

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

DENNIS ADAMS, EDITOR, 28 Summer St., Exeter, NH 03833
 SCOTT WHITNEY, WEST END EDITOR, 230 Broad St., Claremont, NH 03743

MARCH 1983

B & Meeting

NEXT MEETING
MARCH 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. (Due to Storm Cancellation - February entertainment has been moved to March.)

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

May, 1983:

To be Announced

June, 1983:

Members Nite

ATTENTION ALL LOYAL B&MRRHS MEMBERS!

There is no doubt that Richard Symmes' tenure as editor will be a hard act to follow. Richard has elevated our humble publication to a professional level equal to the national railfan press. Indeed, the many accolades the B&M BULLETIN has received from the national publications attests to the quality of our quarterly magazine. Without the creative and esthetic perceptions, along with a vast technical knowledge of his subject, Richard could not have organized and produced such exceptional issues each season. To many, the BULLETIN is the B&MRRHS! We are all in Richard's debt.

All words of admiration and praise aside, the BULLETIN now waits for orders at a very crucial junction. Which way shall we go, and who will take the Throttle? This is up to all of us. Richard himself has suggested a format for an Editorial Staff that shall rotate its members frequently. This will provide fresh new outlook and greater opportunities for all members to get involved in producing the BULLETIN.

The staff would be set-up as follows:

-EDITOR-

-Asst. Editor-

-Assoc. Editor--Assoc. Editor--Assoc. Editor-

Each member of this staff, including the Editor shall be on a rotation basis. The duration of each position shall be perhaps one year, or two at the most. This allows all to have an opportunity to put their best into our publication, as well as not chaining someone to any one position of responsibility for too long. The actual format and details are still in formulation. We welcome any suggestions, but especially volunteers to keep the magazine in print! It can be a lot of true fun and satisfaction in creating the magazine four times a year. Ours is a volunteer organization dedicated to the preservation of the B&M's history. I underscore VOLUNTEER. IT IS A PATHETIC SITUATION TO REALIZE THAT OUT OF A MEMBERSHIP OF APPROXIMATELY 1,700 PEOPLE, ONLY TWENTY OR SO INDIVID-

UALS LABOR THE SOCIETY'S FUTURE! The time to act is NOW. Please come forward if you see a place on our editorial staff that you feel you could fill. Please write to us at the Editorial office, 16 Frankwood Ave., Beverly, MA 01915 and become a participant - not just a spectator. We look forward to hearing from you.

Robert M. J. Hagopian, VP, B&MRRHS

COURT APPROVES B&M REORGANIZATION PLAN

A U.S. District court in Boston has approved the bankrupt Boston & Maine Corporation's reorganization plan, thus eliminating another hurdle in Guilford Transportation Industries attempt to create a new northeast rail network. Officials at both GTI and the B&M are confident that B&M's creditors will accept the reorganization plan, clearing the way for GTI's purchase of the railroad in early March. The creditors have until February 14 to approve or reject the plan.

Alan G. Dustin, President and Chief Operating officer of the B&M, said creditors will be paid "100 cents on the dollar" plus deferred interest under the reorganization plan. Mr. Dustin said the B&M has realized "about \$47 million through property sales", and is currently about \$24 million short of covering all debts to creditors.

GTI has agreed to pay a little more than \$24 million for the bankrupt railroad, and the purchase funds will be directed to the creditors Mr. Dustin said.

Ultimately, the GTI system, comprised of the Boston & Maine, Delaware & Hudson Railway Co., and the Maine Central Railroad Co., will extend from Maine to Alexandria, Virginia on the south, and Buffalo, New York on the west. The order approving the reorganization was issued recently by District Judge Frank J. Murray of the U.S. District Court in Boston.

From Traffic World, submitted by TED FISK.

A softball game? Your West End editor will be there with bells on! Larry, which team will you play for?

STEAMTOWN MOVE - Bellows Falls, Vt. (UPI)

This city of Scranton Pa. may be trying to lure a Vermont tourist attraction, but not every Scranton resident supports the move. Steamtown is considering relocating in Scranton, which has offered to buy an abandoned railroad and lease it to the facility for \$1 a year. But Scranton grocer Leo Lynn has launched a letter writing campaign to short-circuit the idea, calling it "economic piracy using taxpayers dollars."

In a letter to Vermont officials and Steamtown trustees, Lynn said Scranton is already deep in debt. From BILL HOLMAN.

The Boston & Maine has applied for abandonment of the following trackage: Lines extending from milepost S49.81 to milepost S61.15, a distance of 11.34 miles, milepost EN2.08 to milepost EN23.76, a distance of 21.68 miles and milepost B89.10 to milepost B92.20, a distance of 3.10 miles, all within the counties of Windham in Vermont and Cheshire in New Hampshire. From Traffic World, Submitted by TED FISK.

