

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

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

B & Meeting

**NEXT MEETING:
NORTH SHORE MODEL
RAILROAD CLUB
WAKEFIELD, MA
8:00 PM
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 last 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!!!** Entertainment will be provided by Don Clerke.

DECEMBER 10, 1983

Tonight's entertainment will be a **Member's Night**. All members are invited to bring a maximum of 20 slides or 200' movie. A slide projector will be provided, but please bring a movie projector if you intend to show movies.

JANUARY 14, 1984

Entertainment will be provided by Arthur Purchase, who will show slides of shortline railroading around the country, and also samples of New England mainline railroading.

Remember.... this month's meeting is at the North Shore Model Railroad Club in Wakefield, MA. We have enclosed a map, courtesy of Bob Foley, with directions to the Club. Hold on to it!!!

HELP WANTED:

Any and all information on the Bangor & Aroostook Railroad for a definitive history of the railroad being written by Jerry Angier and Herb Cleaves. Publication is expected in 1985. We need your help on any and all information, such as photos, public and employee timetables, family histories and BAR publicity items. Everything borrowed for review will be returned promptly. Please drop a note of the items you have to: Jerry Angier, 79 Hillside Avenue, So. Portland, ME, 04106, or call (207) 767-2271 evenings.

We have learned that Marty Walker, editor of "The 470", the newsletter of the 470 Railroad Club of Portland, ME, is "hanging up her typewriter" after over three years as editor. We have always enjoyed the 470, it is consistently one of the best railfan newsletters in the country, and Marty can lay claim to one of the best on-time performances I've ever seen. I can never remember getting a "470" late, a claim I wish the Newsletter could make (but we seem to be getting better, most of the Boston area seems to be getting Newsletters before the meeting now). Best of luck in your retirement, Marty, and the best to your successor, too!!!

SANDOWN NH RAILROAD MUSEUM ACQUIRES MORE ROLLING STOCK

The Sandown NH Historical Society has added more rolling stock to its railroad. In addition to the two flanger cars acquired last year, it now has purchased an 1924 Sheffield Velocipede, a 1924 Sheffield #12 push car and a 1946 M-19 F-3 motor car.

The velocipede, push car and motor car were picked up at the Maine Central yard in Waterville, Maine, by members and brought to Sandown by truck.

The Historical Society is negotiating with the NH Recreational Department for permission to lay ties and rail along the side of the recreational trail that was once the roadbed of the W,N&P railroad.

If permission is granted, a search will begin for railroad sidings no longer in use that may be donated to the Society in return for tax write-off and land improvements. The Society will gladly move them at no cost to the owner. **From Mr. Merrill.**

On August 2, 1983, after extended negotiations lasting almost a year, owners of the Vermont Railway purchased the 22.4 mile Rutland Branch of the Delaware & Hudson Railway between Whitehall, NY and Rutland, VT. The purchase, through the Clarendon & Pittsford Railroad, a VTR subsidiary purchased from the Vermont Marble Co. in 1972, ended 112 years of Delaware & Hudson operation in the state of Vermont. **From the 470.**

WANT A PASSENGER CAR?

A card from Carl Eluke brings our attention to the following passenger cars for sale.

"I understand that the VIA Rail (formerly CN stainless-steel sheathed Pullman Standard, Worcester, Mass., 1954) built series of sleepers in the "Green" series have been retired and will soon be disposed of. A golden opportunity to return these cars to a New England museum (North Conway) or operation as a private car. These cars include the following:

Green Gables - ex-BAR	North Twin Lake
Greenooch - ex-BAR	South Twin Lake
Greendale - ex-B&M	Hampton Beach
Green Harbour - ex-B&M	Old Orchard Beach
Greenhurst - ex-B&M	Rye Beach
Greenwold - ex-B&M	Salisbury Beach
6 Sec.- 4 DBR-6 Rmte	

All these cars operated on the "State of Maine", "Gull", B&M -BAR trains from Boston, and to my knowledge are in excellent shape, having operated on VIA (Toronto - Ottawa, Montreal-Halifax) until last year. These were also some of the last cars built in Worcester. Action is needed NOW!

Some cars are currently stored in Toronto. Interested parties should contact

Candien National Railways
P.O. Box 8100
Montreal, Quebec
Attention: Purchasing Dept.

