

# Newsletter

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JUNE 1983

## B & Meeting

**NEXT MEETING: JUNE 11  
8:00 PM  
1ST UNITARIAN CHURCH  
WOBURN, MA**

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 meeting will be our annual trip to Hampton, NH **note change of meeting location!!!** Entertainment will be provided by Mr. Robert Allen.

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. Many events are being planned for this all day **FAMILY** affair, including softball games, special trains and a nights photo session!!! Come early, bring the family and plan to stay all day!!! Entertainment (in stall 4 of the North Conway roundhouse) to be provided by Mr. Emmons Lancaster.

**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 newsstand, 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!!!).

Well, as of press time for the June Newsletter, we have not received an answer to our challenge to the 470 Railroad Club concerning the proposed softball game in August. We can only assume that the 470 Club is not interested in playing, however since the B&MRRHS has a team ready to play, we are open to suggestion as to other teams to play. If any group or organization has a team

and/or would like to form a team to play the B&MRRHS squad, contact the Society at the Newsletter address.

### US???...ERRATIC????...

Well, maybe a little. It seems that over the past three months we have had more than our share of trouble getting the Newsletter out to you on time. Part of this problem lies with the U.S. Mail, but this time we cannot blame them completely. The hold-ups have been caused by illness, problems with our Newsletter printer, the subsequent removal of them as the printer and locating of a new printer that will give us the quality that we have come to expect, a very busy conflicting work schedule and a whole list of assorted, sundry over things that can go wrong when someone has to work for a living and railfan as a hobby!!! But, now the good news!!! We have located a new printer, with a much faster in-house time than we were getting before, without sacrificing the quality that Newsletter readers have come to expect. This will give us a much better handle on Newsletter production, and allow us to get the Newsletter out to you at least a week earlier, so that even those of you who live in poor delivery areas should have your Newsletters before the meeting date. Now, if we could only lick the mail problem...

### VERMONT RAILROAD REQUEST REJECTED

A Vermont Railroad has lost its bid to delay industrialist Timothy Mellon's takeover of two New England railroads, according to officials for a Vermont railroad that asked for the court stay. Robert Gensburg, president of the Lamoille Valley Railroad, said to the U.S. Court of Appeals in Washington rejected a request for a stay in the Interstate Commerce Commission approval of the Mellon deal. But the decision not to grant the stay does not affect the general appeal of the decision-which has been filed by the railroad and the state of Vermont.

The Morrisville-based Lamoille Valley Railroad has sought the stay pending a decision by the appeals court, in which the state has asked the panel to order the ICC to reconsider the merger.

The court has yet to rule on the merger appeal. Lawyers argued the case in February. Mellon wants to merge the Boston & Maine, Maine Central and Delaware & Hudson railroads. He owns the Maine Central, and received ICC permission to buy the other two and combine them. Opponents of the merger argue that a regional railroad monopoly would stifle railway competition. **From the Portland Press Herald. Submitted by Capt. William J. Frappier.**

**MINUTES OF THE MAY 14, 1983  
MEETING OF THE BOSTON & MAINE  
RAILROAD HISTORICAL SOCIETY, INC.**

The May 14, 1983 meeting of the Boston & Maine Railroad Historical Society was called to order by President John Goodwin at approximately 8:05 p.m. upstairs at the First Parish Unitarian Church in Woburn, MA. There were approximately 75 members and guests present.

In the absence of Secretary Jeff Ursillo, the minutes were read by Dennis Adams. No errors or omissions were found, and the minutes were accepted as read.

Dave Lamson made a pitch for volunteers to work at the upcoming B&MRRHS Railroad Extravaganza in October. Dave asked that anyone interested in working at the show contact him as soon as possible. (His address is printed elsewhere in this Newsletter.)

Joe Shaw announced that the May Newsletters were in the mail, gave the status of the Spring and Summer issues of the **Bulletin**, and reminded that membership that dues are due, and subtly urged everyone to renew early.

Jim Reardon gave the Nominating Committee report, and announced that the B&MRRHS Board of Directors has been expanded to nine members. (The 1983-84 Nominating Committee report is printed elsewhere in this Newsletter-READ IT!!!) John Goodwin announced that additional nominations to the Board of Directors and/or officers slate can be accepted until the June 1983 meeting, after which the slate will be closed.

