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JULY 1983

B & Meeting

**NEXT MEETING:
JULY 9, 1983
WINNACUNNET
HIGH SCHOOL
HAMPTON, NH
8:00 PM**

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.

SEPTEMBER 10, 1983

Back to Woburn after our summer jaunts!!! Tonight's entertainment will be provided by Mr. Leroy Fredericks, who will show vintage movies of the Claremont & Concord Railroad, and also the Springfield Terminal under wire!!!

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!!!).

Concerning the GE 44 ton unit mentioned on page 3 of the June Newsletter, it has to be the West End Iron unit, from West Cambridge. The plant closed early this year and the unit was auctioned off the beginning of April. The B & M was probably getting the diesel ready to travel to its new owners (who are?). The unit had been at West End since 1970, when it was purchased from the Grafton & Upton RR, their #10. **From Ralph L. Phillips.**

GREAT NEWS!!! The 470 Railroad Club has agreed to meet us in battle on the softball field on August 13!!! They have asked us for a catcher's mask and chest protector, if anyone can provide one, please bring it along!!! We'd also like to see a good turnout for the cheering section, and also a couple of umpires!!! See you in North Conway!!!

Boston & Maine extra 1751 worked with the N.E. Power Co. on the Berlin mainline between Lisbon and Littleton. The N.E. Power Co. is temporarily laying a ground cable for testing the ground circuit on their new DC power line with Quebec Power. As B & M GP18 1751 pushed B & M flatcar 34037 with two reels of cable, the N.E. Power crew made quick work of laying nearly 10 miles of cable in a few hours.

Saturday, April 30, 1983.
Testing day: The B & M provided track car TC002 for officials, N.E. Power Co., and Quebec Power to constantly monitor and inspect the cable laid beside the track. Also, the officials were in constant communication with signal maintenance personnel at Clark's Crossing in Lisbon and the Bridge Street crossing in Littleton. An official said there was no effects to the signal system during the testing. **From Roger Robar.**

WHAT'S GOING TO HAPPEN TO EDVILLE???

Edville is being evicted from the Atwood cranberry plantation in South Carver, Mass. The Atwood family has decided not to renew Edville's lease when it comes up for renewal in 1985. Officials in Plymouth County have already started helping Edville in the search for a new home.

Many of us have grown up with Edville, and we can hardly imagine it being anywhere else but in the midst of the Atwood Cranberry Farm. Ellis D. Atwood himself built the line after WWII from equipment brought down from abandoned narrow-gauge railroads in Maine. His use of the railroad in raising cranberries got a write-up in the May 1948 TRAINS magazine. In fact, Edville Railroad and cranberries seemed to be united as one. Cranberry flavored ice cream was sold at the concession for many years.

George Bartholemew has operated the railroad since 1971, on two year lease agreements. The last lease was signed recently. He says the rent has tripled since he took over the business.

Edville gets 250,000 patrons a year, but the director of Plymouth County Development Council, Brooks Kelly who is the one who is searching for a new site, feels that Edville would benefit from a new location with easier highway access. **From the Mass Bay RRE Callboy.**

MINUTES OF THE JUNE 11 MEETING OF THE B&MRRHS

The June 11, 1983 meeting of the B&MRRHS was called to order at 8:00 p.m. at the 1st Unitarian Church in Woburn, MA by President John Goodwin. There were 56 members and guests present.

John Goodwin announced that nominations for the 1983-84 elections will be accepted from the floor until the July meeting, rather than the June meeting.

Dave Lamson again asked for volunteers for the B&MRRHS Railroad Extravaganza in October. He asked that members coming to work at the show wear dark trousers and white or light shirts so everyone would be uniform. Dave also asked that if anyone who may have any small reflectors like those used on old fashioned reflective speed boards contact him. Larry Kemp is attempting to build number boards for the 4266A, and needs these.

Dora Lamson gave the membership report, the total membership now stands at 1740.