Two more Maine Central locomotives have been repainted into the new Guilford livery. U25B #225 and GP7 #573 have joined GP9 #470 in the gray and orange paint scheme.

HELP WANTED

Can any members of the Boston & Maine RR Historical Society help me gather information about Pullman Company operations over the Maine Central RR? Specifically, I would like information about the cars, routes and dates of operation, also photos of Pullman cars or trains with Pullmans in the consist at identified Maine Central locations. I would also like to hear from former Pullman Company employees - conductors, porters, maintenance personnel and supervisors who worked on the lines operated over the Maine Central. All letters will be answered.

Thank you,
 Ellis E. Walker, 25 Bruce Rd., Concord, MA 01742

COG RAILWAY SOLD

Mrs. Ellen Teague has sold her family business, the Mount Washington Cog Railway, to a group of businessmen in Littleton, NH for \$600,000. She wouldn't say just who the businessmen are. The deal includes 36 acres of property at Base Station, and six steam locomotives and cars. The new owners will work to preserve the 113-year-old line.

From the MBRRE Callboy.

The Boston & Maine has recently installed crossing lights at the Prescott Street grade crossing in West Boylston, Mass., where a fatal accident took place last summer. These appear to be powered at least in part by solar panels on a pole adjacent to the flashers.

From CYNTHIA O'CONNOR.

12/4/82 (UPI)

Vernon, Vt. Nine railroad tank cars filled with highly flammable liquid propane have been removed from a remote rail siding not far from the state's only atomic power plant. Northeast Utilities of Connecticut leased the siding and planned to store up to 45 tankers near the Massachusetts border and about five miles from the Vermont Yankee nuclear power plant. But, the utility agreed to abandon the idea after state officials questioned whether it violated federal hazardous material regulations.

RIDERSHIP DOWN ON THE AMTRAK MONTREALER

(AP) Montpelier, Vt. Amtrak's Montrealer, which passes through New England on its twice daily trips between Montreal and Washington, is attracting fewer passengers - and officials fear the worst is yet to come. Ridership dropped nearly 16 percent in the past year. **From BILL HOLMAN.**

On January 24, 1983, Marc Grintner of the Mohawk & Hudson Chapter NRHS spotted the new Speno rail grinding train headed towards Mechanicville. It has both F38's (F40's) and were looking really clean. Did any of our west end members see and/or photograph it while it was there? If so, please share a photo with the Newsletter. **News from Jim Conroy, Mohawk & Hudson NRHS.**

MASS BAY RRE ANNOUNCES B&M HILLSBORO BRANCH PASSENGER TRAIN!

Saturday, April 23, 1983 is the day for the Mass Bay RRE passenger excursion from Boston to Bennington via the Boston & Maine Railroad's famous Hillsboro Branch. This will be the first passenger train to Bennington in over fifteen years. Multiple photo runbys are planned for this very scenic New England back-country branch line. Adults \$34.95 (\$39.45 after April 10); children \$22.95 (\$26.95 after April 10); (children-12 and under). More info: Mass Bay RRE, Inc., P.O. Box 208, East Walpole, MA 02032. See you aboard!!!

A reduced crew, all piggyback train, the EASTWIND and the WESTWIND, running between Bangor, Maine and Cedar Hill yard in New Haven, Connecticut has started operation just as we go to press. The train has a conductor and engineer if 15 cars or less, a third crew member will be added for trains of 16-30 cars and a caboose and full crew for trains of over 30 cars (or the option of a second train). Preliminary runs have featured Maine Central or "Guilford" (repainted MEC units) power, marking the return of such power to B&M rails! On the Maine Central one crew will run Rigby to Bangor and return with stops at Waterville and Northern Maine Junction in

daylight hours, doing their car pick-ups and set-offs enroute (even in the yards). The train is expected to leave Cedar Hill in the late evening eastbound and arrive early morning, with stops at Springfield, East Deerfield, and Lowell on the B&M. The reduced-crew agreement was worked out by New England Rail - Labor Management task force for a six month trial period. The new train will give 17 hour service from eastern Maine points to southern New England, second-morning delivery to Chicago, and fifth-morning delivery to west coast points. **From the 470, with update by B&MRRHS Newsletter staff.**

EASTWIND/WESTWIND SCHEDULING

EASTWIND: Daily except Sunday, leaves Bangor 12:30 (PM), picks up at Northern Maine Junction at 1300, picks up at Waterville at 1440, sets off the pickups at Rigby at 1730, departs Rigby at 1800 for Lowell, arrives Lowell at 2100 and sets off, leaves Lowell at 2115, arrives East Deerfield 0015, arrives at Springfield at 0200. This run is know as BASP. **WESTWIND:** Leaves Springfield at 2230, arrives at East Deerfield at 2330, sets off and picks up, then leaves at 0100, arrives at Lowell at 0300 for pickup, leaves Lowell at 0330 arrives Rigby for setoffs and pickups at 0630 leaves Rigby at 0700, sets off at Waterville at 0945, sets off at Northern Maine Junction at 1115, and arrives at Bangor at 1130. The return trip is called SPBA. **From DON LeJEUNE.**

THANK YOU . . .

