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JANUARY 1984

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Opinions expressed in the signed columns contained in this Newsletter are the opinions of the authors of those columns and do not necessarily represent the opinions of the Society, its Officers or members with respect to any particular subject discussed in those columns.

B & Meeting

**NEXT MEETING:
JANUARY 14, 1984
1ST UNITARIAN
CHURCH
WOBURN, MA
8:00 P.M.**

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.

JANUARY 20, 1984

Connecticut meeting The first regional meeting of the year will be held on January 20, 1984, at 8:00 p.m. in St. Peter's Episcopal Church, South Windsor, CT. The church is located on Sand Hill Road. The program will consist of Stan Whitney's movie entitled **On the Trail of the Iron Horse Through the Four Seasons**. This film was made in color in the late 1940's and features B&M steam of many classes as well as some first generation diesel action. Don't miss it!!! Directions are on the map in this Newsletter. If you have any questions concerning the meeting, contact Don Clarke at (203) 644-4375.

FEBRUARY 11, 1984

Entertainment will be provided by Mr. Carl Byron.

MARCH 10, 1984

Program not set at press time.

Should it become necessary to cancel a B&MRRHS meeting due to inclement weather, announcements will be made over radio stations WBZ, WEEI and WHDH, at various times during the day.

As announced last month, the B&MRRHS Softball Team has been challenged to a game against the Bartlett Museum Railroad Association. Game time is 1:00 p.m., June 24, 1984, at Amesbury Park in Amesbury, MA.

The Softball game will be part of the Amesbury Days celebration, and both groups will have a day of food, fun and entertainment!!! Come on out and support your Society and bring the family!!!

Other softball games planned for the 1984 season include a game with NHRHTA at the Valley Railroad in Essex, Connecticut at our joint meeting in July, and against the 470 Railroad Club at North Conway in August!!! Any more takers??? (C'mon. Mass Bay RRE, RHSM, Mystic Valley, etc.).

Maine Central still goes to Farmington!! Farmington, NH, that is. On October 15, DO-1 (Saturday gravel-freight extra) with Maine Central 251 and Boston & Maine 1747 and 1749 were on the branch, and Maine Central 407 was also on the branch with a rail train bringing material the Route 11 crossing.

There are reports that B&M engine 1754 will be on a list of engines to be sold, however this unit was on BASP on October 18.

There is almost no business at Dover anymore. Sawyers branch is out of service and "passenger yard" also out of service. The Biddeford Switcher comes to Dover "as needed", and/or DO-2 may do local work if they have time. **From Dick Hughes.**

The B&M's Goffstown Branch has been torn up as was seen during the month of October. Also, The Green Mountain has ceased operations on the B&M's Ashuelot Branch and it is now back in the hands of the Boston & Maine, and will probably be removed also.

Railroad officials predict with the completion of construction on the Seabrook Station, use of the Seacoast B&M line (Eastern Div.) will become unprofitable and may have to be abandoned. **From Bill Holman.**

The weathervane which topped the station at White River Junction was recently stolen, and this, to say the least, rates as a sore blow to the railroad community. The weathervane was a three dimensional steam locomotive, and is rather valuable. It may have been stolen by a member of the railfan fraternity, but the odds are against it this time, there is a huge market for weathervanes, and they command very large prices (sometimes in the thousands of dollars). Even though an item may be perched high on a rooftop it won't stop some from removing them, occasionally even employing helicopters in the middle of the night. Anyone with information on the theft should contact the Central Vermont Railway in St. Albans, VT.

INTERCHANGE: a column for the exchange of information and opinion.

INTERCHANGE will return next month!!! Watch for it!!!!

AND THE WINNER IS...