John Goodwin then mentioned that the Newsletter has changed printers and is now better looking and also out to the membership faster. Also, the Spring BULLETIN is being typeset and should be ready in about 1 month. John then reminded the members that the July meeting will be held at Winnacunnet High School in Hampton, NH, featuring entertainment by Bob Allen. The August meeting will be at the Conway Scenic Railroad in North Conway, NH, and will feature the Supper Chief, a softball game and a night photo session! Emmons Lancaster will provide the entertainment in Stall 4 of the No. Conway roundhouse. The September program will be provided by Leroy Fredericks, back in Woburn.

Jim Reardon announced two upcoming Mass Bay RRE trips, one from Boston to Bangor via the B&M and MEC, and a Fall Foliage trip to Steamtown. Details on these trips can be found elsewhere in this Newsletter.

Sid Mann announced that he has purchased the Athol, MA station and gave a rundown of its condition. He would like the assistance of the membership for interior plans, paint scheme circa 1930-1940, an REA or baggage wagon, he plans to stop the deterioration and restore the station, and also offered it to the Society for an occasional meeting.

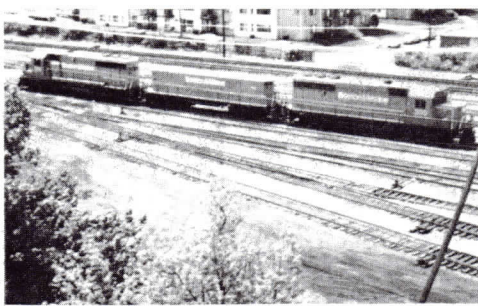
Dick Nichols announced that the grand opening of the Salisbury Point station would be on June 25, and Mr. Alan Dustin, President of the B&M Corp. will cut the ribbon at the dedication.

John Goodwin then turned over the floor to the evening's entertainment, which was a member's night. The following people made presentations: C. Robbins - Welded rail train and derelict diesels, Charlie Smith - Blowdown of the Hotel Manger in Boston, Jim Nigzus - Misc. B&M and Amtrak, Scott Whitney - Varied "Amusements", Richard Nichols - Salisbury Station restoration, Donald Nevin - Maine Central, Lawrence Howard - B&M and misc. scenes, John Goodwin - 0-6-0 # 410 and also B&M steam circa 1954, Gerry Putz - Rio Grand Zephyr. This meeting was adjourned at 9:35. **Respectfully submitted, Jeff Ursillo, Secretary.**

VERMONT RAILROAD TAKEN OFF MARKET

The Central Vermont Railway is no longer for sale.

Officials of the Grand Trunk Railway, which owns the Vermont line, said in a recent statement they failed to receive any substantial offers during the several months the railroad was for sale. **From the Portland Press Herald. Submitted by Capt. William Frappier.**



GP40-2 301, slug 100 and GP40-2 300, at Lawrence, Mass. Photo by Don Maxner.

The month of May has brought repeated visits of the B&M's new slug #100 to the B&M yard at Lawrence, Mass. On May 2, the slug, accompanied by GP40-2 mates 300 and 301, powered the MELA/LASE turn, which left Lawrence for Selkirk, NY at 11:30 a.m. And, surprisingly, the 100 and friends returned at 5:00 p.m. as the power for MEPO.

After a long dry spell, all types of D&H power have started reappearing at Lawrence, especially Alco C420's 404 and 415. Also seen here was Maine Central U25B 225 in Guilford Transportation's new grey and orange paint scheme.

On Saturday, May 21, railfans in Lawrence were treated to a surprise when the NWLA/LASE turn arrived powered by D&H GP39-7420, along with Norfolk & Western GP35 1315 and GP38 4118. Both N&W units were high hoods. By the number of railfans at Lawrence on Sunday, there was no doubt that they expected a curtain call from the Norfolk & Western, but it was not to be as NWLA was powered by B&M GP38/40's. NWLA/LASE seems to be a recently inaugurated designation. **From Don Maxner.**

THE GREEN MOUNTAIN FLYER LIVES...AGAIN!!!