CN handles disposals for VIA Rail, and sends out periodic lists of cars. Ask to put on this mailing list.

MINUTES OF THE SEPTEMBER MEETING OF THE B&MRRHS

The September meeting of the B&MRRHS was called to order at 8:00 PM, September 9, 1983 by Pres. John Goodwin with 60 members and guests present. The minutes of the August meeting, which included highlights of the days activities were accepted as read.

The treasurer's report was given by Treasurer John Hutchins. His report showed a beginning balance of \$5,925.63 for the year, \$86,948.38 incoming, and \$92,364.28 outgoing for a final balance for the year of \$509.73. The membership report showed only 317 members not renewed.

Forrest Mack then gave the Archives report for the year. Forrest's report told of a very good year for the Archives, with two new collections being added and several new pieces of storage equipment.

Dave Lamson asked for help in preparing the hall for the "Extravaganza" the night before the show. He asked that people that want to help be at the school at 7:00 PM on Friday night. Dave also asked that anyone helping on the day of the show should wear a white or light-colored shirt and black or dark-colored pants. He also said that the entries for the model and photo contest are coming in very slowly.

The planning committee reported that they are still meeting regularly.

With the regards to the Bulletin, in the September Newsletter, there is a Photo and short biography on our new Bulletin editor, Gloria Stone, who comes to us from the public relations department of the Boston and Maine Railroad.

John Goodwin then passed on recommendation from the Board of Directors that the size of the Board be increased from 5 to 9 members. The motion was made, seconded, and passed.

Dennis Adams, Scott Whitney, and Arthur Purchase were appointed to count the ballots. John Goodwin then made a final call for ballots, after which the balloting was voted closed.

John Hutchins announced that there were B&MRRHS tee shirts on sale at the back of the hall for \$6.95. John also announced that the quad hopper kits, available in 2 new numbers, and the Airslide hopper kits, available in 3 numbers and 2 paint schemes, will be available soon. There will be a flyer in the October Newsletter with ordering information.

Member John Dukes then asked about the possibility of the Society obtaining the Flying Yankee from Edaville and restoring it. John Goodwin replied that the Planning Committee was discussing that as part of the Society's goals.

Forrest Mack then auctioned off an original B&M blueprint for \$25. This was a working plan of a G11 switcher used by the B&M shops.

Bob Hogopian then offered for auction a set of mirrors painted with early steam engines that were donated by John Beabe. However there were no bids, it was decided that they would be held for the show.

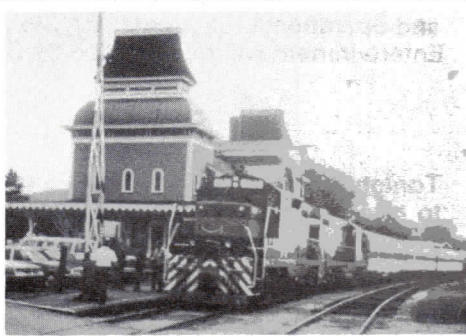
The meeting was then turned over to John Roderick to introduce the evening's entertainment. John welcomed everyone back to Woburn after our summer meetings in N.H. and announced the programs for the remainder of the year. October's program is to be presented by Gerry Putz featuring Chicago in the 70's. The November meeting will be held at the North Shore Model RR Club. December's meeting is to be members' nite with members requested to bring up to 20 slides or 200' of movie film.

John then introduced Mr. Leroy Fredricks of Claremont, N.H. who assisted by Scott Whitney, gave a slide and movie presentation depicting many familiar railroad scenes, including the Springfield Terminal under wire, and the Connecticut River line. After Mr. Fredrick's presentation, which was well received by everyone present, Dennis Adams read the Teller's report, which gave the election results.

After a round of applause for the new board officers, the meeting was adjourned at 9:50 PM.

Respectfully submitted,
Jeffrey Ursillo

Special notice: After January 1, 1984, we will no longer be printing the minutes of the Membership meeting in the Newsletter, and will introduce **The President's Column**, an interchange of news and ideas concerning the B&MRRHS, written by President John Hutchins. We realize that deletion of the minutes may slightly inconvenience out-of-the-area members, but sincerely hope that the ideas and insight in the **President's Column** will more than offset this.