In our excitement in getting a photo of the repainted Guilford GP9 #470 for last month's Newsletter, we neglected to thank the person who did the forwarding of our request for a copy of the photo to the proper people, Marty Walker, editor of The 470. Needless to say, we never would have had the photo for February without her speedy response. Many thanks Marty.

THREE TANK CARS DERAIL IN DOWNTOWN ROCHESTER, NH

Three fully loaded tank cars filled with liquidified petroleum gas derailed about noon on Thursday, January 13, 1983 in downtown Rochester, NH. Train crews worked throughout the afternoon and evening preparing to put the cars back on the tracks.

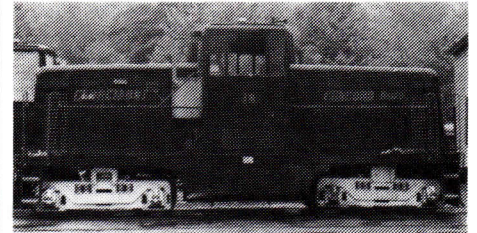
The derailment occurred behind the Encore Shoe Company. Three cars has derailed either with all wheels off the tracks or partially off the tracks. Officials said it was a minor problem and would be a simple maneuver to have the cars put back on the tracks once preparations are completed. One car had tilted to one side, but officials said there was no danger and did not order any special safety precautions while rerailling the cars.

Rochester firefighters stood by for a time at the scene while train crews worked. Railroad officials said the derailment appeared to have been caused by a spread rail. No damage was reported. **From the Manchester Union Leader. Submitted by MICHAEL LENNON.**

The Rocket's red glare has returned to the Central Vermont. As is now becoming common, the trains on the Conn River have changed their spots again. This time the CV's Rocket is back to its old self again, citing delays handling regular freight between White River Junction and Brattleboro as the reason for the backward switch.

Former B&M diesel 112 (G.E. 44 Tonner), now the Claremont & Concord #18, may be headed for the scrapper's torch!!! (Citing old age as the

reason, it has been said that the 18 has outlived its useful life and may be too costly to repair.) Currently the hood from one end of the engine is outside the Claremont shops with the rest of the unit inside. Of interest is the fact that the numbers, underneath the red paint of the C&C on the number boards are still those of the 112, never having been changed since the unit left the B&M in 1959. **It sure would be nice for someone to have this engine (hint)** as this and the B&M 119 are the only surviving B&M 44 Ton diesels in the United States, and each are a different style of 44 Tonner. Does anyone know if any of the B&M 44 Tonners eventually sent overseas still survive?



Claremont & Concord GE 44 Tonner #18, (ex-Boston & Maine #112) - headed for scrap or preservation????? Photo by BILL FOTHERGILL

Still seen sitting among the weeds not too long ago was B&M 1547 in Mechanicville, NY. Almost completely hidden in the trees it still represents the last B&M RS-3 on the property. **News items from GERRY BABYOK.**

NOT YET ACCORDING TO GUINNESS, BUT . . .

Just after we printed the previous record, there was another recent triumph in model railroad-train length. This feat was accomplished by Jim Fitzgerald, a leader in the growing N-Trak group, when in Roseville, California, he and others topped the worlds record (see February 1983 Newsletter for details) with 778 cars on an N scale train. It was pulled around a super-sized dogbone layout specially built with 72" radius curves just for the event. The train was pulled by three specially built engines and made it four times around the layout. Plans for a future try include the addition of 16 more feet of track, as the only thing that limited this train was the fact that the buggy was only six car lengths of the engines!! **From the N-TRAK NEWSLETTER.**

B&MARKETPLACE!!!

WANTED: Back issues of the B&M BULLETIN - Volume 1, #1 through Volume 4, #4. Please contact Tarry Gooch, 674 Canyon Drive, Solana Beach, CA 92075.

SPECIAL NOTICE!!

When submitting photos, articles, etc., to the Newsletter that you want returned to you, Scott and I must insist on a stamped, self-addressed envelope (SSAE) be enclosed with the submission. It has gotten to the point that we are really starting to push up the ol' postage budget a little higher than it should be, and we have to draw the line before it gets out of hand. So, if an effort to help us live within our budget, we ask that when you submit photos that you would like returned, or a letter that you would like a personal answer to, you enclose an SSAE. Other than that, we cannot guarantee a speedy return of your property, and when writing letters requesting a reply, no SSAE, no reply. We are sorry to have to put this into effect, however our postage bills are really started to soar in the last few months, and we would rather put the extra money into Newsletter production. Thank you.