For the second time in two months, a derailment on the Connecticut River route has forced the rerouting of Amtrak's Montrealer over the Green Mountain and Vermont Railroads. Many who missed the original got a second chance at catching a rare thrill as they gathered together to motorcade up through the Green Mountains.

(Editor's note: The following is a footnote to the above article on the Green Mountain Flyer. After much deliberation, Scott and I have decided to run it as an addition, however the author's name will be withheld by request.)

"The only disappointment to watching the Flyer was the discourteous and dangerous driving of two or three fellows who seemed to be out to be "super railfans" by trying to beat each other and everybody else to photo locations. Their antics included speeding and passing in dangerous early morning fog conditions. These are the type of actions which to me, anyway, threaten the reputation of the rail enthusiasts as a whole, and should not be tolerated."

Unfortunately, we tend to see more and more of this type of action every day. Most of the time, excessive speed is not necessary to beat the train. While chasing the recent Mass Bay trip on the Hillsborough Branch, your editors were nearly nailed on three separate occasions as people roared by at well above the

speed limit to catch a train that has a 15 mph limit!!! This is not only unnecessary, but does tend to reflect rather poorly on the railfan community, and also on the B&MRRHS, should the offending individuals be members. With summer here, and more and more railfans taking to the road to record the interesting and varied trains now gracing the B&M's rails, we only hope that this will reach the membership, and people will think for a minute. The trains will be here tomorrow. Will you??

MASS BAY RRE ANNOUNCES TWO UPCOMING RAIL EXCURSIONS

Saturday and Sunday, September 10-11, 1983: Railroad Excursion - Boston, MA to Bangor, Maine, via Boston & Maine and Maine Central Railroads. Both Maine Central routes (Back Road and Lower Road) will be used. All-inclusive package plan (box lunches both days and overnight lodging) being planned. Write for details and fares: Mass Bay RRE, P.O. Box 136, Ward Hill, MA 01830

Saturday, October 1, 1983 Railroad Excursion - Boston to White River Jct., Vermont via Boston & Maine's Fitchburg and Connecticut River main lines. Last chance to visit Steamtown U.S.A. by special excursion (Steamtown is leaving Bellows Falls at the end of 1983) Write for fares and details: Mass Bay RRE, P.O. Box 136, Ward Hill, MA 01830

MAINE CENTRAL BUYS 15 D&H U23B'S

The Maine Central has purchased all fifteen Delaware & Hudson General Electric U23B locomotives and will renumber them into the 281-296 series: # 283, which is ex-Delaware & Hudson #2304 has had the D&H markings neatly painted out, a Maine Central herald on the cab sides in light blue, a pine tree herald in gray on the nose and the unit number on the sides of the long hood. Other units reported to be on the Maine Central are # 2308 and 2314. Also, Maine Central U18B 408 has joined the ranks of grey and orange Guilford units.

Maine Central GP38's and U25B's have been loaned to the Delaware & Hudson to fill in for the U23B's.

The Maine Central has also acquired some 74 ex-MKT 100 ton ballast cars. these will replace the present fleet of Maine Central/Portland Terminal hoppers as major repairs become necessary. **From the 470.**

Last month, we reported that two Maine Central SW units had gone west. They eventually turned up on the hump out at Mechanicville. Originally, units #331 and 333 were sent in train BASE, however the 331 had clearance problems and the 334 was sent west to replace it. Some Boston & Maine GP-9's have been assigned to the Maine Central to replace the SW's. **From the 470 and other sources.**

Congratulations go out to our Program Chairman John Alan Roderick and his new wife Heather, who were married on June 25. Best of luck to the both of you and wishes for a long and happy marriage!!!



