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MAY 1983

## B & Meeting

**NEXT MEETING: MAY 14  
8:00 PM  
1ST UNITARIAN CHURCH  
WOBURN, MA**

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 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!!!

**AUGUST 13, 1983**

Of course, our annual joint meeting with the 470 Railroad Club, and 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!!!**

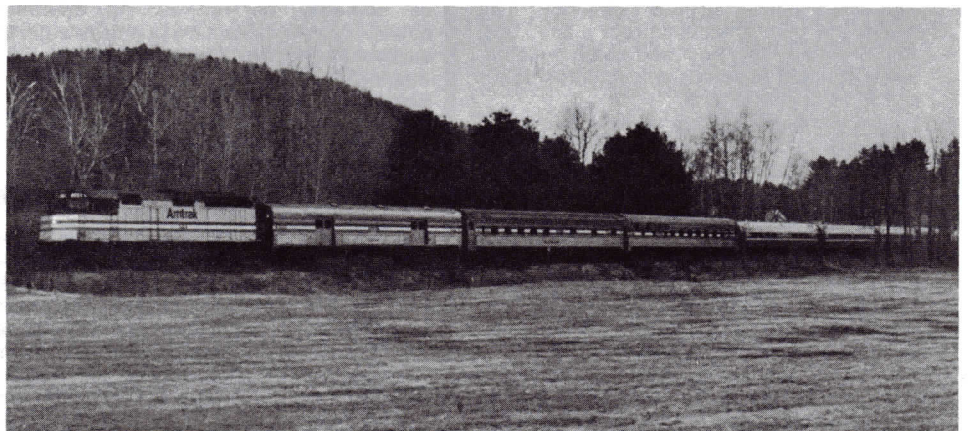
**DUES ARE DUE!!!** Remember, the *June* Newsletter and Summer BULLETIN are the LAST items you will receive from the B&MRRHS unless you have paid your 1983-1984 dues.

Dues are STILL only \$13.00, the same price as buying the Bulletin off the newstand, and you don't have to worry about missing an issue, as they come right to your door.

Please make things easy on the Membership Committee, we have reached the 1700 member plateau, and trying to file everyone and expedite everything and make sure that everybody gets everything that's coming to them can be a colossal job!!! (one, we might add, that's done with a *minimum* of problems and confusion!!!).

### 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.



**B&M - CV - VTR - GMRC: THE FLYER LIVES!**

**Amtrak Train # 60, the northbound Montrealer running on the Green Mountain Railroad through Proctorsville, VT at 7:00 AM on April 10, 1983. Photo by Tom Hildreth.**

The Green Mt. Flyer made a one night comeback in the early morning of April 10, 1983 when both Amtrak Montrealers were rerouted over the old Rutland Route between Bellows Falls and Burlington, Vt. and CV Winooski Subdivision. This was due to a derailment at Claremont Jct. where CVSP pulling in on the siding at Claremont derailed and sideswiped SPCP which was sitting on the main line. The main was open early the next morning and all that was left was the memory of varnish through the Green Mountains.



## STEAMTOWN WEIGHS OFFER FOR HELP IN BELLOWS FALLS, OR SPLIT COLLECTION

In an effort to keep Steamtown U.S.A. from rolling out of Vermont, a Windham County group has offered plans for a multi-million dollar building program and formation of a non-profit organization to solicit financial support for the antique railroad. At a press conference Friday, March 11, in Bellows Falls, the Windham County Ad Hoc Committee to Save Steamtown explained the proposal it has made to the Steamtown Foundation. It also offered an alternative: splitting the collection of steam locomotives and other historic railroad pieces between Vermont and a group trying to lure Steamtown to Scranton, PA.

The battle to retain the popular tourist attraction in Vermont began in November after representatives of the Scranton city government offered a \$3.2 million package to relocate financially troubled Steamtown to a hotel and recreational complex in that city. Threatened with the loss of a prime tourist attraction, a group of Windham Businessmen formulated the ad hoc committee and formed their plan.

