

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

DENNIS ADAMS, EDITOR, 28 Summer St., Exeter, NH 03833 SEPTEMBER 1983
SCOTT WHITNEY, WEST END EDITOR, 25 Maple Ave., Claremont, NH 03743

B & Meeting

**NEXT MEETING:
SEPTEMBER 10, 1983
1ST UNITARIAN
CHURCH
WOBURN, MA
8:00 PM**

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, the Springfield Terminal under wire and other New England railroading treats!!!

OCTOBER 8, 1983;

Entertainment will be provided by Mr. Gerry Putz, who will give a presentation on railroading in Chicago in the '70's!!!

NOVEMBER 12, 1983

The annual B&MRRHS Modeler's Nite. This year's meeting will be held at the **North Shore Model Railroad Club!! PLEASE NOTE CHANGE IN MEETING LOCATION!!!** Keep your flyers from the North Shore Club show this month for directions to the layout. The North Shore Club promises an evening we won't soon forget, so be there!!! Bring your models for display and operation!!! (Layout is HO) **No meeting in Woburn in November!!!**

**THE BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY TAKES GREAT
PRIDE AND PLEASURE IN ANNOUNCING
OUR NEW BULLETIN EDITOR: MS.
GLORIA STONE!!!**



Gloria J. Stone

Gloria J. Stone, former director-public relations for the Boston & Maine Corporation and editor of the railroad's magazine MINUTEMAN, has been appointed editor of the B&M BULLETIN. She won for the MINUTEMAN "The Distinguished Achievement Award For Best One-Man Operation", presented by the Associa-

tion of Railroad Editors.

Gloria worked for John W. Barriger III, on automatic car identification research, and when he returned to the Atchison, Topeka & Santa Fe Railway Company, she worked for his father, the late Boston & Maine president John W. Barriger II, then for the late president Paul W. Cherington.

Gloria says: "With the promised help of Dick Symmes and John Hutchins and all the experts in the Society, I look forward to continuing the documentation of B&M's history".

Speaking, I'm sure, for the entire B&MRRHS, we extend Gloria a hearty "Welcome Aboard," and we look forward to working with you. Best of luck in your editorship!!!

"GHOST DIVISION ALCO"

Question: When was the last date an Alco RS-3 ran in revenue service on either branch, transfer or road service on B&M property? For those who wouldn't believe it, Timothy Mellon's (soon to be) D&H ran an Alco RS-3 on June 21st up the former WN&P (Worcester, Nashua & Portland) for switching duties. D&H Alco RS-3 506 in her bicentennial paint job must have provoked a curious glance or two as it treaded lightly over Nashua's Main Street crossing. I caught it just as it was about to travel eastbound down into the yard as it idled beneath the maples adjacent to City Hall. The "Bridge Route" on the ghost division... What's next??? Also, milk cars 1904 and 1908 (class of '54) are on the rip track at Nashua as well as #60001 (TF-1) track car. Snowplows, #3738, a squared off cupola for branch line service and #2748 an angled-cupola snowplow. **From Wayne Gagnon, B&M Rail.**

B&MRRHS RAILROAD EXTRAVAGANZA NEWS UPDATE

To those members wishing to participate in the B&MRRHS Railroading Extravaganza **Model and Photo** contests on October 22, 1983, please submit your forms quickly!! We are extending the deadline to September 30, 1983, for late entries. Since these forms were sent with the Newsletters some time ago, we remind you that all entries and inquiries submitted must be mailed to:

Arthur F. Purchase, Jr.
90 Medford Street
Medford, MA 02155

So far, response has been light, we are, to say the least, surprised.

As announced in the show flyer now being circulated, a special feature of the B&MRRHS Railroading Extravaganza on October 22 will be the **White Elephant Table**. B&MRRHS members **only** will be invited to sell their unneeded model and railroadiana items to these tables, with 10% of the money received for any item to go to the benefit of the B&MRRHS. Railroad items of any kind may be submitted at any time during the day from 8:00 a.m. until 3:00 p.m., but of course, the earlier the better. **Now's** the chance to get rid of all that junk!!!

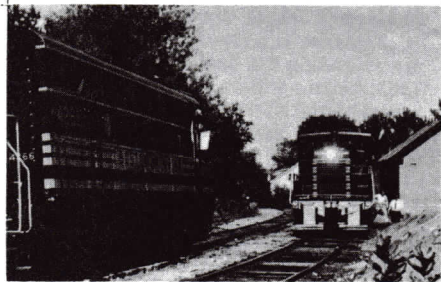
We are still in need of help by members during the day of the show. Even a part of a day of assistance will be appreciated. Just contact:

D. Lamson
Railroad Station
East Kingston, NH 03827

**HIGHLIGHTS OF THE ANNUAL
JOINT MEETING OF THE B&MRRHS
AND 470 RAILROAD CLUB MEETING AT
THE CONWAY SCENIC RAILROAD,
AUGUST 13, 1983.**

After a gray and rainy Friday, and reports of gloom and doom for the weekend, Saturday, August 13 dawned bright and sunny, as nice a day as has ever graced the Mount Washington Valley. It was amid this idyllic setting that the B&MRRHS and 470 Railroad Club gathered at their annual joint meeting at the Conway Scenic Railroad. On a day like this, not even the lack of an operating steam locomotive (2-6-2 108 was down for maintenance, 0-6-0 47 had mechanical problems) could dampen the spirits of the many railfans who ventured north for the day.