John Hutching asked that anyone who has not received their hardcover volume of **Minuteman Steam** to notify him via the Business Manager's office. John then made note of the fact that all memberships for those unrenewed terminate with the Summer Bulletin and the August Newsletter. At this time, all unrenewed names are pulled from the files, and John reminded the membership that last year, there was a shortage of Fall Bulletins and those renewing late may not receive that issue.

There were no more announcements coming from the floor, so John Goodwin turned the floor over to Jim Reardon once again, and Jim introduced Mr. Ron Amadon, who presented a very interesting multi-media tour of the railroads of New England and the rest of the country including the Aroostook Valley, Maine Central, Bangor Union Pacific, Southern Pacific, and Rio Grande. He finished with a tribute to New England tourist roads such as the Conway Scenic, Steamtown and the Wolfboro.

Mr. Amadon's program was very well received by those present and he received a well deserved round of applause for his effort. The meeting was adjourned at 9:55 p.m.

Respectfully submitted  
Dennis Adams  
Appointed recorded Secretary  
for this meeting.

**MINUTES OF THE APRIL 21 JOINT  
MEETING OF THE B&MRRHS WITH  
THE MASS BAY RRE**

The April 21 joint meeting of the Massachusetts Bay RRE and the Boston & Maine Railroad Historical Society was attended by about 100 members and guests of both organizations. President William Crawford of the Mass Bay RRE welcomed the B&MRRHS and President John Goodwin of the B&MRRHS thanked the Mass Bay for hosting the meeting.

The outstanding entertainment was provided By Mr. Albert Hale, who showed his films of virtually every class of B&M steam engines in action. In addition, we were treated to steam action of the Bangor & Aroostook, Central Vermont, New Haven and Boston & Albany, plus a contemporary film of snow plowing on the Canadian National in New Brunswick. Mr. Hale's marvelous films were enthusiastically applauded by those in attendance.

Respectfully submitted,  
Jim Reardon,  
Program Chairman, MBRRE

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

**REPORT OF THE 1983-1984 B&MRRHS  
NOMINATING COMMITTEE**

The 1983-1984 Nominating Committee consists of:

H. Arnold Wilder  
Arthur Purchase, Jr.  
James F. Reardon

Nominations for the B&MRRHS Board of Directors are: (9 positions):

Donald A. Clerke	Malcolm Houck
David E. Lamson	Richard W. Symmes
Forrest Mack	John Smallwood
Robert Allen	Harry Frye
	James F. Reardon

Nominations for Officers of the Society are:  
President.....John Hutchins  
Vice President.....Robert M.J. Hagopian  
Secretary.....Jeffrey L. Ursillo  
Treasurer.....John A. Goodwin  
Additional nominations for any of the above positions may be entered until the close of the **June membership meeting**, at which time the floor will be closed to nominations.

Last fall, the Newsletter reported that the Federal Railroad Administration conducted certain tests on trackwork of the Boston & Maine's Hillsboro Branch. Member **Morrin Hazel, Jr.** sends us this in-depth report from Railway Track & Structures magazine concerning the tests.

The B&M track segments that received the attention were an 800-foot, 12 degree and 1100 foot, 6 degree curve, along with an intermediate 1500-foot tangent segment. It was felt that both conditions and geometry in these sections of track, with less than 90 pound rail, replicated the state of branch line track throughout the United States. Attention to this lower category of track, with its reduced speed regimes, was believed most likely to provide a more immediate payback for the railroads in their eventual adoption of safety performance specifications.

On the B&M's test track, the Transportation Systems Center (TSC) induced gauge variations, or cusps, of 1 1/4 inches at the joints of the high rail on the 12 degree curve. The final test curve of 6 degrees had to test subsections: the first contained a variation at a 50-foot wave length, while the second had cusp perturbations similar to those in the 12-degree curve.