Don LeJeune sends us this update on the current motive power situation on the B&M:

- 155-in service
- 1556-stored Billerica
- 1557-OOS Billerica
- 1558-OOS Billerica
- 1559-in service
- 1560-in service
- 1561-OOS Billerica
- 1562-in service
- 1563-in service
- 1564-in service
- 1565-OOS Billerica
- 1566-in service
- 1567-in service
- 1568-stored Billerica
- 1569-OOS Billerica
- 1570-in service
- 1571-in service
- 1572-in service
- 1573-stored EDF
- 1574-OOS Billerica
- 1575-stored EDF
- 1576-in service
- 1577-in service

- 1850-in service
- 1751-stored EFD
- 1752-in service
- 1753-in service
- 1574-in service
- 1755-stored Billerica

- 1700-OOS Billerica
- 1701-OOS Billerica
- 1705-stored EDF
- 1710, 1731, 1735, 1713 - removed from roster and scrapped

- 1714-OOS Billerica
- 1727-stored Billerica
- 1733-stored Billerica
- 1739-OOS EDF
- 1740-OOS Billerica
- 1743-OOS Billerica
- 1746-OOS Billerica
- 1747-stored EDF
- 1736-stored EDF
- 1737-stored EDF
- 1811-stored EDF

- 300-OOS Billerica
- 301-OOS Billerica
- 310-OOS Billerica

Yard switchers out of service:

At EDF	At Billerica
1223	1221
1228	1225
1220	1226
1115	1227
1118	1230
1123	1130
1202	1117
1212	1121
	1128
	119
	802
	804
	805
	807

*OOS-Out of Service
*EDF-East Deerfield Yard

SPECIAL NOTICE!!! SPECIAL NOTICE!!! SPECIAL NOTICE!!!

SPECIAL NOTICE!!! SPECIAL NOTICE !!! SPECIAL NOTICE!!

This year the Boston & Maine Railroad Historical Society will have its first **RAILROAD SHOW!!!** Plans are still being formulated concerning the theme and size of the show, but this much we know:

- 1) It is to be held on October 22, 1983.
- 2) It will be held at the Minuteman Vocational - Technical School at Lexington, MA.
- 3) **Many** volunteers will be needed for table-watching, carrying, helping to set up displays, and general all-around handywork.

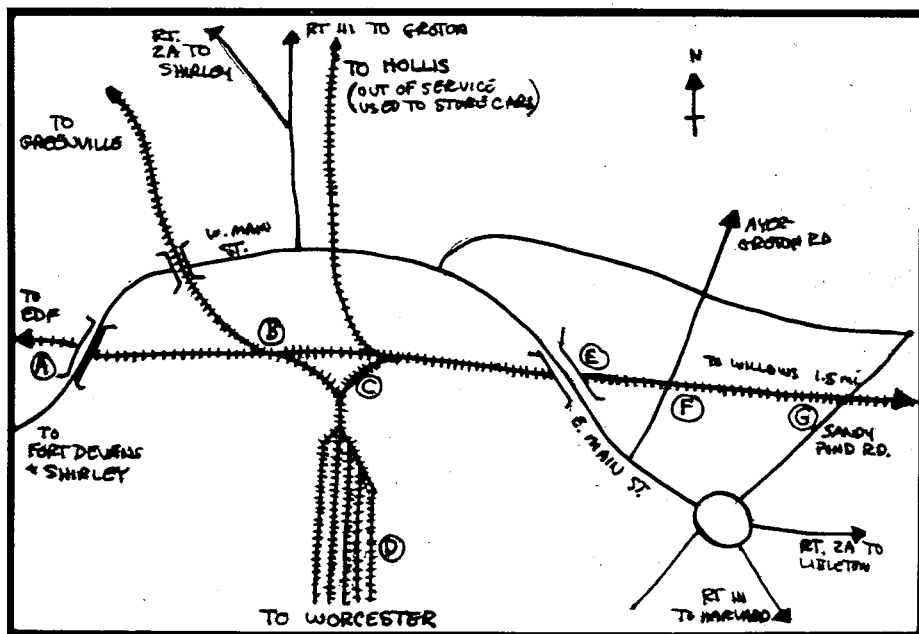
If you wish to volunteer, send your name, address and phone number to one of the addresses below:

David E. Lamson
Railroad Station
East Kingston, NH 03827
(603) 642-3656

Arthur Purchase, Jr.
90 Medford St.
Medford, MA 02155
(617) 396-5016

We intend to make this show as unique and as memorable as possible for all concerned, but in order to do so, we will need as many volunteers as we can get!!!