Leading off the day's festivities was the (hopefully) first annual B&MRRHS/470 Softball Game. Due to the confusion just prior to the game, and undoubtedly the weatherman's forecast of rain, the game was not as well attended as hoped, but those that played and watched had a great time. The players there were split into two teams, Team 1 led by Joe Shaw, and Team 2 led by Dennis Adams. It was a hard fought game, with Team 1 finally winning by a score of 11 to 10, despite the controversial two-run homer by Phil "George Brett" Stockbridge being called back. (too much coal dust on the bat???) Dick Nichols pitched great for Team 1, and was the winning pitcher, with sixth and seventh inning relief help from Dick Hazzard, who picked up the save. Team 2's hardluck losing pitcher was Phil Stockbridge, who went the route. Highlights of the game were the stellar defensive plays of Bob Allen, Dick Irish, Dave Demerriitt, Eric Robison, and Dick Nichols, to name just a few, and the potent offensive attacks of Scott Whitney (home run, two other hits), Earl Elsea (masterful ability to wait out a pitcher), Joe Shaw (two clutch RBI's) Phil Stockbridge (two more extra-base hits besides the questionable homer), Dennis Adams (4 for 4 with 3 extra-base hits) and Ben Merry (great clutch hitting and responsible for knocking in the winning run). After hand shaking and back slapping, and of course, some good natured "arguments" with umpire Arnold Wilder, it was back to the Conway Scenic.



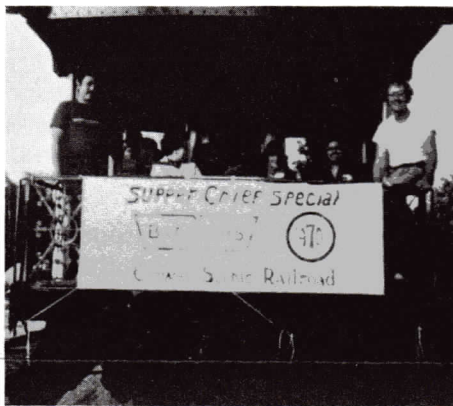
The 4266A meets 44-tonner 15 at Conway.

The star of the afternoon was the restored B&M F7 4266, which made a photo run all the way down to Conway behind the CSRR's Alco 1055. At Conway, the passenger train was backed down, and the 4266 put in the lead for the run back to North Conway. After meeting the regular train, pulled by GE 44-Tonner 15, and a quick photo meet before the regular train left, the "Extra 4266 North" left Conway. The restored maroon and gold A unit made a splendid sight as it rolled through the Mount Washington Valley, over bridges and through fields, its single-note airhorn echoing off the distant mountains and recalling many memories, and perhaps bringing a tear to the eye too. After a photo stop in front of the North Conway depot, the venerable A cab was switched off to a siding to await the night photo session.

After the departure and return of the Intervale Extra, we boarded the now-famous "Supper

Chief for the trip to Conway and a delicious ham-and-bean supper put on by the ladies and gentlemen of the Church in Conway. As always, the supper was super, and Joe Shaw departed from his usual role as auctioneer to introduce respective club presidents Eric Robison of the 470 Club and John Goodwin of the B&MRRHS, then Joe and Program Chairman John Alan Roderick drew for the door prizes, graciously donated by the B&MRRHS.

The ladies and gentlemen of the Church received a well-deserved round of applause for their tremendous effort, and when not another bit of food could be eaten, we strolled back to the waiting Supper Chief. On the return trip, we were "strafed" by model airplanes (obviously flown by "heathens" who have not yet discovered the joys of the iron horse!!!), and one of the greatest pleasures of the day was the opportunity your editors had to ride the rear observation platform of Dwight Smith's private car "Gertrude Emma" and hobnob with '470 editor Marty Walker over the fun and games involved in editing our respective newsletters while the train rolled through the Mount Washington Valley dusk.



The Supper Chief proudly displays its banner, made by Roger Robar. Photo by Art Purchase with Roger's camera!

Upon returning to North Conway, we detrained and ventured over to the Stall 4 Theater, where we were treated to Emmons Lancaster's entertaining slide presentation of modern day logging railroading. The show covered modern logging operations in the west, and after viewing the show, we left with the feeling that the romance has not left the logging industry with the passing of steam! During the intermission, a night photo session was conducted outside, again the 4266 was the star (seems you just can't get enough pictures of that engine!), parked in front of the depot. Also photographed during the session were GE 44-Tonner 15 with a passenger train and Alco 1055 on the turntable, with the moon rising in the sky.

At the conclusion of the photo session, everybody said a sleepy "good night", and faded into the night, feeling happy and satisfied.