For its test run on the B&M, the TSC employed a 4-axle locomotive, supplied by the B&M, the FRA T-7 instrumentation car, a loaded B&M gondola to act as an instrumentation buffer, a loaded 100-ton hopper car, provided by Conrail, and the FRA's T-6 track geometry car. Instrumented wheelsets were installed on the locomotive and test hopper car at the B&M shops. Two additional 100 ton hoppers, provided by the Bessemer and Lake Erie and Chessie, were used in support of the

test as well. The Boston & Maine support for the test was an interdepartmental effort. Mechanical Department personnel installed the instrumented wheelsets on the locomotive and hopper, and made car modifications necessary to support the carbody instrumentation. Track maintenance forces constructed the required track perturbations. An experienced train crew assured that the test runs were made according to TSC specifications. In addition, railroad personnel provided assistance as needed to assure consistency, establish safety criteria and the test plan, and interpret the output.

From extensive testing being done here and elsewhere, the TSC is developing a device for detecting incipient track buckling. In essence, it reads the longitudinal force built up in the rail. The device being considered is an interim one, and requires that rail be drilled with two holes at select locations. They could be drilled during the manufacturing process, or as the rail is being laid when it is in a stress-free state. If the rail has stretched or compressed, the amount of the deformation and, therefore, the force in the rail can be ascertained. Another model of buckling device also contains a back-up thermal circuit which can be used in situations where there is serious thermal stress buildup in continuous welded rail that can lead to track buckling, but were the centers of the holes do not move relative to each other under such conditions.

The ultimate objective of the Federal Railroad Administration, in all of its track research and testing, is the development of firm safety performance specifications that give an adequate picture of conditions which define ultimate safety limits. At TSC, those considerations are taken into account, with economy and applicability foremost in mind.

**MODELING NOTES**

For those of you who model the Boston & Maine in N scale, you can breathe a sigh of relief as the long-awaited Boston & Maine RDC units are starting to arrive from Con-Cor. They are available as RDC 1's, 2's and 3's. Normally, this would not be noteworthy, however it should be pointed out that one of our members was the one responsible for supplying lettering and herald information that made these cars a reality, and perhaps it might inspire!!!

**DON'T DERAIL YOUR MEMBERSHIP!!!  
RENEW NOW!!!**

**THE B&MRRHS PROGRAM COMMITTEE  
NEEDS YOUR HELP!!!**

The Program Committee is always looking for new and unique ideas and presentations for the B&MRRHS meetings. If you want to participate please notify either John Alan Roderick, Program Chairman, 30 Tower Street, Somerville, MA, 02143, or Arthur Purchase, Jr., 90 Medford Street, Medford, MA, 02155.

Several people have written to the Newsletter indicating that they have shows and/or would be willing to put on a presentation, would they contact either of the names above. Our filing system does not lend itself to easy forwarding, and rather than risk losing the show, please contact the Program Committee, and Mr. Roderick or Mr. Purchase will be happy to help schedule your show!!!



**INTRODUCING THE B&M'S NEW TEBU MT-4**

**Description, operation and instruction for Boston & Maine Corporation MT-4 TEBU**

**General Information**

Model designation: ..... MT-4  
 Locomotive type: ..... (B-B) 0440  
 Horsepower: ..... (TEBU) 0000  
 Appx. weight on rails: ..... 263,000 lbs.  
 Maximum speed: ..... 65 mph

**Basic Performance**

Locomotive consist	Min. Cont.	Min. Full Pwr.	Trac. Eff. @MCS
GP40-2	11.3 mph	22.9 mph	55,400 lbs.
GP40-2+MT-4	7.8 mph	7.8 mph	111,215 lbs.
GP40-2+MT-4+GB40-2	11.1 mph		166,424 lbs.
GP40+MT-4+MT-4+GP40-2	7.8 mph	7.8 mph	222,430 lbs.

**Traction Motors**

Model ..... D-77  
 Max. Cont. Current ..... 1050 amps  
 Gear Ratio ..... 62:15

**Major Dimensions**

Distance, pulling face of coupler to centerline of bolster ..... 12'7"  
 Distance, between bolsters ..... 31'0"  
 Distance, pulling face of front coupler to rear coupler ..... 56'2"  
 Width, over handrails ..... 10'2.5"  
 Height, top-of rail to top of hood ..... 12'6.5"

**Truck Data**

Wheel diameter ..... 40"  
 Rim ..... 2.5"  
 Journal Boxes ..... 6-7/8x12" Roller Bearing  
 Brake Rigging ..... Clasp type, cast iron shoes  
 Sand Capacity ..... 56 cu. ft.