The Operation Lifesaver Express gets set to depart the North Conway station on its New England tour. The train is part of a program that stresses grade crossing safety, and began its trip September 26. Information from Mike Lennon, photo by Art Purchase.

WILMOT COUPLE DONATES ANDOVER TRAIN STATION TO HISTORICAL SOCIETY

The Andover Historical Society received the Victorian Potter Place Railroad Station and its railroad memorabilia contents as well as four acres of adjacent land which includes the homesite and grave of Richard Potter, early American magician and ventriloquist, for whom Potter Place was named.

The station, built in 1874, is the only one remaining of five stations which were once located in the Town of Andover; Halcyon (East Andover), Alpine, Andover, Potter Place, Gale (West Andover). Potter Place station was the largest and most active station, serving many adjacent towns, schools and vacation resorts of the area. The last passenger train passed by in 1959.

A local resident brought to the attention of the Society the possible availability of the station. Subsequent meetings with Charles and Elynor Taylor revealed their strong interest in railroad history, their love for the station and their concern for its preservation in its present form and location. The Taylors elected to make the gift of the station after receiving assurance that the Society would indeed preserve and maintain the property, a spokesman said. **From the Argus Champion. Submitted by Arnold Greenleaf, O.R. Cummings and G.M. Kidder.**

Maine Central Railroad plans to consolidate track crews from seven of its track-mainten-

ance locations throughout the state of Maine in an effort to cut costs and create greater efficiency. Several permanent jobs will be cut in the economy move, but a spokesman says negotiations with the Brotherhood of Maintenance-of-Way Employees were amicable and the affected employees will be offered reasonable jobs.

Track crew headquarters that will be affected are between Bangor and Woodland. Terminals will be enlarged at Lincoln, Great Works, Woodland, Machias, Ellsworth, Bucksport and Bangor. Crew locations slated for abolishment are Northern Maine Junction, Orono, Costigan, Enfield, Mattawakeag, Holden, Franklin, Cherryfield, Columbia Falls, Dennysville, Ayers Junction, and Calais. **From the Portland Press Herlad. Submitted by Capt. William Frappier.**

OOPS.....

While pasting up the October Newsletter, we forgot to add the credit for "Where It's At". Our apologies to Don Maxner, who composed and drew the excellent map for the review of Lawrence, MA. for our best "Where It's At" yet!!!

In the October and November Newsletters, we sent raffle tickets for a brass model of the B&M's # 1150 series gas-electrics. You may take as many chances as you like, all tickets must be mailed to the Harwood Station Post Office box and received by December 9, 1983. Drawing will be at the December membership meeting on December 10.

From Ron DeFilippo comes an update of activity around Ayer, MA.

The Ayer switcher (AY-1 + A) and AY2 works at least six days, and sometimes seven days per week. Its most frequent operating range is switching local plants from the Willows area to Shirley, and switching the Hill Yard south of the Ayer wye. The switcher has been known to wander as far away as Erving. It also serves the Greenville branch (up to W. Groton). The Worcester job (WO-1) comes into Ayer around 10:00 a.m. and leaves around 5:00 p.m. six days a week except Sunday, and shares switching duties around Ayer and also makes a trip to Fitchburg.

While the Worcester job has been hauled almost invariably by GP7's or 9's, the Ayer job is apt to have anything lately. While GP7's or 9's are the most common motive power, B&M GP18's and GP38-2's, Maine Central U18B's and U25B's, and an occasional D&H unit does the honors.

Recently, a concrete tie job has been running from the San-Vel plant. Its designation is AYSP/SPAY. New England Milling Company's loop track is essentially complete in preparation for unit trains coming in from the midwest next year. The Pepsi-Cola bottling plant will be receiving sugar and carbonic acid by rail shortly. The B&M auto unloading facility at the Willows ("The Ford Plant") has been receiving as many as 20 racks per day. Most road jobs pick up or drop off at Ayer, usually at Flannagan's (the old Stony Brook), the Hill Yard, or West Main Street. A helper engine is not an infrequent visitor.