We owe thanks to so many people, it's hard to know where to begin — so let's start with our most gracious host, Dwight Smith, for providing another spectacular day; the North Conway Community Center, for providing the facilities for our softball game; the ladies and gentlemen of the Church in Conway for their delicious supper and hospitality; Emmons Lancaster for his entertaining slide presentation; the B&MRRHS and 470 Program Chairpeople, for arranging the day; the Conway Scenic train crews for working when everyone else was playing; to Les MacDonald and Dennis Adams for conducting the night photo session; to Phil Stockbridge and Scott Whitney for their help during the session; to Fitts Photo & Hobby Shop in North Hampton, NH for a good deal on the flashbulbs; and

lastly to everyone who came out to participate, whether at the ball game, supper, train rides, slide show or night photo session. **YOU** are the people that make our organizations great!

**GUILFORD TRANSPORTATION
ACQUIRES BOSTON & MAINE!!!**

Track cleared for Mellon takeover of B&M
The Maine Central Railroad's parent company took over the Boston & Maine Railroad on June 30, 1983. A federal judge in Boston cleared the way for Guilford Transportation Industries of Connecticut to purchase the "B&M" for \$24.25 million.

Maine Central and the Boston & Maine will not be merged. They will instead operate under the common management of Guilford, which expects to save money by eliminating duplication of effort and by better coordination of services. The B&M has about 1500 miles of track, including a line from Berwick to Rigby yard in South Portland that is Maine's principal rail link to the rest of the country.

The regulatory, legal and business procedures needed to complete the B&M deal began nearly two years ago, when Guilford owner Timothy Mellon put down \$2.4 million as earnest money. The Interstate Commerce Commission, B&M's bankruptcy trustees and the federal court system each had a hand in the process.

"We are delighted that the consummation date has been set," said John F. Gerity, vice chairman of Maine Central's board of directors. "This is the final order that everyone's been waiting for." Gerity, a former president of the Maine Central, said that common management means "duplication of efforts will be overcome and we'll have a leaner, smoother, more productive organization."

Guilford told the Interstate Commerce Commission last year that the consolidated operations could save the Maine Central \$1.7 million a year and the B&M \$2.2 million a year. As a first step, Gerity said, the sales operations of the two railroads might be consolidated. Sharing arrangements for other operations and equipment will follow. There will probably be some workforce reductions on the B&M, Gerity said, just as there have been on the Maine Central. "Business is down both with us and the B&M," he said. In such conditions, "railroad are just like other businesses" and have to reduce expenses.

The Boston & Maine Railroad filed for bankruptcy law protection in 1970, but avoided inclusion in the Conrail network that consolidated the hulks of other insolvent Northeast railroads.

Maine Central's business depends heavily on shipments of materials to and products from the state's paper industry; it carries no passengers. One of the B&M's principal activities is ferrying thousands of commuters daily between Boston and the towns of the North and South Shore under contract with the Massachusetts Bay Transportation Authority.

Guilford ownership of the two lines will give it control of 8,000 freight cars and more than 2,400 miles of track in every New England state except Rhode Island, plus extensions into New York.

The acquisition of the Boston & Maine now clears the way for Mellon to pursue the third line envisioned as part of a 4,400-mile Northeast rail system that could compete with Conrail and offer centrally coordinated service from Calais, Maine, to Buffalo, New York and Washington, D.C. Mellon has signed a letter of intent and received ICC permission to buy the financially troubled Delaware & Hudson Railroad from the Norfolk & Western Railroad for \$500,000.

DEPOT DOINGS:

1. If you have ever wanted to own a B&M depot, the one in Milford (NH) is now for sale. A mere \$119,000 is being asked.
2. The Potter Place (NH) depot on the Northern RR has been refurbished outside in a two-tone green and is nearly restored inside. Looks like it will be a railroad-oriented gift shop.

NH BRANCH LINE STATUS:

During a NH PUC inspection of various branch lines last winter, these items were noted -

1. Service on the Portsmouth Branch from Manchester extends only to Page Street. At this point two ties are embedded between the rails, prohibiting a train from going beyond this point.
2. The Goffstown Branch is abandoned. To prohibit a train from using it, a section of rail has been removed just east of the bridge spanning the Merrimack River.
3. Service on the Lawrence Branch terminates at the Silver Brothers Warehouse located in Grenier Industrial Park, North Londonderry.
4. While inspecting the crossings on the Acton Branch out of Nashua, it was observed that the city had recently removed the rails through the Main Street crossing prior to repaving. Further inspection revealed that all rails, save those through the crossings, had been removed some time ago by B&M personnel.

OTHER DOINGS:

1. The Concord (NH) agency has been closed, its duties moved to Manchester and the Concord switcher discontinued. ED-CO's power now does switching in the Concord area. The B&M and Railbox box cars long stored in the Concord yard are gone.
2. The B&M is going before the NH PUC to remove the Goffstown Branch bridges over the Everett Turnpike and Merrimack River in Manchester. Removing the former will ease access to the new northbound exit at Granite Street, currently under construction.
3. The Hooksett (NH) house track has been removed.

Submitted by Glenn J. Williams.

The White Mountain Model Railroad Club, of which your West End Editor is a member, recently held a party-picnic at the Atkinson NH station which another member of the club currently owns. During the course of events, a question arose which we would like to pass on to members of the B&MRRHS: Is the Atkinson station the very first railroad station of the Boston & Maine Railroad? (Please send all information & answers to the West End editor).