WHERE IT'S AT!!!



Ayer, MASS. and environs, by Ron DeFilippo, Ayer MA.

To get there: best reached from Route 2 and Route 111 or by MBTA train. Also available is bus service from Boston, Lowell, Worcester and Fitchburg.

What to see: Most of the Boston & Maine's east-west through freights come through, and many stop to drop off or pick up cars. Setoffs are made between A and B (see map) West Main Street, engine cut off around B, also Hill Yard (D), or Flanagan's (E). Passenger trains arrive and depart from C. The old Ayer tower still exists at B, but is now used as a yard office. Ayer usually has at least one local at work, and the local from Worcester also does work here.

Photo Locations: The wye area is the best place to start, as most of the action can be found there. Some good shots can be had from the bridges at A and E (Ayer Interlocking) as well as at Flanagan's. The crossing at Sandy Pond Road (G) is a good place for action shots. An even better spot for action shots is about two miles out West Main Street, where the tracks parallel the road and there is a set of double approach signals to Shirley and Ayer interlockings. Also, don't miss the Willows interlocking about two miles east of Ayer, where the Stoney Brook Branch and the Fitchburg Route divide.

WHERE IT'S AT!!! welcomes contributions from our readers. All material must be able to fit on a 4x6 file card, complete typewritten outline to fill the front side and a good map (in ink) with most important rail lines and highways, all directions and important points labeled in pencil. Send to: Scott Whitney, West End Editor, 230 Broad Street, Claremont, NH 03743.

4 B&M Members

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

Raymond D. Egan 385 Davis Ave. Staten Island, NY	Joseph Delaney 2071 Hopewood Dr. Falls Church, VA
Richard T. Wallis 1926 E. Indiana St. Wheaton, IL	David A. Wentworth 1126 Ferdon Ann Arbor, MI
Warren W. Wing 11850 42nd Ave. So. Seattle, WA	M.J. Concannon NAS Chase Field Beville, TX
F.V. Jordan 8 Lowell Rd. Rt. 1 Westbrook, ME	Carl Robart 93 Stratham St. Lowell, MA
Robert Tanguay 9 Sunset St. Claremont, NH	Peter S. Miller 9B Standisa Ct. Greenfield, MA
Percy A. Hall Star Route 1 #624 Bristol, NH	Randolph J. Owen 53 Winthrop St. West Boylston, MA
Craig L. Dore 102 Amherst Road Pelham, MA	Bruce D. Andrews 53 Corrine Dr. Dracut, MA
John Mercurio, Jr. 351 Highland Ave. Winchester, MA	James W. Swift 123 Griffiths Ave. Pleasant Beach, NJ
Edward D. Pitt 239 Ayer Rd. Littleton, MA	Gion Rudolf Caprez CH-7000 Chur Switzerland
Donald W. Pauly 29 Wood Ave. E. Longmeadow, MA	Peter Ward 61 Jackson St. Cambridge, MA
Graham L. Meddings 101 Union St. Littleton, NH	Scott J. Mayo 9 Kilda St. Somersworth, NH
Edgar Woodburn 3 Hampshire Dr. Nashua, NH	John Cook P.O. Box 317 Saxtons River, VT
Lloyd Morton Jr. 20 Beaver Dam Dr. Westford, MA	Charlie K. Brown P.O. Box 85 Sugar Hill, NH
Edgar D. Bell Jr. 66 Foster St. Littleton, MA	Skip Gilman 18 Richards St. Danvers, MA
Harold Peterson 209 W. 7th St. Hays, KS	David T. Squires 14 King's Court Camillus, NY
Richard Mauser RFD Governors Rd. Brookfield, NH	Walter Matuch P.O. Box 742 Bayonne, NJ
Todd Stephens 98 Kaufman Dr. Westwood, NJ	Leon O. Gadbois 10 Breton Ln. Holyoke, MA
William C. Stevens 71 Valley St. Salem, MA	

Though not a B&MRRHS member, the Society was saddened to hear of the death of New Hampshire Governor Hugh Gallen. Governor Gallen, during his term in office, was a strong supporter and advocate of rail service in New Hampshire. Gallen died December 29, 1982, in Boston, Mass. The B&MRRHS extends our deepest sympathy to his family and friends.

The B&MRRHS has learned of the passing of Mr. Richard Hurd of Maynard, Mass., and Mr. Ronald A. Frizzle of Kittery Point, Maine. We extend our deepest sympathy to their families and friends.