The REAL PEOPLE EXPRESS arrives at South Station, Boston!!! Photo by Jeff Ursillo.

RAIL LINE UPGRADING PROJECT UNDERWAY

Work is under way on a \$300,000 project to improve part of the rail line between Concord and Laconia, a state official reports.

The rehabilitation work involves repairing and upgrading almost half the track between the two cities, according to state Railroad Administrator John McAuliffe. The job is the last phase of a comprehensive project to renovate the entire Concord to Lincoln line which the state took over from the Boston & Maine Railroad in 1976.

Recently, workers for the New England Southern Railroad dumped gravel ballast along 11 miles of roadbed. The next step in the project will be to run special machines along the track to pack down the ballast and to straighten out the tracks. All the work should be completed within six weeks, McAuliffe said.

At present, two trains a week operate each way hauling freight between Concord and Plymouth. Concerns that there might not be any state funds to keep the rail line operating after July 1 have been lessened. Gov. John Sununu's original budget contained no money to maintain service between Concord and Lincoln or the other state run line between North Stratford and Beecher Falls, Vermont.

But the governor recently asked the Senate Finance Committee to amend his budget to allocate \$559,800 to the railroads for the next two years. Of that amount, \$218,800 would be

for day-to-day operations, according to Senate spokesman Stephen Hartshorne. **From the Laconia Evening Citizen. Submitted by Ellis Walker.**

RAILROAD PURCHASE ADVANCES IN COURT

Purchase of the Boston & Maine Railroad by Guilford Transportation Industries of New Haven, Connecticut, and headed by Timothy Mellon, has taken one more step forward. Benjamin H. Lacey, the attorney here who is one of the Boston & Maine trustees while it is in bankruptcy, said U.S. District Judge Frank Murray issued an order confirming the plan of reorganization for the railroad.

Lacey said a petition for the consummation order for the sale to Guilford Transportation is now on file at federal court. However, a hearing date for the order hasn't been set, he reported.

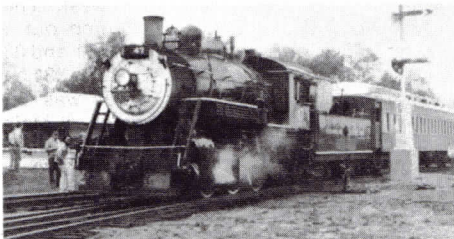
Lacey said the sale to Guilford Transportation will be closed after the consummation order is approved. Guilford Transportation will pay \$24, 250,000 to Boston & Maine creditors in return for 100 percent of the reorganized line's stock. **From the Portland Press Herald. Submitted by Capt. William J. Frappier.**

Lamoille Valley Railroad in Vermont has managed to get all five of New England's only all Alco RS-3 fleet serviceable again, thanks to spare parts and Vermont Yankee "Alco know-how!!!"

The Green Mountain Railroad in Vermont had time during the mild winter to work on its third Alco RS-1, and it should be ready for service sometime later this year. **News items from the MBRE Callboy.**

May has been an interesting month for locomotive news!!! Conrail GP38's 7662 and 7664 passed through Rigby yard on the way to their new owner, the Bangor and Aroostook. The 7663 is also reported on the way to BAR, and will be renumbered 91. the 7662 and 7664 will be renumbered 90 and 92 respectively. The 7661 may also be purchased if Conrail agrees to carry out certain repairs to the unit.

The Conrail units are ex-Penn-Reading Seashore Lines units, and their arrival on the BAR property may spell the end of the remaining operating F's and BL's!!! **From the 470 and other sources.**



SUPPER CHIEF TO RUN AGAIN!!!!!!

That's right, gang!! The world-famous Supper Chief from North Conway to Conway runs again this year at the annual meeting at the Conway Scenic Railroad. The traditional ham and bean supper is planned, after which we will board the train for the ride back to North Conway and the evening's entertainment in stall four of the North Conway roundhouse.