It is generally understood by local history that the dwelling, which is not of any sort of railroad architecture, was built before the rails came to town. The building is not parallel to the tracks as with most stations, and sits back away from them. Also, the front part, toward the track, was an addition added about the time the railroad was build, and was used as the depot and the town Post Office. The first part of the B&M was chartered to be built from the Mass-NH line to the state of Maine, and the state line is only a stone's throw down the track and is the point that all history we have come to know started.

Any information our members may have on this station would be greatly appreciated and will be used as part of the restoration effort for the front side of the building. Of use would be



B&M president Alan Dustin cuts ribbon opening restored Salisbury Point station, Saturday, June 25, 1983. Museum president Anne Bartkiewicz stands left, as Richard Nichols and unidentified lady look on. Photo by Richard W. Symmes.

SALISBURY POINT STATION RESTORED

The Bartlett Museum in Amesbury, Mass. proudly unveiled the fully restored SALISBURY POINT station which has been placed on their property, during a ceremony which was held on Saturday, June 25, 1983.

B&MRRHS member Richard Nichols introduced Boston and Maine Corporation President Alan Dustin who cut the ribbon to officially open the building as a permanent memorial to the railroad era in Amesbury. As a crowd of over 100 spectators listened, Mr. Dustin spoke briefly, drawing an analogy between the restoration of the station and the rebirth of the Boston and Maine as a viable, privately-owned business — both feats accomplished in spite of great obstacles by hard work and dedication.

The station restoration was the brainchild of Nichols, who organized a small group of volunteers when he learned that the building was to be demolished several years ago. They approached the Bartlett Museum officials and drew up an agreement to move the station to their grounds where, after restora-

tion, it would remain as a functioning exhibit. Built in the 1870s by the Eastern Railroad, the station was located about mid-way on the branch line between Salisbury and Amesbury in northeastern Massachusetts. In recent years it had stood ramshackled and abandoned on private land near the railroad. Nichols and his group cut the half-rotted structure into several sections and moved it by truck to the museum location.

In the years since that eventful day, the station has been totally rebuilt inside and out. Plans are to incorporate an HO-gauge model railroad representing the Amesbury Branch and a display of railroadiana at the side. A section of full size track will be laid in front of the station and it is hoped to put a piece of rolling stock on it to complete the project.

The group meets at the Bartlett Museum each Wednesday evening and welcomes visitors. The B&MRRHS compliments them on their fine restoration job and wishes them well in their future endeavors.

Submitted by Richard W. Symmes.

photos of the front of the building which may show all details including the train order signal. Fortunately, the old flagging signal is still standing for the south bound track, but unfortunately the northbound has been knocked over at some point.

As a sidenote, vandalism is not much of a problem by the depot, but one day the owner did stroll outside to spy a Mass. registered car and would-be thief with a prybar vainly trying to liberate the still-standing flagging signal! It is a sore commentary on our time and a discredit to all serious rail enthusiasts and collectors. Oh, yes, the score was flagstop 1, thief 0!!! **Scott.**

The B&M's slug unit #100 has started to appear on the Conn. River route. On August 8, it was heading south on CPSP after going north on SPCV the night before. This is of interest, as your West End Editor saw the 300 (one of the slug's mates) heading west through Atkinson on the evening of August 6. This gives a good example of how well the B&M utilizes its power and exemplifies how fast things change on our B&M!!

The trackage between Amherst and Northampton, Mass., is being torn up, and state officials are looking to turn it into a bike path. We suppose it's better than a highway, as the gentle grades would be ideal for students to travel from Northampton to Amherst. Hopefully, the ten-span truss bridge across the Connecticut River will be used as part of the plan.

At the time this is being written, the Central Vermont was involved in rearranging the operations of its St. Albans-White River Jct. trains. Jobs are being rebid, and scheduling worked out for the train from St. Albans to continue on and terminate at Brattleboro, VT. This will add two more trains to the Conn. River route, as cars for the B&M will still be dropped at White River Jct. and handled by the B&M from there.

More passenger service??? Word has it that the Pioneer Valley may start some in the future. Any details, readers???

A few B&M news items! Re- David K. Johnson observations in August B&M Newsletter. Green Mountain is still providing service, twice weekly, from Ashuelot, NH into Brattleboro, VT. The reason why the old northbound B&M main at Brattleboro was filled with cars, is that when the CV has a long cut of cars for pick up by SPCV they are put on the old northbound in order to avoid having to double the train.

In April the B&M began serving a new customer on the Adams Branch when Lane Construction reinstalled their siding (it was removed by Conrail in the late 70's) to their asphalt plant at Zylonite station in Adams, MA, to bring in crushed stone.