MAN KILLED BY TRAIN TRYING TO EXTINGUISH FIRE

A man was rammed and killed by a freight train as he tried to put out a fire believed set on a train overpass. Police today (January 11, 1983) sought suspects and said a reward would be announced for information about who set the fire which led to the death of a North Adams, Mass man.

The man was rammed by the 32-car Boston & Maine train Saturday (January 8, 1983) as he tried to extinguish the fire on the Roberts Drive overpass. Police said the man spotted the fire while driving and stopped to put it out. Police suspect the fire was set in a shopping cart and placed on the tracks. **From the Worcester Evening Gazette. Submitted by WILLIAM J. O'CONNOR.**

RAILROAD LAWS TO END ALL LAWS!!!

(Information from Readers Digest)

A search of the statute book shows that there are a number of strange laws still in the books regarding railroads and railroaders. Here are some of them: (These ARE legit!!!)

- 1) A Montana law makes it illegal for the movie "The Great Train Robbery" to be shown in that state. It is also illegal for anyone to have pictures of train robberies.
- 2) An Indiana law makes it illegal for one person to attack a train.
- 3) In Louisiana there is a state law that says every rail station must have a cuspidor for tobacco chewers.
- 4) A Los Angeles city law makes it illegal for anyone to shoot at jack-rabbits with a gun from the rear of a train.
- 5) In Idaho, it is illegal to shoot at game birds off a train.
- 6) In Connecticut, it is illegal to lend a railroad handcar to a friend or to put it on a highway.
- 7) In Texas, it is illegal to do dry cleaning on a train.
- 8) In Mississippi, it is illegal to use soap on railroad tracks.
- 9) In Idaho, a conductor who doesn't telephone ahead when his train is late is subject to a penalty.
- 10) In Montana, all railroad trestles must have sidewalks that cattle can use.

From THE MAINLINE, Forest City Division, RRE.

With the suddenly awakened interest in repainting diesels, with the 4266A up at North Conway and the 1223 recently repainted by the Amherst Railway Society, we thought you might like to read about how the B&M used to do it. The following article is taken from the B&M Employee's Magazine, November 1946, written by Hollis Moore, of the B&M Concord shops:

IT TAKES PAINT AND SKILL TO DRESS A DIESEL

It takes upwards of 32 gallons of paint and nearly a week's work by a sizeable group of skilled workers to "dress" a single unit of our new Diesel-electric passenger locomotives, from bare metal to the peak of fashion required in ultra-modern streamline art.

These interesting statistics were developed recently at Concord Shops when painters completed re-painting No. 3801, the first passenger Diesel to be painted in our shops.

The time element, of course, could be reduced by two or three days if there was need of such haste, by merely putting more men on the job. But whatever number of painters were used there'd still be a minimum of two or three days consumed in drying the eleven coats of paint applied and allowing for handwork in design and lettering.

The first paint application is a priming base, followed by two coats of surfacer to fill uneven

places. Then a thin putty or glazing compound is used over remaining uneven spots, after which the whole surface is sanded to a smooth finish by hand using wet sandpaper. Now the job is ready for the finishing coats, all of which are quick-drying lacquers.

On either side of the engine body, where the words "Boston & Maine" are to appear in black lettering, the area to be lettered is sprayed with black paint. The letters are then masked over with tape. Then three or four coats of yellow paint are sprayed over the body from the bottom to a point where the yellow striping is to appear in the finished job. The striping, extending in three lines along both sides of the locomotive, and converging in graceful downward sweeps at either end, is then outlined on the locomotive body with stencils and marked by chalk lines.

A stencil also is made to outline the Boston & Maine emblem on the head end, over the yellow paint already applied. The yellow outline of this emblem is marked out and taped over, then the insignia is sprayed on with gray paint, and the black and gray lettering is painted on by hand. Emblem and lettering are then taped over, also the yellow striping on the sides, and the lights and windshield are similarly taped.

The body is now ready for its chief color motif, red, and four or five coats are applied at half-hour intervals. All tapes are then removed, the yellow striping, the black lettered sides and the head-end emblem, appearing in finished form against the red background. The Minute Man insignia is applied by decalomania process over the head-end emblem, and is covered with a protecting coat of varnish. Finally the roof of the unit is painted by hand, the trucks are sprayed with black paint, and the job is done, about 20 gallons of red paint, 12 gallons of yellow, and smaller quantities of black and gray having been used in the process. **Provided to the Newsletter by DORA LAMSON.**

Congratulations to B&MRRHS Secretary Jeff Ursillo and his wife Joy, on the birth of their first child, a girl, Jennifer, on December 29, 1982!!!

The B&MRRHS Newsletter received this short story in response to our request for short featurettes. Member George Merriam sent us this story on happenings in the southwestern New Hampshire area. (We have shortened it slightly for space consideration).

