

Newsletter

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

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

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APRIL, 1983

B & Meeting

NEXT MEETING: APRIL 21

8:00 PM

**Newton Highlands
Congregational Church,
Newton Highlands, MA**

NOTE CHANGE OF MEETING DATE AND LOCATION!!!

This is our annual joint meeting with the Mass Bay RRE. Location is in the Newton Highlands Congregational Church corner of Lincoln and Hartford Streets. Two blocks from Route 9; one block west of MBTA Green Line Newton Highlands station. Entertainment will be provided by Mr. Albert Hale, who will feature movies of B&M steam in the '30's and '40's, plus some surprises!!

THERE WILL BE NO MEETING AT WOBURN IN APRIL!!!

MAY 14, 1983

Entertainment will be a railroad-oriented multi-media presentation. The presentation has been reported as excellent by those who have seen it!!! Don't miss it!!!

JUNE 11, 1983

Tonight's entertainment will be a Members Nite. Members are invited to bring up to a maximum of 20 slides or a 200' movie. A slide projector will be provided, but please bring a projector if you wish to show movies.

JULY 9, 1983

This will be our annual trip to Hampton, NH. NOTE: CHANGE OF MEETING LOCATION!!! Entertainment will be announced.

AUGUST 13, 1983

Of course, our annual joint meeting with the 470 Railroad Club, and our annual trip to the north country and the Conway Scenic Railroad in North Conway, NH. Many events are being planned for this all day **FAMILY** affair, including a softball game between the B&MRRHS and the 470 Club, special trains and a night photo session!!! Come early, bring the family, and plan to stay all day!!! Entertainment (in stall 4 of the North Conway roundhouse!!!) to be announced.

THERE WILL BE NO MEETINGS AT WOBURN IN JULY AND AUGUST!!!

STEAMTOWN STOKING BOILERS FOR TRIP TO SCRANTON, PA!!

Steamtown, the state of Vermont, and the village of Bellows Falls all must share the blame for a decision to move the railroad museum to Scranton, Penn., officials say. Steamtown's Board of Directors, attracted by the promise of \$500,000 in credit and the chance to run rail excursions into the Pocono mountains, voted Friday to move the outdoor museum out of Bellows Falls. Steamtown officials have threat-

ened a move for about a decade, charging the state has done little to help promote the tourist attraction.

Steamtown Board Chairman Frederick Blount said Vermont's billboard ban preventing the erection of promotional signs along the highway, making it difficult to attract tourists. He cited difficulty generating enough money to meet operating expenses as a prime reason for

the move. "The bottom line was we wanted to preserve that as a museum. We felt we could do that on a permanent basis in Scranton."

Bellows Falls businesses, meanwhile, expressed concern the move could mean a deep cut in their economy. But Blount said trustees have offered to leave an excursion train for Bellows Falls to maintain. **From the Manchester (NH) Union Leader.**

NH ASKS ICC TO DENY B&M ABANDONMENT BID

The State of New Hampshire has objected to the Boston & Maine Corporation's proposed abandonment of three line segments in New Hampshire and Vermont.

In a response to a B&M abandonment application filed recently with the ICC, the state contended that continued rail service is vital to three major businesses located along a segment between Brattleboro, VT and Winchester, NH. The state said it is "imperative that at least this portion of the line not be abandoned."

In addition, the state maintained that the cost of rehabilitation of the line segment "is not prohibitively expensive and may be subsidized, in whole or in part, by state and private funds."

From Traffic World. Submitted by TED FISK.

Our West End Editor has a new address: effective immediately, all correspondence to Scott should be addressed to:

Scott Whitney
West End Editor
25 Maple Avenue
Claremont, NH 03743

The Green Mountain Railroad has been busy hauling poles and equipment for a new power line between Cavendish and West Rutland, Vermont, and delivering steel to the site of the new bridge over the Connecticut River at Bellows Falls that is replacing the famous arch bridge - the one they couldn't blow up. **From the MBRRE Callboy.**