The crushed stone is brought down from Lane's West Springfield quarry by truck to a rather isolated location on the Pioneer Valley Railroad (adjacent to the Mass. Pike off Old Holyoke Road at the Westfield-West Springfield city line) where PVRT brings the cars down to the B&M connection at Holyoke where the cars are assembled into 10-15 car mini-unit trains. The stone is handled by train SPZY (Springfield-Zylonite) which departs Springfield before daybreak, operating with a two man crew, no caboose and usually using the power from BASP which is often a MEC unit. SPZY operates light to Holyoke where the stone cars are picked up, arrival at North Adams is around 800AM where they run around their train and head down the Adams Branch to Zylonite. At Zylonite, SPZY takes out the empties and spots the loads then heads back to North Adams where more empties left by ME-2 are picked up and they again run around their train and return to Springfield as ZYSP. SPZY/ZYSP operates twice weekly, days vary.

Very colorful lashups seen on west end of B&M lots of D&H mostly Geeps and some C424m's, MEC GP38's, U25B's and some U18B's! The British Leyland railbus LEV-2 sitting on one of the turntable tracks at the E. Deerfield MofW equipment shops, its rumored it will be rebuilt to a rail detector car. Submitted by Jack Armstrong.

Letters...we get letters!!! We read them all, but recently Dora Lamson, our Membership Secretary, received one that gave us a chuckle and brightened up our day. See if you don't agree!!

"Dear Ms. Lamson,
"Okay, alright, here is my renewal. All those little messages in the Newsletter have made me feel guilty. Last night, when I received the July Newsletter, there it was on the front: a reminder that we could only expect the summer BULLETIN and June Newsletter if we had not yet renewed. And there I was with the July Newsletter!"

"In all seriousness, \$13 seems a mere pittance for the enjoyment of membership. Way out here on the prairie, it's a long way to New England (and the nearest B&M interchange), and receiving the Newsletter and the BULLETIN keeps us in touch. Many thanks; and high praise for the quality and scholarship of your publications."

"Sincerely, Richard T. Wallis, Wheaton, IL"

Ideas Dept: B&M 4-4-0 #494 might get moved across the river to a location closer to the White River Jct. station. It would be part of a movement to revitalize the downtown area of White River Jct., in which the railroad will be a major factor. Submitted by L.S. Twombly. (West End Editors note: A CV maintenance passenger car is already located across from the station as a part of this effort also, we believe.) Interesting... but what does the town of Lebanon think?

Just as it happened last summer, Maine Central, Boston & Maine and Delaware & Hudson locomotives are showing up anywhere and everywhere on the Northeast rail system. And as always, the ever-vigilant B&MRRHS members have been there to document their passing. Some of the summer's highlights are:

- Maine Central U18B's have been venturing off the Maine Central. This has been one of the biggest surprises of all. They have been power on BASE and RUED on several occasions.

- Maine Central U18B 401 did local duty out of Somerville, MA (Jeff Ursillo).

- Recent reports from East Deerfield have the locomotive tracks constantly filled with assorted MEC, B&M, D&H, CP, CV, N&W, Conrail and other power.

- Maine Central and Delaware & Hudson power have been up and down the Conn. River line.

- A Santa Fe CF-7 (rebuilt F7A to roadswitcher configuration) was seen heading south through North Adams, MA in April (Anyone know how far it came before turning back???)

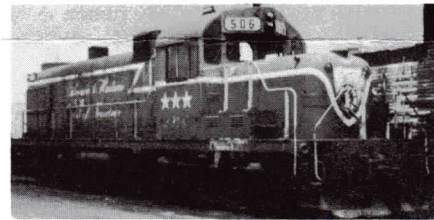
- Maroon & gold repainted switcher 1223 was spotted in Somerville, MA.

- Maine Central (ex-D&H) U23B 293 has been repainted into Guilford colors. This makes five units now painted this way: GP-9 470; GP-7 573; U25B 225; U18B 408 and now U23B 293. (Jack Armstrong).

- Boston & Maine's GP38-2's 201 and 202 have seen service on RY-2, the "mountain job" out of Rigby most weekdays (The 470).

- Portland Terminal Alco 1101 passed its two-year FRA tests in mid-June, and sees service in Rigby most weekdays (The 470).

- Delaware & Hudson RS-3m, still in Bicentennial paint, worked Lawrence, MA., for a few days early this summer. (Don Maxner).



Delaware & Hudson RS-3m 506, the Spirit of Freedom, at Lawrence, MA. Photo by Bob LeBlanc.

- Maine Central SW 335 has been working the B&M's Conway Branch on a ballast extra.

- Maine Central SW7 333 and SW9 334 are still M.U.'ed, working the Mechanicsville Hump. (Jack Armstrong).

This is by no means a complete list of happenings of late, you could fill an encyclopedia (well, at least a BULLETIN or two!!!) with what's been happening lately. Want excitement??? Just look trackside...