First, they proposed forming the Vermont Corporation for Steamtown Preservation, a non-profit corporation that would act as a conduit to provide financial support and services to benefit the Steamtown Foundation. The proposal envisions moving the train's depot, now located between Interstate 91 and Bellows Falls, right into Bellows Falls, about two blocks from the center of the village. That would aid the town's business district, the pan's proponents believe. That would aid the town's business district, the pan's proponents believe. The group is also exploring the possibility of running excursions between Bellows Falls and Brattleboro on weekends, and is negotiating with Boston & Maine Railroad officials for use of their track. Steamtown already runs excursions to Chester, VT. The committee also promised a comprehensive building plan to address the immediate need to protect the historic railroad vehicles and memorabilia and a long range building requirements displaying significant pieces of the collection. The immediate plan is to construct a \$150,000, 10,000 square-foot post and beam building, using donated materials and volunteer labor and fund-raising efforts.

Future plans call for one or more additional buildings, architecturally compatible with the steam age, that would house Steamtown displays. This program, perhaps \$3 million to \$5 million overall, is expected to take three to five years to complete.

In return, Steamtown would stay in Bellows Falls, and six additional directors appointed by the new Vermont corporation would be added to the nine-member Steamtown Foundation board of directors.

The alternative proposal advanced by the group would divide the Steamtown collection between Bellows Falls and Scranton, PA. If the foundation chose the alternate proposal, the committee would be particularly interested in retaining the Vermont and New England pieces of the collection. **From the Keene Sentinel. Submitted by Michael Lennon.**

**In response to several requests for information regarding the shipping of the hardcover editions of "Minuteman Steam", the books were mailed out toward the end of March, and anyone who had an advance reservation should have received their copy by the time you read this. If you haven't, please contact the Society through the business office, and send along a photocopy of your check or money order receipt, to expedite matters.**

The following bit of B&M lore was sent to us by Mr. Richard Dole:

"Reading the February issue of the Newsletter today about the Hoosac Tunnel brought to mind a story told me by a B&M engineman many years ago."

"Prior to the use of electric locomotives in the Tunnel, in 1911, he would stick a broom out of the cab window and hold it against the side of the tunnel to make certain the train was moving. This was done by him on the upgrade from both ends of the tunnel. Either the rails were slippery, the engine horsepower too low or the load was too great for an engine to haul it."

Another letter was received from Mr. Robert F. Wilner in reference to the photo of the B&M F7A 4266 at North Conway that appeared in the Winter Bulletin. While it was not originally intended for publication, we thought that members of the B&MRRHS and 470 Railroad Club who participated in the restoration would be interested in reading it.

"I enjoyed the Winter Bulletin very much. I have always been pro-steam. Never cared much for the diesel. I left North Adams early in 1944, and never witnessed one of the new "F" or "E" Diesel units.

"However, the beautiful color photo of the restored #4266 kind of changed my thoughts about the Diesel. You know, for years, I've been hearing how good the master painters, da Vinci, Van Gogh, Rembrandt, and the others were. Well, even their heads would turn if they could today witness the beautiful job those B&MRRHS (and 470 Club-Ed.) volunteers did on the 4266. If the 4266 should be someday be returned to operating condition, I will make it my business to get on a trip with this beautiful machine."

Yours truly,  
Robert F. Wilner.

### GUILFORD RAIL PROGRESS

The judge overseeing the reorganization of the Boston & Maine Corporation has issued his opinion in connection with his December decision approving the B&M's reorganization plan. B&M's creditors are scheduled to vote on Trustee Benjamin Lacy's plan, which calls for the B&M to pay \$70 million in principal and interest due its creditors. Approval by the creditors would set the stage for Timothy Mellon's Guilford Transportation Industries to acquire the B&M GTI's acquisition of the Delaware & Hudson is contingent upon purchase of the B&M, Barring further unforeseen circumstances, the Boston & Main and Delaware & Hudson should be come GTI properties by the end of May. **From the Mohawk & Hudson NRHS Callboard.**

### AROUND THE MAINE CENTRAL...

The National Governors Conference scheduled for July 31 - August 2, 1983 in Portland

will provide some unusual entertainment. On the final afternoon of the conference, the governors, their spouses and some members of the news media are expected to ride into town (for a shopping expedition to L.L. Bean) by rail, courtesy of the Maine Central Railroad. The railroad has agreed to provide a diesel locomotive and three passenger coaches for the round trip afternoon jaunt from Portland.