DISMEMBERMENT IN SOUTHWESTERN NEW HAMPSHIRE

Yours truly and wife drove over the former Cheshire Branch on Route 119 in Fitzwilliam Depot on November 21st on our way to an auction of railroad literature. Always curious when passing over a railroad bridge, I noticed lots of trackwork had been done the wrong way, down below. Returning on November 30th to check it out, I discovered that the death knell had been sounded: the track between the State Line crossing and at least the Troy Ledges had been torn up! And a clean job had been done in taking out the crossing signals!

Beneath the highway overpass lay 10 sections of galvanized pipe. The disposition of the rail that had been taken apart varied. On the north side of the bridge, a large pile had been made, with another pile of "sleepers" nearby. Further away from the bridge, the rail had been piled in smaller piles, simply thrown aside, or removed, ties and all. A semaphore mast and telltale ("car scratchers", I call them) had been left standing. Half a bridge abutment from another bridge on the south side of THIS one was removed, the other half left in place. This was the one over Royalston Road, for those members familiar with the area. It appears that there had been a time lapse since the track

was pulled up because the highway departments at least 2 of the crossings had had time to pave over where the "iron" had gone across the road. Most of the railroad hardware had been removed (tie plates, spikes, bolts, etc.).

One can speculate: Why wasn't ALL the material prepared for hauling off? What will be come of all that rail? Will the railroad get the money if it's taken to a scrap dealer and sold (versus someone else) or will it be left in the weeds to rust away with time, or both? Will the old right-of-way become a PIPELINE right-of-way? Will the ties be recycled (if so, for what) or left to rot? Why was only PART of the bridge abutment over Royalston Road removed? Paraphrased, what's the fate of this roadbed and where does the tax liability of an abandoned line cease? Does anyone have the answers to all these questions?

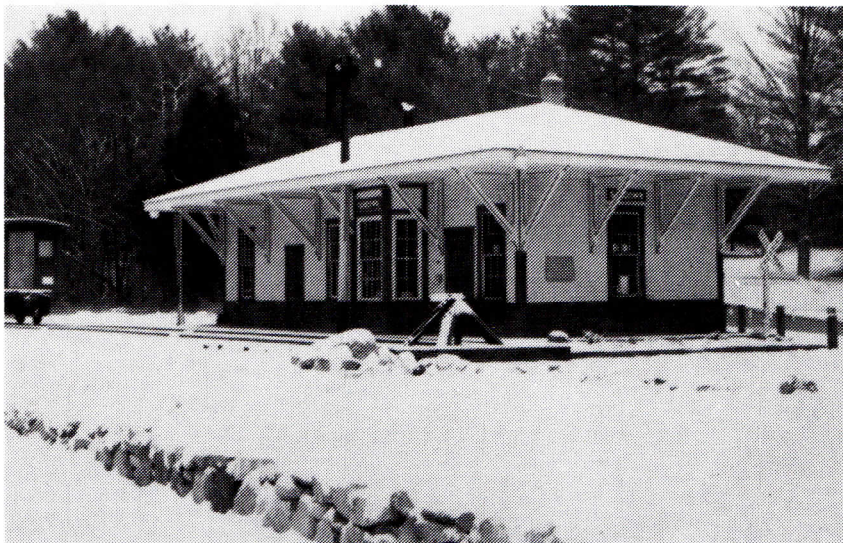
At the Troy Ledges, the right-of-way has been sacrificed in the name of 20th Century progress: a highway expansion project is currently underway. The State of New Hampshire has taken out the railroad bridge, cut it up into sections, and placed them on the stone-arch bridge south of this location or across from the state highway barn, implying that they're awaiting pick up. The abutments of the former bridge remain. The State probably thought them still too solid-looking not to use to support a HIGHWAY bridge. Telephone poles have been erected in the roadbed itself, probably indicating the limits of the expansion. The Department of Public Works and Highways took out another bridge further down the same line, undoubtedly because it restricted the overhead clearance for trailer trucks. That was the one in Marlborough that crossed Route 101. Strangely enough, they didn't touch the abutments of this bridge, considering how they stick out into the road and make it narrow at this particular point.

On the Peterborough Branch, there has been no more train service to Jaffrey lately. The fact that the tracks are paved over in at least 2 locations, combined with the fact that the number of carloads and/or empties kept declining over the years as the economic picture on the branch changed is an indication that to continue service would be more unprofitable for the railroad, to say the least, than it probably HAS been. If in fact service on the line has or will be officially terminated, it seems that the money the railroad spent, or was ORDERED to spend, in the name of public safety, at the crossings on Routes 119 and 202 in Rindge were for naught: overhead crossing signals, similar to the ones in Wilton and Ossipee, NH and in excellent condition, plus the sections of welded rail on either side of both crossings. A Bronco hi-rail car was in this area recently, reconnoitering something. Don't know what.