GUILFORD TRANSPORTATION NEWS

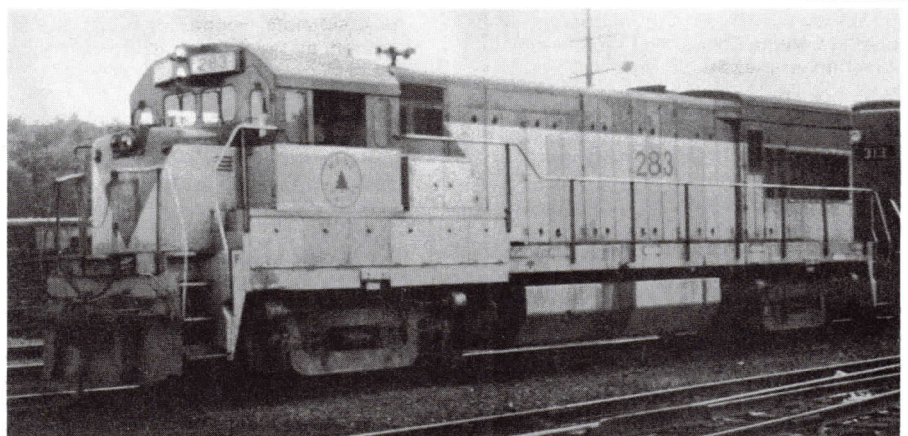
At a recent New England Region, NMRA banquet, Samuel Schiff, Guilford's Director of Transportation, spoke. He made mention that:

- Negotiations are underway for crews to run directly from Binghamton to East Deerfield and from Waterville, Maine, to East Deerfield.
- Many proposals have been submitted to resolve the problem of Belden Tunnel on the D&H. Proposals range from daylighting to reboring costing \$6-8 million. Consideration is being given to squaring off the shoulder while lowering the floor to accommodate the high dimension cars that are presently being routed via Lanesboro, PA.

Features of the GTI Operating Service Plan

- One run-through freight daily to/from N&W (EDNW & NWLA)
- One run-through freight daily to/from Potomac Yard (LAPY & PYME)
- One run-through freight daily to/from Bangor ME (MEBA & BASE)
- One run-through freight daily to/from Rumbold, ME (MERU)
- Synchronized scheduling of run-through trains
- Revised blocking strategies
- Block swaps at key locations
- Overhead traffic from Buffalo and Potomac Yard to Mechanicville Yard, this reducing the congestion at East Binghamton Yard.
- East Deerfield Yard will serve as the hub of the GTI network, performing westbound blocking to D&H points to the south and west. 900 cars a day switched at East Deerfield.
- Mechanicville Yard serving as a focal point for eastbound and points on the D&H to the north and south. 600 cars a day switched at Mechanicville. From the Jersey Central News.

SPECIAL NOTICE...All Maine Central employees have received a bulletin which tightens regulations on entering railroad property. In part, it states that no one without bona fide business with the railroad are to be permitted onto railroad property for any purpose, including but not limited to: riding on trains, engines or other equipment, taking pictures, interviewing railroad employees, etc. Non-employees found on railroad property without proper authorization are to be considered trespassers and must be instructed to leave promptly. Exception to this policy may be made only by the General Manager-Operations. As responsible rail-oriented people, we should be particularly careful to honor this directive. There are many places, not on railroad property, where we can get good views of motive power and train activity. So, let's cooperate, OK? From The 470.



Maine Central (ex-Delaware & Hudson) U23B #238 at Lawrence, MA. Unit is standard D&H blue and grey, with blue MEC herald on cab side, and grey pine tree emblem on nose. Photo by Bob LeBlanc.

**CONWAY SCENIC RAILROAD
ANNOUNCES ANNUAL RAILFAN'S DAY**

The Conway Scenic Railroad announces its annual Railfan's Day, on Saturday, September 17, 1983. Features will be four operating locomotives and beautifully restored B&M F7 #4266, double-headed and multiple section passenger trains, freight trains, special displays and a night photo session. Come early and stay all day!!!

STONY BROOK INTERLUDE — 1983

by H. Arnold Wilder,
Stony Brook Section Hand

First, let us explain that the Stony Brook Line, extending from Ayer to North Chelmsford, Mass., is possibly the hottest piece of track that the Boston & Maine operates over, handling as it does, the through traffic from Portland to Mechanicville, N.Y., as well as Concord to East Deerfield, and Salem, Mass. via Lowell to East Deerfield traffic. This line is having 131# welded rail applied from Willows East at least as far as Westford, and the final lengths being now applied from Graniteville Interlocking to Westford. On this particular stretch, a second track with a 200 car capacity is used to move traffic around the rail work. The eastbound rail was in place, and track crews ready to begin with the second rail, as our story begins.

At 1848 hours on Wednesday, 3 August, our Scanner picked up a Fire Dept. call "Westford Company # 2 responds to a freight train derailment at Second Street, Graniteville". Being half-way there on another errand, we were on our way pronto, and on arriving on the scene before the Fire Dept., to find M E L A on the Second track, and in trouble! A jumbo tank, a big hopper, and two more big tanks on their sides. All such tanks are labeled with a diamond-shaped placard with a number, denoting contents of each car, comparable to the Fire Chief's code book. The second tank was identified as "Methyl methacrylate", a toxic chemical used in manufacture of plastics. Along with the hopper car of plastic pellets, these two cars were destined Portsmouth, N.H. The two other tanks contained Liquid Petroleum Gas.

The firemen quickly found a leak in the valves of the chemical car, which prompted an evacuation order to Graniteville residents for the remainder of the night, until repairs could be made. The remaining head end of M E L A, which had pulled down out of harm's way, departed East about 2200 hours, and a locomotive from Ayer arrived to help re-rail one truck on the rear of the train, and haul it back to Ayer.