Bangor-New Haven piggyback train (PB-1/PB-2 on the Maine Central, SPBA/BASP on the Boston & Maine) continues to run with very few operational problems. Power has consisted of Maine Central U25B's and GP38's as well as Boston & Maine GP9's, GP38-2's and GP40-2's. B&M crews runs Springfield to Rigby takes rest, and returns to Springfield on the next run. Maine Central crew from Rigby makes round trip to Bangor during daylight hours.

All Maine Central Alco switchers are now officially retired, the two RS 11's are still on the roster but stored. Portland Terminal #1101 still sees frequent service around Rigby, PT #1061 left Rigby in mid-February for the Bay Colony Railroad.

Main Central GP7 #571 is being rebuilt at the Waterville Shops to become a "GP9W", #471. MEC U25B #232 is back in service with a rebuilt engine. Unit now has standard MEC paint, but no green roof as yet. **From The 470.**

**RENEW EARLY!!! DON'T MISS A SINGLE  
ISSUE OF THE BULLETIN AND  
NEWSLETTER!!!!**



**Our recent request for photos of the Speno train on the B&M was answered by M.J. O'Connor. The photo by M.J. O'Connor shows the train at Franklin station in Massachusetts. Units are painted a salmon color, with bright yellow lettering.**

**Bob Leblanc also submitted a photo of the Speno train, but we were unable to get a good reproduction of it in time for publication. Our apologies.**

### CLAREMONT AND CONCORD NEWS:

C&C #18 will not be scrapped. It has been decided to rebuild rather than retire the veteran ex B&M unit, so fears of its demise should vanish for a while.

On the negative side, however, the C&C trackage through and along the streets of Claremont to West Claremont at Coy Paper Co. may be in serious jeopardy on account of the weakened condition of a deck truss bridge over the Sugar River. This bridge dates from the time the line was built and the condition may be due to road salt from the highway bridge directly adjacent to it. The C&C is said to be seeking State aid to rebuild the bridge and trackage to W. Claremont. If this attempt fails, they may substitute truck service to the Claremont yard.

**YOUR MEMBERSHIP COMMITTEE WANTS  
YOU TO RENEW EARLY!!!!**



"Turning again to the father of all this progress in rail train speeds and finesse through the years, George Hannauer, it is good to have Howard M. Gilmore's account of 'sudden action' on the "Flying Yankee" under duress and in time of need! But....here is Howard's letter just as he wrote it:

In my capacity of General Passenger Agent at Portland, Maine, in "Flying Yankee" days, I shall never forget that warm summer's evening at the Union Station, when George Hannauer and I stood together watching the changing of engines as the Maine Central Pacific came off, and B&M 3686 backed down for the non-stop run to Boston.

Hannauer was fidgety. They had seventeen big standard cars that night, with a special contingent of sportsmen due to participate in a game at Boston Garden almost about the time as the "Yankee" was due there. Coming there from Bangor with their fans, they were more than anxious to get in on time.

We had seven anxious minutes to try the air and get under way...but...as the 3686 was doing just that, a trailing spring hanger let go with a gatling-gun report which could be heard 20 blocks away! That definitely meant NO 3686. Hannauer groaned and made for an engine to replace the 3686?????..."All we have here for engines of any sort is the 4001 (Lima super-power 2-8-4), billed to power the "Bullet" that night from Portland to Worcester.

"Get her rolling to the station just as quick as you know how" he said... and from some mysterious spot out came his white linen duster and gloves. Sweat poured off both of us, as the 3686 now headpinned off the train simmered gently in the summer twilight.

We were twenty minutes late then, as we both paced the platform as anxious sportsmen asked pointed questions...a cloud of smoke and before we knew it the big Lima was nosing onto the train. 3686's crew climbed aboard...so did Hannauer. I get my usual seat in the diner, along with Bill Foy and Bill Edwards, both ex-Santa Fe dining car waiters.