At the December 10 meeting of the B&MRRHS, the winner of the Oriental Limited B&M brass doodlebug was drawn. The winner was:

Mr. Frank Heide
166 Broadway
Lynbrook, NY 11123

At the same meeting, the winner of the E&B Valley Airside hopper for the Newsletter contest was also announced. First correct entry was: Mr. Edward R. Brown
223 Greenwood Avenue
Beverly Farms, MA 01915

Mr. Brown had the first correct entry, stating that the last two active B&M steam locomotives were 4-6-2 #3713 and 0-8-0 #622. Since we got a good response, we'll have another contest real soon. Watch for it!!!! Congratulations to Mr. Heide and Mr. Brown!!!

RAILROAD MERGERS TIE U.S. TOGETHER

Not since the full-throttle days of Cornelius Vanderbilt and J.P. Morgan have so many railroads cut so many big deals, created so many fortunes, and linked so much track across the nation's heartland. Recent deals will make the Atchison, Topeka and Santa Fe Railway the largest grain carrier in Kansas and the southwest, and the greatest private landholder in the state of California. Merger of the Seaboard Coast Line and the old Chessie System created CSX Corp., which is buying up natural gas, aircraft services, barges and trucking companies throughout the South and Midwest.

Burlington Northern, the nation's largest grain carrier, moved deep into the Midlands, Oklahoma and Texas with the acquisition of the St. Louis-San Francisco Railway.

A 22,800 mile monster stretching from Missouri to the west coast has been created with the merger of three "Pacifics" - the Missouri Pacific, Western Pacific and Union Pacific. Southern linked up with Norfolk & Western, providing routes from the Great Lakes to the Gulf and profits sufficient to purchase chunks of Piedmont Airlines and a Florida bank.

Santa Fe Industries and Southern Pacific plan to join by next year to form the nation's third largest railroad with assets of more than \$10 billion, and large holdings in real estate and energy. The merged holding company would link Portland, Oregon, to Denver and New Orleans to Chicago.

The huge stock mergers, acquisitions and corporate consolidations are offshoots of the Staggers Rail Act and sharply reduced government regulations. "You have to go back three generations or so to see deal-making like this between the giants," said Frank Wilner, spokesman for the Association of American Railroads. "It's going to have profound results." These mergers, he said, were the result of deregulation-generated market conditions and a streamlined approval process. **From the Manchester Union Leader.**

Member **Jerry Cook** sends word that the B&M now has some Guilford boxcars (at least two, maybe more). Jerry writes "There is a B&M Guilford boxcar out now, # BM 300385 outshopped 11-83. I don't have a photo yet, but a friend got a picture of it and a twin at Rigby Yard.

Since we haven't run them in about a year and a half, here is a listing of most of the popular railroad radio frequencies in use in New England, painstakingly compiled by our illustrious West End Editor!!!

New England Rail Frequencies:

Note:

YARD - indicated channel used in yard switching and in switching when enroute.

ROAD - channel used by both trains and dispatcher for communication.

DISP. - channel used by dispatcher to talk to trains.

TRAINS - channel used for trains to talk to dispatcher.

161.160 - B&M Disp.
161.520 - B&M Trains
161.400 - B&M Yard
161.370 - B&M Maint. of way
161.310 - B&M Commuter
161.190 - B&M Carknocker portables
161.230 - B&M Carknocker repeater, especially useful in EDF

160.350 - B&M Hump
161.250 - B&M Police; Conway Scenic; MEC
Portland Term.

161.205 - CV, GT Road or Yard
161.415 - CV, GT Road or Yard
160.770 - CV, GT Yard
160.800 - Conrail Road
161.070 - Conrail Road
160.380 - MEC Road
160.620 - MEC Yard
160.590 - D&H Disp.
160.530 - D&H Trains, Yard
161.475 - CP Road
160.875 - CP Yard
160.605 - Green MT. Road
161.010 - VTR Road
160.710 - VTR Yard
160.950 - Claremont and Concord
160.920 - BAR Disp.
160.440 - BAR Trains
160.650 - P&W Road
161.100 - P&W Yard
161.340 - Lamoile Valley

Key:

B&M - Boston & Maine
CV/GT - Central Vermont/ Grand Trunk
MEC - Maine Central
D&H - Delaware & Hudson
CP - Canadian Pacific
VTR - Vermont Railway
BAR - Bangor & Aroostook
P&W - Providence & Worcester

HELP WANTED...