**Background**

Boston & Maine unit #100 has been designed to operate with GP40-2SD locomotives numbers 300 and 301, which were equipped with slug controls. Unit # 100 is designated MT-4, which means it is a four axle motor trailer. The 301-100-301 are semipermanently M.U.ed together.

**Operating Modes**

The consist is designed to operate with a GP40-2SD coupled to each end, with the slug's #1 and # 3 traction motors powered from the GP40-2SD coupled to the rear. In effect the two powering GP40's become two six motor SD40-2 models. The consist is designed to operate in this mode at all times. This mode is referred to as the six motor mode.

Under certain circumstances, by instruction from authorized mechanical personnel, the 100 may be powered from one end only. In this eight motor mode, all slug motors are powered from one controlling GP40-2SD.

**Tonnage Rating - Normal Operations**

The 300-100-301 is equivalent to two SD40-2's. The tonnage hauling capacity of an SD40-2 is 1.5 times that of a GP40-2 or a GP38-2. For example, from East Fitchburg to East Deerfield, the ruling tonnage would be computed as follows:

GP40-2 or GP38-2	1773 tons
SD40-2 (1.5x1773)	2659 tons

**Fuel efficiency**

The 300-100-301 consist is approximately 7% more efficient than three GP40-2's and approximately 11% more efficient than three GP38-2's.

**Periodic tests**

The 300-100-301 are all scheduled for test at the same date, as if the units were actually an articulated locomotive.

D.G. Messer  
 Supt./Motive Power

THE COMPLETE STORY OF THE B&M'S MT-4 UNIT WILL BE UPCOMING IN THE B&M BULLETIN!!! WATCH FOR IT!!!

**STATE REQUESTS INFORMATION ON RAILROAD STATION**

State officials have asked a Greenfield resident who has been pushing for years for a town railroad station to supply them with information about the drive to construct a platform and station so Amtrak will stop trains in town.

Roy Kendel said he received a letter from the Executive Office of Transportation and Construction asking for pertinent material on the station and platform.

Last year, Amtrak officials agreed to stop the Montrealer in Greenfield during its early morning runs if the town would construct a 400-foot platform and waiting building at the foot of Miles Street near the site of the old station, that burned down a number of years ago.

The town also agreed to match any money raised for the station on a two-to-one basis up to \$10,000. So far, Kendel has collected just under \$5000.

In a letter to Kendel, Transportation Secretary Frederick Salvucci wrote: "Prior to any commitment of state funds to such a project" the office "must have a clear understanding of the character and extent of the commitments by the town, by Amtrak and by the Boston & Maine Corporation..."

Such issues as lighting, policing, snow removal and insurance coverage require resolution early in the planning process.

**From the Greenfield Morning Union. Submitted by Rober Nylander.**

**MOTIVE POWER SURPRISES!!!**

Variety is growing on the west end of the Boston & Maine, and the Connecticut River route is especially colorful. Maine Central, Delaware & Hudson, Central Vermont, Canadian National, Canadian Pacific and Boston & Maine have all seen together and separately on the Conn River, while some Union Pacific and Norfolk & Western power has been spotted coming into East Deerfield from the west. Some of this power has been in the form of six-axle SD35 units.

On the east end, two Maine Central SW units were spotted dead mid-train on B&M train BASE recently. Anyone know where they were going? Also, a Maine Central SW unit made the trip from Rigby to Lawrence yard and tied up on the field track.

The Boston & Maine's MT-4 "slug" has been reported just about everywhere on the Portland to Mechanicsville mainline, it and it's two GP40-2 mates looking spotless out of the shop.

After a lapse of several months, Delaware & Hudson power is again showing up on the B&M, and on several occasions, Alco power has been spotted, Nice!!!

A black General Electric 44-Tonner has been spotted in the Boston Engine Terminal at Somerville, Mass. The unit has yellow nose stripes. Can anyone provide information concerning this unit?

**DON'T LET YOUR MEMBERSHIP GET SIDETRACKED!!! RENEW EARLY!**

**KEEP THE B&MRRHS STRONG!!! RENEW NOW!!!**

### WANT A COMPLETELY UNIQUE EXPERIENCE???

How about adding a little excitement to your life!!! Well, the Boston & Maine Railroad Historical Society is looking for **YOU!!!**

We need **YOUR** help at our first **Railroad Extravaganza**, coming up on October 22, 1983, at the Minuteman Regional Voc-Tech in Lexington, Mass.