I shall never forget that melodious whistle blast as she whistled off...at that time we were running over the Eastern, with 108 non-stop miles to go with 63" drivers!!!

Shall I ever forget that ride? I knew Hannauer was "taking it to it" up in that swaying cab... and when we hit that long curve into Haverhill, my waiter friends almost turned white...dropping two bowls of soup...hanging on for dear life!!!

Justin Noel was the hogger, making the run in one hour and 45 minutes, with 4001 a ball of blue smoke all the way.

Hannauer was all smiles as he looked down on the milling passengers, plus the always-present throngs who liked to watch "The Yankee" come in every night... blackened with soot, here was a railroad president!!!

Those Bangor athletes played their game... they were in time for it...that was B&M service in the face of unexpected odds!!!" **Excerpt from Rail Photo Service Newsletter, May 1963. Submitted by Chandler Cobb.**

We hope you enjoyed this story of yet another "Great Moment on the B&M", and we are always looking for more!!!

#### B&M MARKETPLACE:

**For Sale:** B&M 4-4-0 A41 Class HO scale PFM brass locomotive. Mint condition, \$200.00 postpaid, customs-cleared. Bruce Curry, 23 Andrea Crescent, Nepean, Ontario K2J 1G8 Canada. (613) 825-4948



#### MBTA F10 GETS NEW PAINT SCHEME

Above is a photo of Massachusetts Bay Transportation Authority engine #1100. Photographer Doug Kydd comments: "I trust you will agree that the new color scheme for this engine does much more for the engine's classic F unit lines (although not 4266, 4211 or 3814) than the original MBTA colors, very difficult to photograph in either color or black & white. The 1100 was in the Boston Engine Terminal on March 16, 1983.

#### P&W TO OFFER PASSENGER EXCURSION RUNS

The Providence & Worcester Railroad, normally a freight operation, has bought three 44-seat passenger coaches from Amtrak and will offer weekend excursion trips from Worcester along the Blackstone Canal. Ronald Chrzanowski, P&W general manager, said the weekend trips will begin April 30 and run through June 19. There will be no trip on May 1, he said, because Amtrak is running a special along the old New Haven Railroad route.

The P&W will leave from the line's South-bridge Street station and head along the canal toward Rhode Island but will not enter that state. The train will run a half-hour in one direction and then return to the Worcester station. The train will have an observation car, a snack car and three passenger coaches. It will hold a maximum of 217 passengers, he said.

Four years ago, the line offered a fall foliage tour for a Worcester club and wound up carrying 3,600 passengers. Chrzanowski said the line hopes to expand the weekend excursions since they do not interfere with its Monday through Friday freight operations.

**From the Worcester Evening Gazette. Submitted by Thomas F. Fallon and Ted Fisk.**

#### CANADIAN PACIFIC AND

#### GUILFORD TRANSPORTATION, SETTLE DISPUTE OVER TAKEOVER OF THE B&M

Canadian Pacific and Guilford Transportation Industries have apparently decided to settle their differences over GTI's acquisition of the bankrupt Boston & Maine Corporation. GTI, which already owns the Maine Central, wants to acquire both the B&M and the ailing Delaware & Hudson Railway in an attempt to create a new northeastern U.S. rail network. Although both parties are tight-lipped about the agreement, officials confirm that a settlement has been worked out under which CP Rail will withdraw from court cases designed to block the B&M takeover, in exchange for assurances from GTI that it will keep open certain existing gateways and maintain B&M's so-called Connecticut River line. CP Rail has repeatedly asked that certain gateways between itself and the B&M and Maine Central be kept open, and has contended that any downgrading of the Connecticut River line by GTI would endanger CP Rail's position as an international rail carrier. Because CP Rail has long opposed GTI's B&M purchase, the agreement marks another step toward GTI's realization of the creation of a private-sector northeast rail system.

**From Traffic World. Submitted by Ted Fisk.**

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

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

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Address \_\_\_\_\_

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

Check one \_\_\_\_\_ New Or \_\_\_\_\_ Renewed

As the warm weather arrives, many of us will be spending more time out along rail lines photographing rail scenes and observing rail operation. With this activity comes the ever-present need to be conscious of safety and courtesy. Two columns in the February *Trains Magazine* ("The Potomac Pundit" by Don Phillips, and "Trains Turntable" by Michael McGinley) offer food for thought.