I am interested in obtaining post cards or pictures of B&M depots. Contact: A.E. Moquin, 19 Victor Avenue, Nashua, NH 03060.

Wanted: B&M Employee's Magazines: September and November 1984; January and December 1945. Advise price and condition. Richard Conard, 25 Rich Valley Road, Wayland, MA 01778.

"I am doing research on a book on railroad drumheads or tail end signs. I would appreciate it if any members know or can recall the color combinations of the following drumheads (picture or diagram would be great): Alouette, Minute Man, Flying Yankee, Mountaineer, and Gull. (any others that I may have missed?). Full credit will be given for the use of any information that anyone may furnish. I will pay postage both ways on any loan items. **John C. Cabot, 490 E. 53rd. Street, Long Beach, CA.**

B&M MAY ABANDON ITS SAUGUS RAILWAY

The Boston & Maine Railroad is considering abandoning the Saugus branch because it now services just the two Lynn General Electric plants and only an average of twenty cars a year use the tracks.

Dennis Coffey, assistant to the vice president for government affairs, said a legal notice has been published saying that the abandonment is under consideration. The legal ad is required by the law, he noted, and four months must then transpire before the railroad, in the next three years, can file for abandonment.

Coffey said the Saugus line has been experiencing a steady reduction in usage. Until recently, a steel firm in Malden and several other Middlesex County firms along the route towards Boston used the line for freight shipment and delivery. Recently, he said, the Rowe Contracting Co., which operates a stone quarry and road salt business just over the Revere line in Malden, ceased the use of the line for deliveries and is now receiving its salt shipments at another location.

Consequently, the only user left for the Saugus Branch is the General Electric River Works, which uses it periodically for shipments of oversize turbines, the B&M official said.

Questioned on GE's position on the matter, Public Relations director Raymond McGuiggin said the company would oppose abandonment because of the economic importance of the line to the River Works. There has been no passenger service on the Saugus Branch for more than twenty years. **From The Daily Evening Item. Submitted by James Davis.**

Connecticut River trains have always had a reputation for the most interesting power on the B&M system, and now a new twist has been added to spice things up if only for a day. On November 28, the Green Mountain Railroad ran a special move in order to clean up all remaining equipment used on the Ashuelot Branch. Alco RS-1's 401 and 405 ran light to Brattleboro from North Walpole and picked up Green Mountain Alco S-4 303, about 55 40' box cars, a flanger and caboose C-50. The train made quite a sight as it traveled north to Bellows Falls.

The Green Mountain has been gaining quite a reputation lately, with the christening of RS-1 400, their Farewell to Steamtown lashup and this latest run to Brattleboro. If that wasn't enough, how about this: GMRC helped out on the first leg of a steam locomotive's trip to a new home. Maine Central 2-8-0 501 was sent from Steamtown to North Conway, NH on November 14. Or, try this one: the GMRC leased Maine Central RS-11 802 for tryouts lasting over a week. As quickly as it arrived, it also departed and was next seen doing local work out of Boston. What's next???

Goodwin Railroad's ex-Maine Central RS-3 #1 was in service with New England Railway Construction Co., for track rehabilitation on the state owned Concord-Lincoln NH line. After spreading stone from Concord Yard limits to Milepost 11, within Tilton Yard, below Winnisquam and in Laconia, NERCC returned it to Concord and winterized the unit. **From Brian Dane.**

B & M Alco switchers 1270 and 1274 are at Mechanicville as of late December. Presumably, the 1271, which was also at Mechanicville went to the Bay Colony Railroad.