Other plans for the evening include a night photo session, so pack your cameras and tripods (we recommend a medium speed film such as Kodachrome or Ektachrome 64, or Kodacolor 100). Last year's results were great, let's hope for a repeat performance this year!!

YES!!! I want to ride the world-famous Supper Chief!!! Here's my \$9.00 (the same as last year!) and a stamped, self-addressed envelope for my tickets. **There are only 150 seats, so reserve early!!!**

NAME _____

Address _____

City/Town _____ **State** _____ **Zip** _____

Phone _____

Send to:
John Alan Roderick, 30 Tower Street, Somerville, MA 02143

**OLD RAILROAD REVIVED
BY A NEW BUSINESS**

A former guidance counselor, a landscaper and an old railroad hand are taking a new Pioneer Valley Railroad and its antique engines around the bend to profits where others have failed.

"I think this railroad's going to make it," said engineer Michael Ryan, who left high school counseling for the world of iron and smoke. Ryan is one of 13 employees on the Pioneer Valley, a short line railroad which hauls cut rock, beer, chemicals and other goods over 24 miles of track. Like other mini-railroads sprouting around America, the Pioneer Valley operates on tracks abandoned by major roads as a losing proposition. The track here, neglected for 40 years, was dumped last year by Conrail.

"We can develop business that Conrail didn't have the inclination or time to," said John Levine, vice-president of Pioneer Valley's parent, S.M. Pinsley Co., of Boston. Pinsley operates the Claremont & Concord, the Greenville & Northern in North Carolina and the Frankfort & Cincinnati in Kentucky, all of them shortlines. Levine predicts the Pioneer Valley will break even at the end of its first year and make money in its second year.

The railroad operates in western Massachusetts among the cities of Westfield, Easthampton and Holyoke, linking its 40 customers to main lines run by Conrail and the Boston & Maine. Conrail had imposed a \$590 per-car surcharge on part of the line where there were few customers, but that made the rail bill far higher than a trucker's charge. Pioneer general manager Dennis Larsen said Pioneer Valley has dropped the surcharge and is confident it can make a profit without it.

Pioneer Valley bought the tracks for less than \$300,000, plus a commitment to spend

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

NAME _____ Date _____

Address _____

City/Town _____ State _____ Zip _____

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

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\$800,000 in four years on track rehabilitation, Levine said. It recently built a \$200,000 engine house for two 1939 diesel engines and its 1949 engine, which still bears the logo of Pinsley's Frankfort & Cincinnati. A fourth engine is on order.

When Conrail operated the tracks, it would pick up rock at one side of the Lane Quarry, a big customer, but not on the other side. Pioneer Valley now makes the other stop. Serving two railroads allows the Pioneer Valley to cut shipping fees for businesses leaning towards truckers, Larsen said. **From the Hartford Courant Submitted by Jack Graney.**

Canadian Pacific's Alco built (1949) RS-2's of northern Vermont face retirement by July 1, 1983. This is the deadline for installation of Federal Railroad Administration mandated safety glass, plus the fact that the RS-2's have

244 engines, which the Canadian Pacific is eliminating. Their numbers are 8400 to 8404, and they are assigned to St. Johnsbury, Newport and Richford, Vermont. Only the Newport, Vermont yard work sees the RS-2's working weekends - locals work weekdays. **From the Jersey Central News.**

WANTED: B&M BULLETINS - Summer 1976 and earlier. Need to complete my set. Respond to Paul F. Hunt, RFD #1, Box 204, Haverhill Corner, NH 03765. (603) 989-5546.

HELP WANTED: The New Boston, NH Police Department has asked us for information concerning the New Boston, NH station, as they now use it for their headquarters. They have refurbished the building inside and out. They are interested in any photos or history that anyone could supply. Respond to: John D. Ballou, Chief, New Boston Police Dept., New Boston, NH 03070.

Boston & Maine Railroad Historical Society

Incorporated

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