For more information, or to volunteer your help, call or write:

D. Lamson  
Railroad Station  
East Kingston, NH 03827  
(603) 642-3656 (between 4 and 6 p.m.)

Since I lived near Clifton Station on Swamscott Branch of B&M from 1924 - 1950, my stories are necessarily from that era.

I probably saw American, Mogul, and Pacific Locos on this branch.

When I entered 7th grade, my homeroom overlooked the wye between Marblehead, Salem, and Swamscott.

Early morning saw a train come over the Salem branch to Marblehead, unload, and back to the wye, and take the Salem - Swamscott leg of the wye. A train would leave Marblehead, a second load, and leave, and then the train on the wye would pull out, and then back and load. A few trains would end their trip on the outside of the 4 track station of Lynn (track island - 2 tracks - island - track). When classes broke up, the boys & girls would wait until the train left town, and walk the tracks to home.

When I graduated from high school, I would take the local to Boston and it was about this time the Clifton Station was painted a garish yellow with chocolate trim.

One of my classmates married his sweetheart, and suddenly she passed away. The new widower boarded this train every day, and after some time a lady boarded the train. She usually wore one of those large floppy hats. Eventually it became evident that these two had met, and later on they were married. On some days I took an early train home. This train would have an express refrigerator car loaded with raw milk for the West Lynn plant of H.P. Hood. This car was uncoupled on the main line, a train would back up and take us to Marblehead, while a switcher would come up the wrong track, couple, cross over, and depart for the Saugus Branch & West Lynn and do what switching was required - probably pull an empty & spot the loaded car. A Debutante in Marblehead decided to have an unusual coming out party. She decided to have a train of old time cars leave Boston with a dinner preceeding the event, on board the train. The guests ate on these cars and slowly proceeded to Marblehead, where a dance was held - I think in the town hall. A check with the morgue of the Marblehead Messenger would give details. The B&M hunted for 5 or 6 old time cars for the occasion, and tested them before using them. At least one of these had rounded top windows with frosted glass! Eventually these cars became separated, but I suspect they remained on this branch until the tracks were pulled up. (or RDC's took over).

In summer, for at least 3 years we went to C.A. Purinton's track beside the driveway and look at live steamers. This group moved behind Friends Box Co. in Danvers. My dad & I accompanied Mr. Friend to Boston with his B&A Tank live steamer!

Winter was a hard time, and one winter in the '40's was the worst. It was bitter cold, had been for some time. The train was an hour late before it traveled three miles from Marblehead. When we got to Phillips Beach the train loaded passengers, but ran out of steam on the grade up through a rock cut hardly a half mile ahead. We sat there for an extended, time then went to Swamscott & Lynn. There, a shifter coupled on ahead, and we crawled the remaining ten nearly level miles to Boston. My first time doubleheaded on the B&M. Someone later told me there were 5 trains together, but this does not have any verification.

On Saturdays, I sometimes bicycled over to Salem and sat behind the engineers side of the Pacifics which were stored on the river side of the engine house. In 1954 I believe, most of the enginehouse was torn down except 2 stalls on the Beverly side. The turntable pit was just filled in, track from the back of the enginehouse was extended, and a switch was built over the pit, so an engine would go through the enginehouse, reverse, and enter the second stall!

On one early afternoon, and before the train reached G.E. outside West Lynn, it lost its rod on the right side. Our train pulled up later, and we found there was another train due before we would back up, and run on the wrong track. I detoured and walked up to gawk at the rod, and the loco.

Some time during this period, the B&M used thermite to weld the rails between Salem and Lynn. A track was taken out of service, the plates connecting rails were removed, and the rails moved apart to about a 1" gap. A box (probably carbon) was put on each side of the rails, the thermite put in, ignited, and the rails were welded.

In 1954, the B&M would start on construction of the underground tunnel, and I got a chance to see the blueprints. There were to be about 45 steps up without a break. The commuters found out after the tunnel was built. A complete new yard was built on the Boston side, at about 45 degrees to the tracks. I could not see why it was built unless supplies were coming by rail.