SPRING, AND A YOUNG MAN'S (AND WOMAN'S) FANCY

Turns to thoughts of the B&MRRHS/470 Railroad Club Softball game at the August meeting at the Conway Scenic Railroad in North Conway, NH!!! The B&MRRHS team is taking shape, looking more and more formidable all the time!!! (There's still room for lots more players, though!!!) Joe Shaw has agreed to coach the B&MRRHS squad, so you know it will be quiet and orderly!! Dick Irish and John Hutchins have conspired to inject the DH rule into the game!!! Jeff Ursillo has offered to be official photographer!!! and we've even had an offer for a cheerleading squad!!! (Not to mention the sight of Bob Allen in his softball shoes!!!) What more could one ask for??? We also need some umpires, how about it, you "fairer minded, uncorruptable" members (ideally two from each organization, or perhaps several totally independent third parties). **LOOK OUT, 470 CLUB!!!**

On Saturday, February 26, Mass Bay RRE operated the eighteenth in our current series of specially-chartered railroad excursions. I am pleased to report to the membership on the success of this trip. We had very fine weather, the train ran well, and our "mileage-collector" members traversed portions of the Boston & Maine's Western Route Main Line and Conway Branch as well as (for all practical purposes) the entire length of the Farmington and Gonic Branches - approximately seventy-three "freight only" miles. It has been over thirty five years since the last passenger train operated to either Farmington or Gonic.

Our ten car train carried approximately six hundred fifty passengers, originating at North Station - Boston, with additional stops at Winchester, Andover, Lawrence, Bradford, and Dover, New Hampshire. This was the first time that an excursion train used the "electric Budds", the B&M RDC cars which have recently rebuilt as control cabs/coaches by Morrison-Knudsen at Boise.

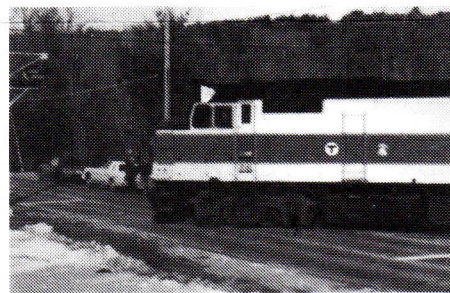
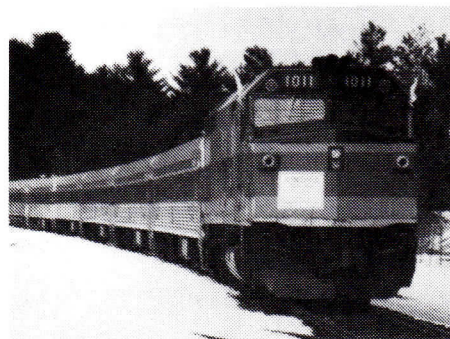
The success of this type of trip requires the cooperation of many people. Jim Stoetzel and Lester Stephenson of the Boston and Maine were especially helpful, along with the B&M shop forces, train crews, and other operating personnel who made certain that our excursion train operated smoothly. We also appreciated the efforts of officials from the MBTA and from our insurance carriers for their support. Through the cooperation of Larry Lambert of Davidson Rubber Co. in Farmington, we were able to use the plants parking area and driveway for a safe and convenient transfer point to buses which transported people to lunch at Sanbornville. Sgt. Anna Reid of the Wakefield Police Dept. coordinated the activities in Sanbornville, including church suppers at four churches, the Town Hall Flea Market and other accommodations for our passengers. Thanks also to Rey's Restaurant and to Chief Kenneth Hussey of the Rochester Police for arranging for our use of rest room facilities during our morning rest stop in Rochester.

Because our train had fallen behind schedule by about two hours, I made the difficult decision to turn around at Sanbornville rather than continue north to Ossipee prior to returning to Boston. The prospect of returning to the Boston area at a reasonable hour (9:08 pm at North Station) seemed more important than traversing the last few miles. As it was, we were able to guarantee connections to the 8:30 pm Lowell train with an extra stop at Wilmington, and the regular 9:00 pm commuter trains were held to permit our passengers to transfer. As usual, excellent cooperation from the Boston and Maine!

Thanks also to Vic Campbell for making the "Alpine Express" signs for the locomotives at both ends of the train. Vic also organized the Ground Crew; having a "chase car" available is very important to the operation of a complex trip such as this.

Tom Humphrey and Rick Conard made several trips north to "check out" many geographical details. Len Bachele's historical-geographic trip brochure represents another excellent effort; a seventy page booklet beyond compare!

By WILLIAM CRAWFORD,, Courtesy of the Mass Bay RRE Callboy. Photos by Bill Fothergill.