Burlington Northern in Somerville, Mass??? No, you're not seeing things!!! On December 11, Burlington Northern GP-9's 1848 and 1921 arrived in Mechanicville via the Delaware & Hudson destined for the Massachusetts Bay Transportation Authority, presumably for work train service. Add these to a couple ex-BN Geeps recently acquired by the Lamaille Valley, and New England is getting to be a colorful place to watch trains!!!

Official word on the Delaware & Hudson/Guilford deal has been heard. The official signing will occur on January 3, 1984. More on this next month, as we welcome the D&H to the Guilford fold. **Thanks to Jim Conroy, Mohawk & Hudson NRHS, for the above news items.**

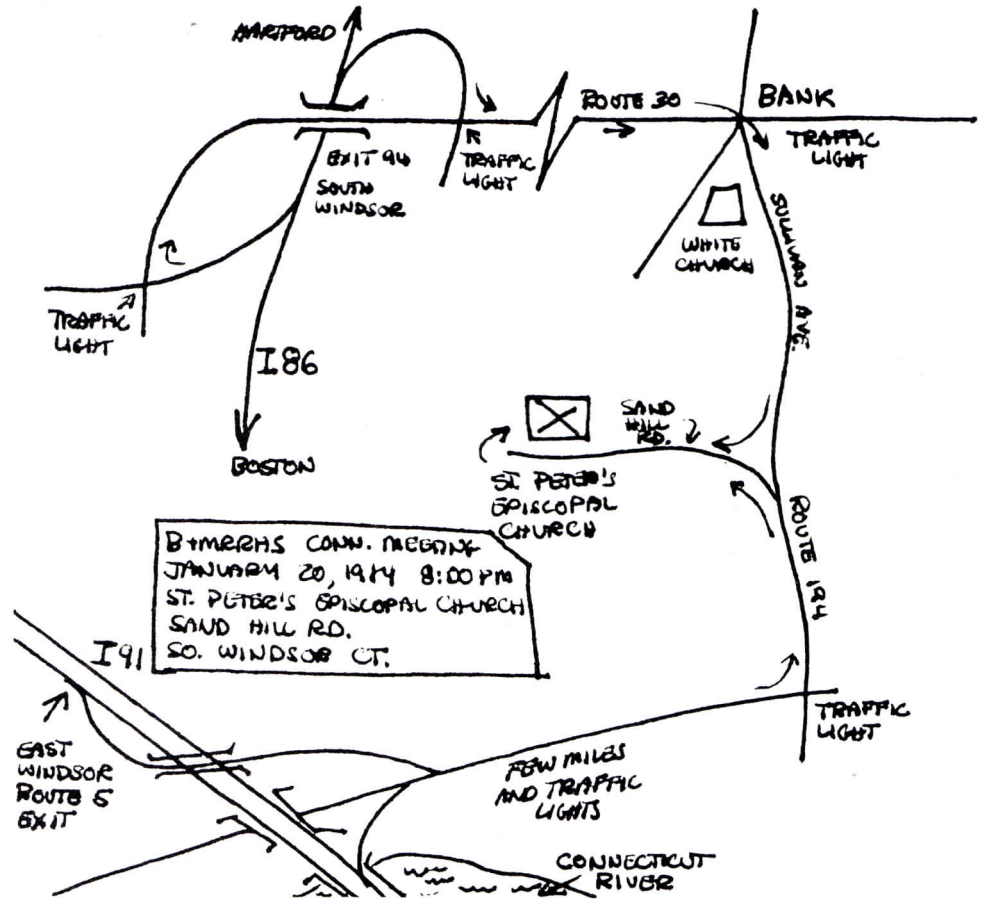
The B&MRRHS extends its deepest sympathy to Mr. Emmons Lancaster on the recent loss of his wife, Ruth. Ruth was an active member of the B&MRRHS and 470 Railroad Club, along with Emmons, and she will be missed.

Maine Central RS-11 802 has really been getting around lately. It has been spotted at East Deerfield, has worked the Conn River in local service, and over in the Green Mountain's North Walpole NH enginehouse, and then as of early December, it was doing local duty out of Boston!!!