One of the surprises came early one day when I was riding through Somerville. There, sitting on the tracks at an angle to our train was a dirty, low drivered engine with two sets of cylinders. Since reading B&M Steam, I am wondering even more. 800 & 801 had large cylinders, reputed to be out of service. Did B&M put one of these in service during the war? Or was it from another road (lettered B&M). What was it doing near Boston?

**Submitted by Mr. John Bell.** We enjoy these looks back into B&M history, and we are always looking for more.

### RENEW EARLY!!!

#### CONRAIL SETTLEMENT LIFTS 1982 PROVIDENCE & WORCESTER EARNINGS

Providence & Worcester Co. recently held its annual meeting, reporting the company made money last year because of a settlement with Conrail, the 15,000-mile federal rail system carved from the bankrupt Penn Central and five other bankrupt Northeast railroads seven years ago. Otherwise, the company said, the national recession last year took its toll and the company would have shown a loss before taxes of about \$4 million. The company's principal subsidiary is the Providence & Worcester Railroad Co., which operates in Rhode Island, Massachusetts and Connecticut. The railroad operates more than 370 miles of track and interchanges freight traffic in Massachusetts and Connecticut with the Boston & Maine Railroad and the Central Vermont Railroad.

During 1982, the railroad handled about 22,000 cars in road haul and switching service. Carload haul continued to decline over prior years, and the railroad blamed the recession and competition from other forms of transportation. Last November, however, carloads hauled remained about level with 1981, but the company said it can't predict if the trend will continue. **From the Worcester Evening Gazette. Submitted by Thomas Fallon.**



Another typical, boring wash-up leaves East Deerfield yard recently. Power was B&M GP40-2 314, Norfolk & Western GP35 1323 and Delaware & Hudson Alco C-420 407.

**MASS. BAY RRE RETURNS TO THE HILLSBOROUGH BRANCH**

The nineteenth in Mass Bay RRE's current series of specially chartered excursion trains was operated on Saturday, April 23rd, when **The Crotched Mountain Ltd.** left North Station, Boston, bound for Bennington, N.H. via the Boston & Maine. Nearly 300 passengers from Winchester, North Billerica, Lowell, Nashua, and Milford, N.H., as well as Boston rode our five car train of MBTA/B&M "electric Budd" commuter coaches, recently rebuilt and refurbished by Morrison-Knudson. Two F40 locomotives provided the motive power. We covered forty-nine "freight only" miles this trip, which swiftly travelled the B&M's New Hampshire Route Main Line to Nashua before reducing its pace to traverse the lightly trafficked track of the scenic, rural Hillsborough Branch, where the last, previous revenue passenger train was our own excursion of May 4th, 1968.

Financially, the results were disappointing, but that was the only negative aspect of our excursion, which proved to be a true "artistic" success on a day blessed with perfect weather. No "glitches" occurred to mar the operation, and, while we fell slightly behind schedule, our return to Boston was at an acceptable 8:30 P.M. Ironically, had any significant number of the multitude of chasers supported the trip by their patronage, even our deficit would have been eliminated.

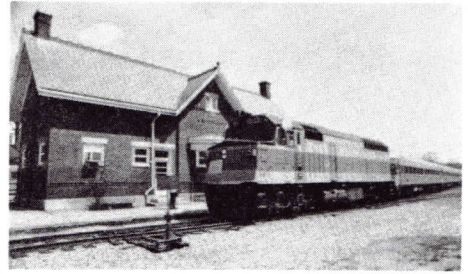
Media publicity in southern New Hampshire had been extensive: large numbers of people came to view our train at it Milford stop and remarkable public enthusiasm was evident in Bennington, where the Temple (N.H.) Brass Band and a crowd of over 500 greeted us on our arrival. After operating to the very end of

track for the benefit of the "mileage collectors," we returned to the rear of Monadnock Paper Mills and unloaded our passengers through the mill to the street for an additional band performance while the train was posed for photographs on the bridge. During our layover in Bennington, the fire department displayed its antique hand pump engine and the VFW opened their hall (the former station) and provided refreshments while the B&M crew conducted tours of the locomotive and train for the townspeople.