I am interested in researching the Fitchburg Railroad, particularly in the Waltham area. The Charles River Museum of Industry is a new museum in Waltham and we are eager to find out as much as possible about the Fitchburg line. I would appreciate it if someone could call me at the museum (617-893-5410) or in the evening (617-332-6747). Any information would be very helpful. Contact: Peter Bernson, Charles River Museum of Industry, 154 Moody Street, Waltham, MA 02154.

FANTRIP!!!

Valley Railroad, May 14, 1983. Train leaves at 8:45 from Old Saybrook and will run to the end of the line and return to Old Saybrook about 10:30-11:00.

Double header steam will be featured, with 2-8-2 #40 and 2-8-0 #97, with an 8 car train.

Included:

*Photo Run By

*Engine Shop Tour

*Demonstration of old track M-O-W equipment

*Yard area and equipment available for photographing and viewing

*Plans of buildings and erection drawings of #97 available for sale

Cost: \$10.00. Send money to Donald A. Clerke, P.O. Box 674, South Windsor, CT, checks to be made payable to "NER Conventions". Map and tickets will be mailed back.

Parking will be provided at Old Saybrook.

This is the fan trip for the model railroad NER/NMRA convention being held at the Quality Inn May 13, 14 and 15. As you are well aware, the engines and equipment of the Valley Railroad are beautifully restored and in A-1 condition. This will probably be the only double-headed standard gauge steam run in New England this year.

S'NOW USE

One of the wonderful things about living in New England is the weather, and there is much truth to the old saw that states: "If you don't like the weather, wait a few minutes!!" Just such an unexpected weather event happened during February, when "a couple of inches of snow" ballooned into a couple of feet of the white stuff, and required the cancellation of a multitude of things, none the least of which was the B&MRRHS meeting scheduled for February 12.

Effective immediately, should it be necessary to cancel a B&MRRHS meeting, the information will be broadcast on the following radio stations as part of their cancellations: Stations are WBZ, WHDH and WEEI. Hopefully this will help avoid any confusion during a storm emergency.

The B&MRRHS will be happy to include any organization's flyers for shows, trips, etc., in any of our mailings, however we must make the request that the flyers to be folded in half to conform to the size of our folded Newsletter. Since we work manually, this will save us time and work, and also expedite your Newsletters and Bulletins to you. Thank you.

Guilford Transportation Industries has received permission from the Canadian Government to purchase the Napierville Junction Railway, contingent upon acquisition of the Delaware & Hudson Railway. The Napierville Junction Railway is the Delaware & Hudson extension into the Montreal area.

R.H. Elder, president of the Providence & Worcester Co., took majority ownership of that company by selling it a 13-acre oil storage and terminal facility which he owned in East Providence. This means that Elder now has unquestioned say in the company which he built from scratch after discovering that leased railroad tracks just happened to run through some of his property.

THERE ARE THREE KINDS OF PEOPLE:
THOSE THAT MAKE IT HAPPEN,
THOSE THAT WATCH THINGS HAPPEN
THOSE THAT WONDER
"WHAT HAPPENED?!!!"

MAKE IT HAPPEN!!!

HELP WANTED . . .

Information regarding Boston & Maine cabooses circa 1907 is requested by Elizabeth Lytle, Hilltop Lane, Napoleon, Ohio 43545

The Central Vermont has closed down the roundhouse and offices at White River Junction, and moved the agent in with the Boston & Maine agent in the passenger station. The track department supervisor and his clerk have moved into the old lunch room at the station. The bridge and building department has boarded up the windows, and the power for trains lays over in front of the station along with the switcher at night. The Canadian National power is no longer running into White River Junction, and the Alco 3600 series are back in action again. Central Vermont power made it down to East Deerfield after the B&M derailment in Bellows Falls, due to the fact that B&M power was tied up on the wrong side of the derailment.

WHERE DOES A TRAIN BUFF LIVE?