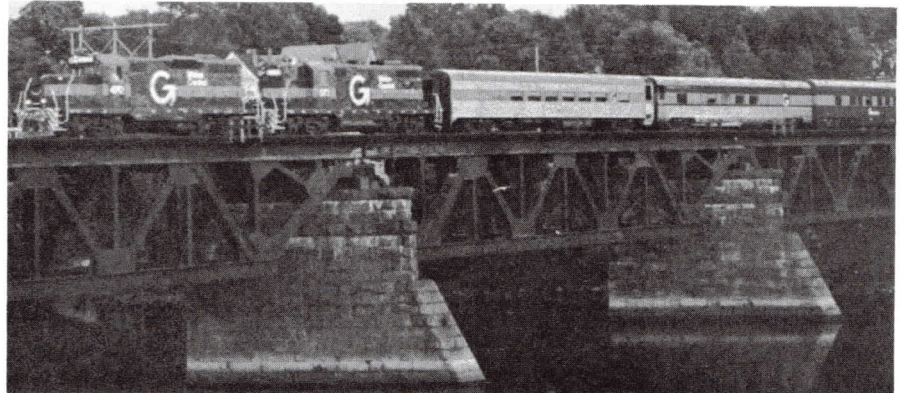
About 0300 hours on Thursday, a Maine Central engine was heard moving westbound thru Westford, which proved to be MeC 404, arriving from Brunswick, ME., with the big Caterpillar bulldozer from a MeC derailment at Topsham. Apparently the Deerfield wrecker arrived at about the same time, under escort of B&M GP 38-2 # 200. The 75 ton Holmes crane was also involved. Working very carefully, but with little wasted motion, the cars were righted Thursday, trucks re-assembled with a Speedswing Pettibone, placed on track and each car made railborn. Tank trucks were placed alongside the chemical tank and the contents removed.

About 1830 hours, the last tank was chained to the Deerfield hook, and moved west to the passing track switch with the two others, where a work crew would apply couplers and make them safe for forwarding. Meanwhile, track crews were already at the task of restoring the Second track for service. Carloads of track panels were moved in, and several cars of crushed rock made their appearance.

The anti-climax occurred at 2230 hours, on Thursday, when on returning from a meeting, we noted at Westford Depot, the rear of the Deerfield wrecker moving EAST. A quick trip



The GTI inspection train sits in North Station while hearings that gave Guilford ownership of the B&M convened. Photo by Jeff Ursillo.



The GTI train rolls over the bridge at Haverhill, MA at dusk. Photo by Russ Monroe.

to Brookside crossing, to find B&M 200 ahead of MeC 404, the big Bulldozer ahead of the wrecker and related cars. Without better information, we assumed headed back to Topsham, Maine.

Needless to say, the news media was there in profusion, helicopters the day of the accident, and on-the-ground TV crews, provoking the idea of hysteria, and a serious lack of knowing what was really going on.

Dave Demeritt sends us his experiences during a couple of hikes down the Central Mass branch:

"On November 12, 1982, the time was 0855 hours, I'm writing it down just as I have it in my notes. Start of my 20-mile round-trip hike. Starting point: South Sudbury Milepost 20. I'm at MP 20.9, the tracks are in fairly good shape, I'm nearing the Wayside Inn station which is MP 21.63. Strange enough, I found the foundation in the weeds. Now I'm at MP 22 (because I found the milepost marker). I've found the spur tracks or wye that goes into the ammo dump at Ordway (MP 23.84), the ties are still in, but the track has been taken up.

I'm at my destination, which is Gleason Jct., or CM Jct., the switch is there and intact and operable except that the ties could use a little touch-up. The land has to be graded for (I hope) future use, and brand new rail has to be installed. Where the track was at CM Jct. for the tracks to go under it has been filled in many years ago, but I can still tell where it was. They wye track at Ordway was used to turn the engines to head back to their terminals at Boston, Clinton and Northampton. Now I'm on my way home, the only thing that hurt on me was my feet.

Now, on to my second hike, July 26, 1983: My starting point is the trestle over the Fitchburg Route mainline. The trestle look to be in fairly decent shape but probably like most out-of-service trestles has to be inspected first. Just about 50 to 100 feet west of the trestle there's a short section of track which has brand new

ballast (looking through my B&M Bulletin of Summer of '76 was used for the derailment they had on March 15, 1976).

I'm at MP 13, tracks are in fair condition. Now I'm on my way to Weston station (MP 12.93) At the Weston siding (approx. MP 13.15), at the start of the siding, the tracks have been taken up. My next stop is Cherry Brook, (MP 13.97) the station is in ruins, all burnt, but the track is in fairly decent shape. There used to be a siding here, but it has been taken up.

I'm now at MP 14.16, there must have been a derailment here because I found a brake cylinder with brake shoes still attached to the frame. There's a siding opposite MP 14.55. Next stop is Tower Hill station, the original station is gone, there's only a little station for commuters (service, I think, ended in 1974), but the old wooden fence is still standing. On to Wayland, MP 16.50, the freight house is still standing, minus its platform and the passengers station is still standing in superior condition and the siding is still intact at Wayland.