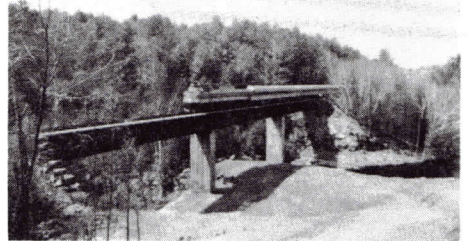
Bill Crawford led our bus side trip to Hillsborough to visit Kemp's Mack Museum, where not only were over 100 antique trucks and commercial vehicles on display, but Dick Kemp, the proprietor, provided a buffet for our group. The balance of our passengers transferred to the Crotched Mountain Ski Area for a barbeque luncheon in the East Lodge followed by hayrides drawn by a team of Belgian horses. (Truly, this was a multimodal excursion!) The antique car auction at the ski lodge also attracted the interest (but not the bids) of our passengers before their return to Bennington.

On our train's return trip, along the shore of Powder Mill Pond, just north of Elmwood, we conducted one of our most spectacular runbys ever. The lighting was ideal, the scenery magnificent, and our passengers' cooperation exemplary, as we stopped the traffic on the parallel highway (!) to provide a safe and unobstructed field of view for our photographers.

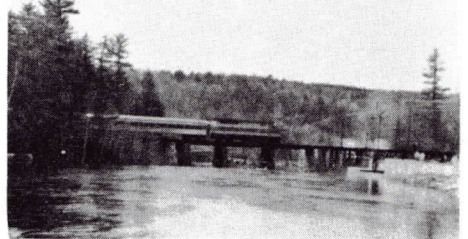
**From the Mass Bay RRE Callboy. Thanks to DAVID DEROW for sharing his account of the trip with Newsletter readers.**



**The MBRRE excursion train passes the depot at Wilton, NH**



**A classic photo on the South Lyndeboro trestle. The roar of camera shutters was deafening!!!**



**Posing on the trestle at Bennington.**

**BOSTON & MAINE CREDITORS OK SALE TO GUILFORD TRANSPORTATION**

Creditors of the Boston & Maine Railroad have approved a plan under which it will be acquired by Timothy Mellon's Guilford Transportation Industries of Durham, Conn., a spokesman reported. The railroad's reorganization trustee, Benjamin Lacy, announced the action and said the next step is certification of the vote by creditors in U.S. District Court.

Mellon agreed two years ago to buy the B&M for \$24.2 million, but completion of the deal was delayed pending the reorganization by trustees and a variety of lawsuits. Lacy said the action by creditors means Mellon may be able to take over the second quarter of 1983. Still to be disposed of is a total of \$85 million in claims against the B&M including taxes owed communities through which it runs.

Mellon, a member of the Pittsburgh banking family, already owns the Maine Central Railroad and is dickering to buy the Delaware & Hudson Railroad. He intends to form a 4,000 mile system stretching from New England to Buffalo, N.Y., with legs north to Montreal and connections south to Baltimore and Washington, D.C.

The Boston & Maine runs freight traffic in Maine, New Hampshire, Massachusetts and upstate New York, connecting with various other U.S. and Canadian railroads. **From the Bangor Daily News. Submitted by Capt. William J. Frappier.**

**CENTRAL VERMONT NEWS**

Central Vermont has taken delivery of five more RS-11 diesels from the Duluth, Winnipeg and Pacific. Three of these are in use and two are stored for parts. In the three running units, the Central Vermont now has its first chop-nose unit, and this has already been painted in the current CV scheme and is numbered 3608, the other two are numbered 3606 and 3613.

The Central Vermont has been sending more welded rail to its southern division, as welded rail/ ballast/ maintenance-of-way extras have been seen running down the Connecticut River line.

**AROUND THE MAINE CENTRAL...**

The B&M GP-7's used as switchers in the Portland Terminal have been wandering onto the Maine Central as needed to cover power assignments. The units have been used on the Rigby to Bangor through freights and Rigby to Rumford branch assignments as well as a trip on the Mountain Division. **From the 470.**

Desecration of the Portsmouth branch continues!!! At the Main Street crossing in Raymond, N.H., both pairs of rails have been torn up and the street repaved. Have any other crossings on the branch been removed? **Submitted by Richard Hoisington.**

