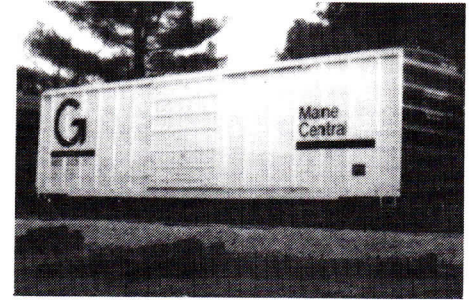
Phone # _____

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

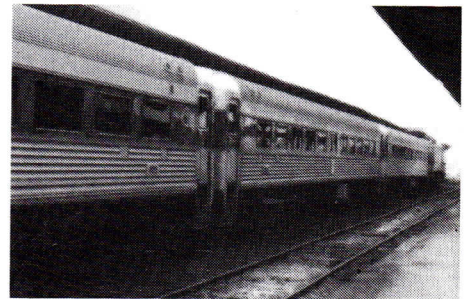
Check one _____ New Or _____ Renewed



After much rumor and speculation, the Maine Central has unveiled their "Guilford" locomotive paint scheme!! On December 30, 1982, the Maine Central's Waterville shops outshopped GP-9 #470. Rebuilt from the carbody of GP-7 #564, Guilford's 470 features a new safety designed low hood, palletized air brake and electrical gear, air conditioned electrical compartment, quick-disconnect roof hatch releases, quick release power cables in the electrical compartment, a rebuilt engine consisting of an EMD 567C block and 645 power assemblies which will develop 1750 H.P. The most striking first impression, though, is the bold appearance of the 470's GTI decor. The basic charcoal gray carbody frame and trucks are nicely set off by the large "G" helvetica bold "Maine Central" on the long hood and large number on the cab set off by a wide burnt orange band most of the way around. Photo by P.T. Hobb. Thanks to Emmons Lancaster for expediting this photo to us in time for publication.



In response to our request for a photo of Guilford Transportation Industry, Maine Central Boxcar, Chandler Cobb sent us this photo by Mr. Carl. C. Robart. Colors are white body, black lettering with rust-colored accent stripes.



In case you haven't already seen them, here are the MBTA's rebuilt Budd RDC's. Major visual difference is the lack of "Dome" on the car's roof. Location is South Station, Boston, MA.

Boston & Maine Railroad Historical Society

Incorporated

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