Late last Autumn, Bill Davidson was looking for a place to live for the Winter. He had just finished his fourth season as an engineer for the Wolfeboro Scenic Railroad. There was a small apartment available on the second floor of the Wakefield Station, but Davidson said it wasn't equipped for Winter. "There was no water," he said, "no stove. And the place wasn't insulated." So, one afternoon, he pulled a caboose from Sanbornville north to Wakefield with the diesel he had engineered all Summer. Bill Davidson lives in a red caboose. It's parked on the railroad tracks just south of the Wakefield station, away from Route 16, and there's usually smoke coming out of the chimney. Davidson, who lives lone, received permission from the Boston & Maine Corp. to use the old caboose. "A lot of railroad employees live in cabooses," he said. "It's not that unusual. I suppose it is around here, but that's only because trains in general are unusual". **Submitted by LYNNE MONROE.**

The Boston & Maine has set up a fuel dump in Westboro (West Lebanon, NH), where cars of fuel oil are shipped in and unloaded in the old B&M diesel fuel storage area, then distributed to local dealers. Belcher Corp., of Boston, Mass., is the receiving company, and is leasing the B&M plant, a new life for the old engine terminal which has been closed for about ten years now.

New England Rail Frequencies:

Note:
YARD - indicated channel used in yard switching and in switching when enroute.
ROAD - channel used by both trains and dispatcher for communication.
DISP. - channel used by dispatcher to talk to trains.
TRAINS - channel used for trains to talk to dispatcher.

- 161.160 - B&M Disp.
- 161.520 - B&M Trains
- 161.400 - B&M Yard
- 161.370 - B&M Maint. of way
- 161.310 - B&M Commuter
- 161.190 - B&M Carknocker portables
- 161.230 - B&M Carknocker repeater, especially useful in EDF
- 160.350 - B&M Hump
- 161.250 - B&M Police; Conway Scenic; MEC Portland Term.
- 161.205 - CV, GT Road or Yard scrub

- Key:
- B&M - Boston & Maine
 - CV/GT - Central Vermont/Grand Trunk
 - MEC - Maine Central
 - D&H - Delaware & Hudson
 - CP - Canadian Pacific
 - VTR - Vermont Railway
 - BAR - Bangor & Aroostook
 - P&W - Providence & Worcester

More coming next month!!!

Eight multi-channel walkie-talkies, valued at \$16,000 were stolen in a break-in at the Boston & Maine Railroad office on Andover Street, Lawrence, Mass. According to Lt. Leonard McNiell of the railroad police, the thieves broke into the railroad office through a window sometime between 6 pm Saturday, February 26 and 6 am Sunday, February 27, and left everything else untouched. The radios, all Motorola brand with eight channels, equipped with attachable microphones and in leather cases, were locked in a steel cabinet.

Police said a lock was popped with what appears to be a screwdriver. Thieves also took one charger along with the radios. The B&M is offering a reward for the return of the radios. The award money could vary between \$100 and \$1000. "The amount will not be determined until the property is returned," McNiell said. Railroad president Alan Dustin sets the amount of the reward after the stolen goods are returned and the thieves are arrested and convicted. Anyone who has information about the missing radios is asked to contact Lawrence police detectives or the Boston & Maine Railroad office in North Billerica. **From the Lawrence Eagle-Tribune. Submitted by DON MAXNER.**

OLD ORCHARD BEACH TO SEEK B&M PROPERTY TAX

Enticed by a possibility that the Boston & Maine Railroad may emerge from receivership, this town is preparing itself legally to regain taxes from local property controlled by the long-bankrupt railway. For nearly two decades, most communities haven't tried aggressively to collect property taxes because the B&M, operated through federal bankruptcy court in Boston, has paid only a few cents on a dollar of its obligations. Now, however, the federal Interstate Commerce Commission is considering whether the B&M

should be purchased by Guilford Transportation, a move that could bring the Boston-based railroad back to solvency. B&M has maintained that its right-of-way land is legally subject to only state taxation, a token amount compared with local property tax rates, but officials here believe most of the railroad right-of-way through Old Orchard Beach is no longer used for its original, legitimate purpose. **From the Portland Press Herald. Submitted by CAPT. WILLIAM J. FRAPPIER.**