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

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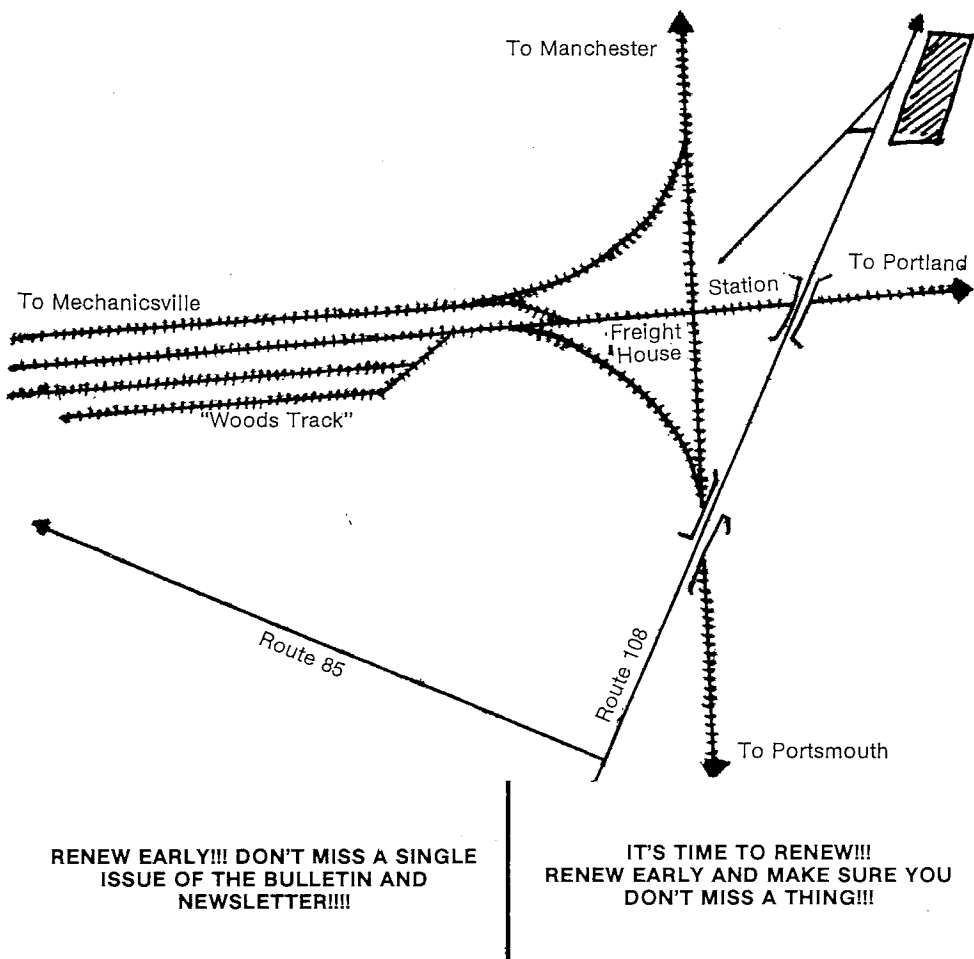
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**TIRED OF READING THESE NOTICES???  
RENEW NOW AND WE'LL STOP PRINTING THEM!!!**



**WHERE IT'S AT!!!  
ROCKINGHAM JUNCTION, NH**

Located right on the border between Newfields and Newmarket, NH, at the junction of the Portland to, Mechanicville mainline, and the Manchester to Portsmouth branch. Rockingham Junction can be reached by taking Route 51 to Route 85 to Newfields NH to the junction of Route 108, taking a left and proceeding about one half mile. You will pass over the tracks twice, first the Portsmouth branch and then the mainline. Take a sharp left at the base of the bridge, directly opposite the Great Bay Racquet Club, and follow the road right to the station.

What you can see:

The Rockingham Junction station is still standing, albeit in disrepair, along with the freight house almost directly across the tracks. The diamond was removed in the late '70's, but the east wye to Portsmouth is still used daily by the Portsmouth Switcher, and the west wye is used to store cars, the line to Manchester being out of service.

All Portland-bound trains pass through Rockingham, occasionally meeting. The Portsmouth Switcher makes at least one trip daily, to set out cars for the mainline freights, and also make its pickups for Portsmouth, the SEA-3 tank farms and Seabrook Station.

While not the busy junction it once was, Rockingham Junction is still a great place to watch trains, especially with the varied motive power now gracing the Boston & Maine's rails.

**DUES ARE DUE NOW!!!**

**Boston & Maine Railroad Historical Society**  
*Incorporated*

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