Ask yourself if you are God's gift to railroad management, if railroad items on the property are ripe for the taking because they would be wasted anyway, if the rules of civility are suspended any time anyone wanders too close to the locomotive you're trying to get a picture of. If you see yourself reflected in these statements, then you're a "jerk", and that's the way railroad management and employees will view you. As it is, jerks like these will make the rest of us somewhat hesitant to call ourselves "railfans"; they give the rest of us a bad name.

Railroading has typically been one of the most safety-conscious industries I know of. Here are a few rules to keep in mind.

You should expect moving equipment on any track in either direction at any time. You can't be too cautious. When a train approaches, pick a place from which to watch or photograph that will be clear of any falling or dragging items, and will allow you to escape if things start going bad. Bridges and tunnels offer no escape path, and should be avoided.

Let the engineer know that you're coming by signalling with a wave and getting clear. Double or multiple tracks provide special hazards, as the noise distraction of the train you're photographing or observing may make you oblivious to a train coming the

opposite direction on an adjacent track.

Non-moving rolling stock offers hazards, because it may suddenly move. When walking around the end of equipment, provide yourself with a 25 foot safety zone. Choose your footing carefully, you don't want to end up laying on the ground with a train coming. Rails are slippery, so step over them, not on them. Walk, don't run, when you're along the right-of-way. Be conscious of hazards unique to the area, such as light helper engines drifting downgrade quietly. If you are riding a train, including passenger vestibules, watch for brush close to the track, and for rock throwers.

Always remember: "Safety First" From the **Mohawk & Hudson NRHS CALLBOARD**. Reprinted because it's a good idea.

#### HELP WANTED:

I'm looking for 27 back issues of the B&M Bulletin. I need them for a project I've been working on for the past few years, and hope they will help close some of the gaps and mysteries that I have run into. The issues that I'm looking for are: Fall 1971 (Vol 1 # 1) to Winter 1976/77 (Vol 6 # 2); Fall 1977 (Vol 7 # 1) and Winter 1977/78 (Vol 7 # 2) and Fall 1979 (Vol 9 # 1) to Spring 1980 (Vol 9 # 3). I would prefer to buy them, but will be happy if I can borrow them to photocopy. Respond to: Donn Ossier 111, P.O. Box 19, Depot Road, West Ossipee, NH 03890

**DUES ARE DUE!!! RENEW EARLY!!!**

**IT'S TIME TO RENEW!!!  
RENEW EARLY AND MAKE SURE YOU  
DON'T MISS A THING!!!**

#### ICC RECOMMENDS APPROVAL OF B&M ABANDONMENTS

The Interstate Commerce Commission has recommended that the Boston & Maine Corporation be allowed to abandon an 8.4 mile line in New Hampshire and to discontinue operations over a 5.75 mile main line in Massachusetts. In a report to the B&M's bankruptcy court, served March 8, 1983, the Commission recommended approval of the railroad's proposed abandonment of its Manchester to Lawrence branch line. The Commission also recommended approval of B&M's plans to discontinue operations over its Greenville branch line, extending from Milepost B 41.10 in Groton to Milepost B 46.85 in Townsend.

Abandonment of the Manchester to Lawrence line, and discontinuance of service over the Greenville line would not unduly or adversely affect the public interest, the Commission said, because alternate truck and rail service is available. In addition, discontinuance and abandonment of the lines would benefit the B&M estate, because B&M would no longer be obligated to incur expenses for rehabilitation and maintenance of the lines, nor would it be required to continue unprofitable operations, the Commission said. From *Traffic World*, Submitted by Ted Fisk.

# Boston & Maine Railroad Historical Society

*Incorporated*

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**NON-PROFIT  
ORGANIZATION**

**TIME-VALUE  
PUBLICATION**

DAVID D. ASHENDEN

R. F. D. 1

SHELBURNE FALLS MA 01870

DEADLINE FOR JUNE NEWSLETTER IS MAY 14