Late August saw two GP9's (preceded by a tow truck) going up the old WN&P to start moving out scrap boxcars from Pepperell. The junkers are going to Conrail, who will accept only six per day. A small derailment in September knocked out both mains in front of the Ayer tower. Passengers and freight traffic was rerouted via the wye. Passenger trains simply changed ends, while freights had to run around their trains in the Hill Yard.

MASS BAY RRE RESURRECTS "FLYING YANKEE"

On Saturday and Sunday, September 10-11, May Bay RRE operated the twenty-second in our current series of specially-chartered railroad excursions. I am pleased to report to the membership on the success of this trip. We had very good weather, the trains ran well, and our "mileage-collector" members and guests travelled over Boston & Maine's Western Route Main Line as well as both Maine Central routes between Portland and Bangor, the "Back Road," via Lewiston, on Saturday and the "Lower Road," via Augusta, on Sunday. On the Maine Central, we rode over 220 miles of freight-only trackage which hasn't seen a passenger train since the discontinuance of MEC's regular service over twenty-three years ago. Those who "mark their maps" were able to show connections with the recent excursions operated by the Portland Division and Mass Bay Division of the Railroad Enthusiasts at Portland, Deering Jct., Burnham Jct., and Northern Maine Jct. It is noteworthy that here in New England, where the very first railroad "fantrip" was operated almost fifty years ago by the founders of this organization, RRE trips continue to provide outstanding train riding experiences for a new generation of railfans. Our six car "Electric Budd"/F40 train carried over two hundred fifty passengers, originating at North Station-Boston, with additional stops at Winchester, Andover, Bradford, Dover, New Hampshire and Portland, Maine. These passengers came from twenty-four states, from as far as Seattle and San Francisco. Fare-paying passengers included a number of industry professionals, with a Chessie System vice president, the editor of **Passenger Train Journal**, the managing editor and the information chief of **Trains**, and middle management people from AM-TRAK, UMTA and Metro-North Commuter Railroad. We extended last minute invitations to a number of people from the Boston & Maine and the Maine Central to join us; we were pleased that several representatives could be present.

That this trip operated at all is the result of persistent lobbying over a long period of time. As most of our readers know, the prior management of the Maine Central, having been forced by the State and Federal government to continue money losing passenger train services, took a negative stance toward the possibility of any passenger train operation, including railfan excursions. The turning point came with the new Guilford ownership. Our "State Of Maine" excursion in April 1982 operated into Portland, the first Boston & Maine passenger train to do so in a decade, affording the Maine Central with first hand exposure to our professional and responsible style of excursion operation. We continued to promote the concept of Maine Central excursion, in time, it happened.

Emmons Lancaster proposed a coordinated photo shop/runby activity, with two stops each on Saturday and Sunday. A line-up was staged at Waterville with #470 (displayed steam locomotive), our MBTA train, and Guilford #470 for the benefit of photographers. The cooperation and enthusiasm of the Maine Central people was every bit as high as what we have come to expect from the Boston & Maine. Boston & Maine officials who were especially helpful (and actually rode with us) included JR Stoetzel, EE Howland, LH Stephenson, and RA Silk; Maine Central officials involved with the operation included AN Tupper, DA Snyder, RG Wheeler and ER Peterson, Jr.

We had help with publicity, both by word of mouth and more formally, from the Boston &

Maine Railroad Historical Society, National Railway Historical Society chapters, Railroad Enthusiasts divisions, the railfan press, and the print and electronic media. Also, we had lots of cooperation in Bangor from the business community including hotels and restaurants and from the press.

From Bill Crawford, Mass Bay RRE

Remember..... this month's meeting is at the North Shore Model Railroad Club in Wakefield, MA. We have enclosed a map, courtesy of Bob Foley, with directions to the Club. Hold on to it!!!

WIN A B&MRRHS AIRSLIDE HOPPER KIT!!!

Your editors have decided that it's once again time for a little contest to test your B&M savvy. Here's the question:

In the twilight of steam on the Boston & Maine Railroad, after regular trains had been dieselized, two B&M steam engines were held on active status. One engine was the P4 Pacific 3713. What was the class, wheel arrangement and number of the other one? (Hint: it's **not** the 1455!!! The 1455 had already been sent to Edaville!!!)