Now for the final leg of my journey. I've crossed over Rt. 20 on my way to South Sudbury. I'm crossing the Sudbury River trestle. The switch is still intact into Suburban Propane Co. The platform is still in, despite cracks in the pavement and weeds growing through them at the former Sudbury station. On my way to South Sudbury, there's a lot of brush to be cut up. I passed a double target signal about 1000 feet east of Pride's Crossing or Rt. 20 in Sudbury. I arrived at South Sudbury at 1625 hours.

If anyone has pictures taken on the Central Mass Branch and would be willing to share them please contact me at:

Dave Demeritt
10 Hunter's Hill Court
Natick, MA 01760

Due to our extended coverage of our North Conway meetings "Where It's At" will appear next month, featuring Lawrence, Mass. by Don Maxner. Stay tuned...



The world's newest steam engine, Mt. Washington Cog Railway's "Tip Top". Photo by Dora Lamson.

NEW ENGINE RUNNING ON THE COG RAILWAY

Fourteen years ago, then NH governor Walter Peterson declared July 3 Mt. Washington Cog Railway Day to commemorate the landmark's centennial and the launching of a new engine. On July 3, 1983, with Peterson looking on, NH governor John Sununu rededicated the day, as the first engine to be added to the line since 1969 made its maiden voyage up the 6,288-foot mountain.

The new engine, christened "Tip Top", after the famous summit building and an earlier engine, was constructed at the railway's winter workshop in Lancaster over a period of five years by railroad employees. The engine cost \$200,000.

According to general manager Bob Schafer, the Tip Top is almost identical to the other six engines on the line except for one major difference. "The main difference is a five-grate boiler, making it stronger and more powerful. The other engines have four grates. Beyond that, there are no changes from the basic design; just refinements, such as using materials that weren't available 119 years ago when the first locomotive was completed," he said. **From the Manchester Union Leader.** (No credit was included with this article. Let us know who sent it in and we'll give you credit.)

ATHOL RAILROAD BUFF TO RESTORE STATION

He bought the abandoned 1893 Athol Mass. railroad station, with plans to restore it to look as it was in 1935, with hopes of getting some shopkeepers to locate there. Then he bid on an old caboose from the Boston & Maine Railroad's East Deerfield yard, which he hopes to bring to rest next to the station for an ice cream stand or hot dog wagon. Then, of course, he had to buy some track from a disused rail siding on which to park the caboose...

Thomas S. Mann, III is an incurable railroad buff.

Mann hopes to rent the 4,000 to 4,500 square-foot station for offices and shops, but mostly, Mann says, he wants to restore it to its former beauty. "It could run me \$20,000 for the work and materials, but I want to get the place looking like it should. I have to remove the suspended ceiling - I want to expose the original ceiling, which must be really nice."

"The first thing is to arrest the deterioration. There are some window sashes (and other items) left in the basement. It's not much, but enough to turn the clock back a little bit."

He said he's depending on the public to help him out (and possibly B&MRRHS members - Ed.); anyone with pictures of the station before 1940 can contact him at his home on Chestnut Hill Avenue in Athol. Mann pointed out that very few of the old stations still survive "in any kind of shape." One in Erving houses a restaurant.

Mann hopes for a commercial success, but he might undertake the project anyway. **From the Greenfield Recorder. Submitted by Russell E. Martin.**

CV RAIL ABANDONMENT OF BRANCH LINE UPHELD

A federal appeals court has denied a petition by the Robertson Paper Box Co. for review of the Interstate Commerce Commission's ap-

proval of an application by the Central Vermont Railway to abandon a 2.6 mile branch line in Connecticut.

In a recent order, the U.S. Court of Appeals for the Second Circuit, New York, denied the shippers petition on grounds that the ICC's ruling is supported by "substantial evidence" and is neither arbitrary, capricious nor otherwise not in accordance with law. In its appeal, Robertson concurred with many of the ICC's initial findings. The shipper agreed that the line at issue has lost money since 1980, and that rehabilitation of the line, which was washed out in a flood in June, 1982, would cost about \$197,000. **From Traffic World. Submitted by Ted Fisk.**

Drama teacher Roger Clements, industrial designer John Hanlon and accountant John Garlick want to run a 35-mile long railroad. They expect to earn a profit on the abandoned line, which they say lost \$225,000 for the Penn Central in 1976, the last year it was used.

By next winter, Clements and partners hope to be selling \$3.80 tickets for a trip along the Housatonic River from New Milford, on the outskirts of Danbury heading north to Canaan. Trains would cross several state parks and a historic iron mining area. After investing \$10,000 of their own money, the three men want to raise \$40,000 for renovation of the first twelve miles of track by issuing stock in the for-profit Housatonic Railroad Co. and memberships in its non-profit parent, the Housatonic Historical and Technical Society. First, they'll have to lease the line from the state of Connecticut, which bought it for \$1.6 million in 1980 from the Penn Central Corp. Lease terms have not been set, but Connecticut Gov. William A. O'Neill is expected shortly to sign a bill making the lease possible. **From U.S.A. Today. Submitted by Charles H. Sowa.**

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