VERMONT FIGHTS SALE TO MELLON

Rail cargo originating in Portland, Maine and hauled through Vermont may travel on rails owned by Timothy Mellon if the Interstate Commerce Commission has its way. But the ICC's decision to allow Mellon's Guilford Transportation Inc., to purchase the Boston & Maine Railroad and the Delaware & Hudson Railroad will be fought in federal court in Washington, DC as Vermont struggles to maintain its Lamoille Valley Railroad. Lamoille Valley gets much of its business from the Maine Central, owned by Mellon, by hauling cargo from Portland through Vermont on its way westward. According to Vermont Assistant Attorney Tom Viall, the loss of the Maine Central business would be devastating. The loss would subsequently jeopardize a state and federal investment in the Lamoille Valley, estimated at \$16 million. The ICC decision, if allowed to stand, "as a practical matter is going to mean the demise of the Lamoille Valley," Assistant Attorney General Tom Viall said. Bought by the state 10 years ago, the Lamoille Valley runs between St. Johnsbury and Swanton. Viall said he was most upset by the ICC's sudden change of heart towards the Lamoille Valley. "The ICC acknowledged in its order that the takeover ... would be devastating. Later on they said it doesn't really matter. **From the Portland Maine Press Herald. Submitted by CAPT. WILLIAM J. FRAPPIER.**

IT'S GETTING TO BE THAT TIME AGAIN!!!

Yes, it is time for the B&MRRHS Membership Committee to start harping at you to renew your membership. While the end of August has been named as the cutoff date for unexpired members, it is much easier for all concerned if you renew in June, which is the end of our membership year. By waiting until after June, things like renewals sometimes get lost in the shuffle of vacations, tips and other summertime pursuits, and before you know it, it's September, with its school days and gearing up for the cold weather to come. By writing you are beginning to wonder why your B&MRRHS Bulletins have stopped coming, and come to think of it, you haven't seen a Newsletter for months. Then there's the hassle of looking through your check register and then trying to restate yourself, hoping the Society has enough Bulletins and Newsletters left in their all the way back to June to see if you sent in for your renewal when you should have, finding no record of it. Back issues pile so that you will be able to maintain your collection complete, it's a hassle for us, too, having to look up your name in our unexpired file and putting it back into our active file, then gathering up the past Bulletin and Newsletters and whatever postage rate, that can get expensive.)

For those members joining us through gift memberships this Christmas, please remember that your membership year ends this June also. If you wait for next Christmas to renew, your name will be pulled from our active file at the end of August.

We regret being so firm with you concerning membership renewals but you must remember that since we are all unpaid volunteers, and since we want to keep costs down and efficiency up, we must have a checkered membership system. It is no easy job keeping track of our 1500 plus and growing membership.

So, please consider renewing on or before June of every year so that we can all enjoy the B&MRRHS for \$13.00 a year for the next few years.

Thank you,
 Dora Lamson & the Membership Committee

MEMBERSHIP RENEWAL (July 1, 1983 to June 30, 1984)

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

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

NAME _____
 Address _____
 City/Town _____ State _____ Zip _____
 Date _____

(Make Check or Money Order payable to B&MRRHS)
 Renewed _____ New Or _____ Check one _____



We really hadn't planned on printing any more photos of the 4266A (at least for a while!!), but this one came across our desk and struck a responsive chord. Shades of 1950!!! Photo by Bill Fothergill.

Citing competitive threats, Canadian National Railways has written down the value of its New England subsidiary, Central Vermont Railway, and is seeking a buyer for the US line.

Paul Tatro, senior vice president of Grand Trunk Corp., a Canadian National subsidiary and Central Vermont's holding company, said Grand Trunk is negotiating with several potential buyers. Canadian National this week announced it lost more than \$200 million (Canadian) last year, part of which was a write-down of Central Vermont's booked value, from \$35 million to \$7 million, or what the company expects to get when it sells the line.

Canadian National, in a statement, said that the Central Vermont's "commercial viability... has been seriously affected by the merger of several American railways serving the same eastern US market." The reference is to the Interstate Commerce Commission's approval of a merger between the Boston & Maine, Maine Central and the Delaware & Hudson lines into a single carrier owned by Guilford Transportation Industries, Inc., and controlled by Timothy Mellon.

The ICC ruling has been challenged by Central Vermont Railway and the state of Vermont, which owns several small lines in the state, on the grounds that Mellon's new company will cause long-distance shippers to bypass Vermont entirely, thereby making Vermont routes economically unattractive to present carriers and threatening the end of rail shipments here entirely. The matter is now in federal court. Tatro declined to say with whom his firm is negotiating for the sale.

David Fink, president of the Maine Central and a director of Guilford Transportation, said it certainly isn't Guilford. GTI, he said, is "not interested" in the Central Vermont. **From the Boston Globe, submitted by GIL PAYSON AND RICHARD SYMMES.**

Boston & Maine Railroad Historical Society *Incorporated*

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

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