Send all answers to the West End editor. First (by postmark) correct answer wins a B&M E&B Valley Airslide hopper kit. We will publish the answer in the January 1984 Newsletter.

CONWAY SCENIC RAILROAD STILL CONSIDERING NORTHERN RUN

In the end, the Maine Central Railroad will have the final say whether special excursion trains will every run through Crawford Notch. One individual who hopes that the railroad will allow passenger runs on the line is Dwight Smith, the owner of the Conway Scenic Railroad. Smith is interested in using the Mountain Division line from Intervale to Fabyans - a stretch closed to traffic by the Maine Central recently - to operate a tourist excursion system. In the past, the Maine Central has denied Smith's requests to use the line, citing high insurance costs, but Smith is hopeful that the railroad will show greater interest in his proposals now that it has discontinued regular services.

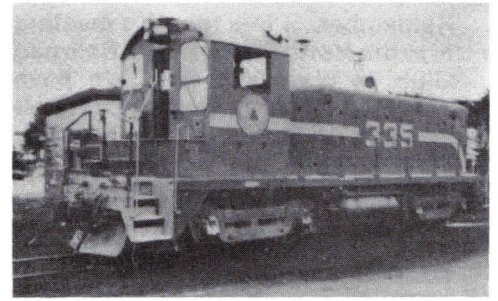
"It's a definite consideration. Ideally I'd like to put together the service for the spring of 1984," said Smith. "Everything is possible, even taking into consideration the costs of buying or leasing and insurance. But the key is the basic fact that the Maine Central still owns it," said Smith, "and until we can come to an agreement, everything is on hold."

Smith acknowledged that he is continuing an "ongoing discussion" with Maine Central officials about the possibility of using the service. Maine Central general manager Ansel Tupper said the railroad would "entertain the possibility of running a passenger ride through the Notch," provided that the "right price was met for either buying or leasing the railroad line." **From the Mountain Ear. Submitted by Richard G. Kelly.**

The Boston & Maine Railroad has expressed a desire to abandon the following lines:

Milford to Bennington, NH
Concord to Lebanon, NH (the Northern Division) and Concord to W. Concord, NH
Jaffrey, NH to the Mass. state line
Derry to Londonderry, NH
Portsmouth to Seabrook, NH (the Eastern Division)
Lexington, Saugus, Bemis, Watertown, Hoosac Docks and Fitchburg freight branches.

From the Mass Bay RRE Callboy.



Maine Central SW9 335 arrived at the B&M yard in Lawrence, MA in mid September after a stint on the Conway Branch. It has been switching the yard and providing road power for the afternoon local. Photo by Don Maxner.

A recent ride down from Utica to Binghamton along the New York, Susquehanna and Western (old DL+W) line revealed that the NYSW has fallen heir to the two remaining B&M Jordan spreaders.

Builder number 666, formerly B&M 3593, was Sherburne, N.Y. on Sept. 25, painted in Susquehanna yellow black. The paint was fairly fresh, and no lettering or number was visible. The B&M lettering was just about invisible under the new paint. Other equipment present, including several empty Conrail tie cars, indicated that there's a good deal of work going on to upgrade the line.

Builder number 479, with traces of the B&M lettering and number 3592 showing, was at Norwich the same date. The inside of this one is a mess, and my inexperienced eye for Jordans couldn't tell if this one was functional or not. No new paint as of Sept. 25 on this one.

Neither of these cars carries the air compressor on the nose, as they seem to have in their last years on the B&M. I did note the brackets on 3592 where the compressor had sat.

Other equipment at Norwich, incidentally, included two Russell steel single track plows, freshly painted in yellow and black, with no lettering. These appear to be the two units obtained from the Maine Central about a year ago. **From Bill Mischler.**

WAYLAND DEPOT NOW A GIFT SHOP

The former B&M passenger station at Wayland, Mass., on the now-abandoned Central Mass. Branch, has been beautifully restored inside and out. It now houses a non-profit handicraft and baked goods shop called the Wayland Depot, Inc. The station was built in 1881 by the Massachusetts Central Railroad. Today the building is owned by the town and is a registered landmark included in the National Register of Historic Places. It still retains its small-town country depot charm, and in the winter it is heated by the old pot-bellied stove. Located on Rte. 126 in Wayland Center, it is open Tuesday through Saturday from 10 A.M. - 4 P.M. through Christmas, and is well worth a visit. **From Richard Conard.**