Speaking of old roadbeds, the former New Haven right-of-way between Falmouth and Wood's Hole is a 3-mile bicycle path, very flat and hardly a curve in it the whole way. We rode to the Martha's Vineyard ferry on it early one morning last September, after the tourists had gone home and had it to ourselves, save for a few lonely joggers in the morning and skunks venturing forth in the evening. Beats having to pay to park your car in a paved railroad yard called a parking lot!

Submitted by GEORGE MERRIAM, for the NEWSLETTER.

Due to the pending ICC ruling on the B&M acquisition by Guilford Transportation, David Fink, Maine Central Railroad President, has rescheduled his speech to our society for some time this summer.



The above photo shows the efforts of the Sandown NH Historical Society's renovation of the Sandown Depot. Very nice!!! Photo by Donn Ossier III.

A B&MRRHS NEWSLETTER SPECIAL FEATURE

With spring rapidly approaching, and the outdoor railfanning season due to start soon, we present the following field guide/checklist to help you make the most of those spring and summer railfanning days ahead!!! **(From an idea by JIM BACHERZ and JIM CONROY of the Mohawk Hudson Chapter NRHS!)**

The Compleat Railfan
(With apologies to Izaak Walton)

CASH - It's hard to have enough, it is said. A 'fistful of dollars' (preferably twenties) should be sufficient for those stops at McDonald's, HoJo's or wherever else you may stop.

A 35mm or 2 1/4 SLR CAMERA - Pack it in an easily accessible place, yet cool and shaded. Bring lots of film for quick relief from Yellow Box Fever: **you can never have too much!!!** Filters such as a Skylight (1 A) are protection for the front element of your lens, and a polarizing filter for color film are good, as are the ever popular pole and people filters.

A PICNIC COOLER - full of soft drinks, and a strong bag to hold the empties. We can't emphasize this enough:

- 1) Clean up after yourself - and others if you can. Don't let the property become a pigsty.
- 2) Don't drink and drive. The new laws mean business. Besides, DWI is tacky.

MUNCHIES - if you want. Pate de fois gras and beluga caviar are a little overdone. Cheese and french bread are acceptable **only** if you own a Nikon or Leica. Polaroid users are limited to Frito's Corn Chips.

GAS CREDIT CARDS - we recommend Ewing Oil.

A SCANNER - along with crystals for all railroads to be encountered. Bring spare batteries, because you know what will happen if you don't have them.

A PLASTIC OPEN FRAME LIGHTWEIGHT CASE - similar to the milk carton cases used by your local dairy. Stand on it to look over fences; use it as a chair; and it alleviates the 'junk in the trunk' syndrome. Buy the case, don't steal it! There are enough thieves that call themselves railfans already.

A MACHETE - for those weeds that always seem to get into the shot. It is also quite handy as a survival tool, as in "this is my position in the photo line!" It ensures cooperation in the line, too.

MAGAZINES - for reading while waiting. We recommend the B&MRRHS Newsletter and **B&M Bulletin**, but TRAINS and RAILFAN are okay.

EMPLOYEE TIMETABLES - for the various railroads. These can be procured from the head office if you offer to underwrite a branch line's losses for a one year period.

The following items fall into the "nice to have" optional category:

A CLOUD GENERATOR - If you want nice puffy clouds in your photos, this could be your ticket. Combine this with a portable pond, and you'll have "the" right touch for reflection shots.

AN INFLATABLE COW - This is unbeatable for the bucolic touch, discounts may be available for herd-size orders.

PORT-A-FRAME - No trees nearby for that nifty "framing" effect? Then its time for Port-A-Frame: choose from pine, maple or any number of popular branches for that preferred overhanging frame effect. Optional season package allows for year round use!

ROPE - to hang from a bridge and receive that special "How did you get that shot" accolade, we recommend a length of 3/4" hawser. The hawser is also handy for rappelling down the cliffs at 'The Gateway' for that unforgettable Maine Central photo. As further use, it can be used for pulling the unequipped railfan's car from the inevitable mudhole.

Remember, folks, we're just having a bit of fun here. Direct all comments and complaints to.....

BARTLETT RAILROAD MUSEUM ANNOUNCES

The Grand Opening of the Salisbury Point Station!!

When: Saturday, June 25, 1983

Where: The Bartlett Museum, 270 Main Street, Amesbury, Mass.

For more information: Richard Nichols, P.O. Box 31, Amesbury, MA 01913, (617) 388-0937.



After months in the shops, the Boston & Maine's first slug unit, #100 stretches its legs on a test run with B&M GP40-2 #300 in December 1982. Photo by DON DeJEUNE.

Boston & Maine Railroad Historical Society *Incorporated*

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

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