BULLETIN BOARD

Did you know that our Society's B&M BULLETIN is actually the **second** publication of that title? Between April 1923 and March 1924 the Boston and Maine Railroad produced for its employees a publication called the BOSTON AND MAINE BULLETIN. It was superseded in April 1924 by the monthly B&M Employees Magazine. Now, who among the Society's members can claim to have an issue of the original BOSTON AND MAINE BULLETIN? **From Richard Conard.**

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CENTRAL MASS NEWS

Track has been taken up on the 3 mile Wheelwright Branch where it connected at Creamery with the former B&A - Penn Central - Conrail and now Mass Central. The trestle at Bondsville was taken down this spring. From Harold Judkins.

In response to your query in the last newsletter about passenger service on the Pioneer Valley R.R. here in Westfield, it will be a reality to the following extent.

The service is being developed in conjunction with Holyoke's Heritage Park project, being built on the site of the old N.H. R.R. freight yard in that city.

A private non-profit organization, The Holyoke Heritage Park R.R. Inc., in conjunction with that community's Development Commission has been formed to manage the attraction. Initially, the service is planned to be a weekend operation between the park site in downtown Holyoke and Ingleside Mall, about 2½ miles away.

The equipment, which by the way is in the final stages of being procured, will consist of three recently retired trailer cars from E.L. m.u. lash-ups. The cars are expected to arrive in 8 to 10 weeks from N.J. D.O.T. and will be owned by the Commonwealth of Mass. and leased to the non-profit organization. The

State is also expected to fund track improvements for the 2½ miles at an anticipated \$75,000.

The Holyoke Heritage Park R.R. Inc. will be responsible for making arrangements with the Pioneer Valley R.R., who will provide locomotive and crew to operate the train. Incidentally, both the P.V.R.R. and the H.H.P.R.R. are very enthusiastic about all this.

The timetable for this--, hopefully sometime next spring pending restoration of the cars and track improvements. From John T. Callahan.

General Electric researchers in Schenectady, NY, have developed a computerized troubleshooting system that promises to transform even the most inexperienced locomotive mechanic into an instant "Mr. Fix-It". The portable electronic tool will trouble-shoot General Electric-built locomotives at railroad service shops throughout the country. From the Boston Herald. Submitted by Jeff Ursillo.

Maine Central (ex-D&H U-23b) No. 287 was observed on the local freight from Salem to Newburyport, MA on Friday, September 2, 1983. It passed through North Beverly on its eastward trip at approximately 11:30, with two boxcars and a covered hopper. No cabooses were used, a flashing light on the last car serving to bring up the rear end.

The portion of the run from Ipswich to Newburyport requires an hour each way because of a 10 mph speed restriction! This over the one time Eastern main line and former route of such trains as the PINE TREE LTD. Today it is all grown over in foot-deep grass.

From Newburyport you can see nearly down to Rowley, as the line is so straight. From the time the headlight first appeared, 20 minutes passed before the train actually arrived in Newburyport!

The automatic gates and flashers at all crossings beyond the regular MBTA trackage worked only in an erratic manner, which to this observer appeared dangerous, as motorists were obviously confused by the multiple ups and downs and extremely long approach of the train (crossings are still wired for passenger train speed) after the bells and flashers commenced to operate.

Over 5 hours were spent by 3 men to tow 3 loads up and one empty back. Such is railroading on the very fringes of abandonment by the B&M as we near the middle eighties.

By Richard W. Symmes

Just as we go to press, we have learned that Ronnie Shaw, wife of B&MRRHS Board of Directors member Joe Shaw, is in the hospital undergoing surgery. The B&MRRHS extends our best wishes for a speedy recovery. Ronnie is a member of the B&MRRHS, and spends countless hours each week maintaining and updating our mailing files so that you can get your Society mailings quickly and efficiently. The address, for those who would like to send a card is:

Ronnie Shaw
B&MRRHS
888 Greenland Avenue
Portsmouth, NH 03801

I'm sure she'd enjoy hearing from you!!!

Boston & Maine Railroad Historical Society

Incorporated

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