MAINE CENTRAL 2-8-0 #501 BOUGHT BY 470 RAILROAD CLUB

Many railfans perhaps remember the years that Maine Central #501 sat at Rigby Yard in the 50's on standby. Finally retired in 1959, it was leased by Nelson Blount's Monadnock Northern along with sister #519 being bought in 1963. After languishing for twenty years in open-air storage, the 501 was about to get a new lease on life. When the 470 Railroad Club heard of Steamtown's planned move to Scranton, they informed the Maine Central that it might be better for the locomotive to remain in New England. The Maine Central did not renew the lease and offered the locomotive for sale to the 470 Club at scrap value. As was stipulated in the lease were it to be terminated, Steamtown delivered the locomotive to Whitefield on November 16, after being moved in local service from Bellows Falls to Woodsville and then up the Berlin line. It was decided by the 470 trustees that the Conway Scenic Railroad would be the best place to display the locomotive, and it arrived on November 19. A fund drive is to be started to raise funds for the purchase of the locomotive. It is missing several vital accessories, but will make a proud display piece at North Conway. **From the 470. Also submitted by Dennis Snook.**

Chessie System has announced that they are withdrawing permission for any hobby manufacturers to use any trademarks or logos without payment of a royalty. The net effect of this will be that no more Chessie Systems locos or rolling stock will be made. Most manufacturers feel that if they do pay for the use of this one roadname, other railroads will follow suit, which would then increase the cost a dollar or more on Chessie System rolling stock. **From Bill Holman.**

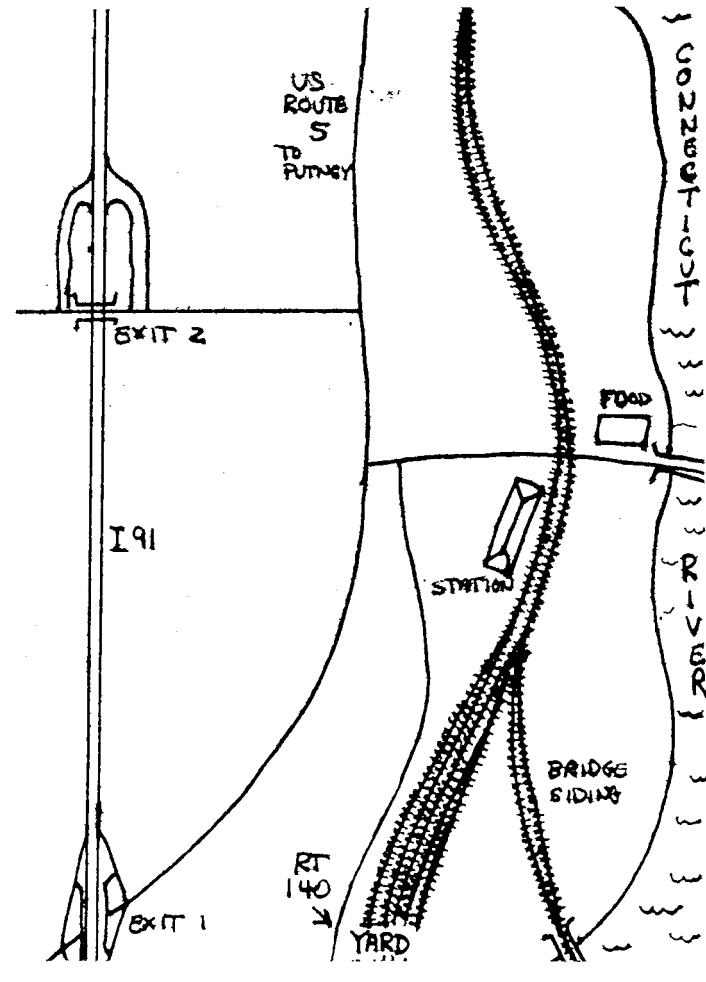


Maine Central 2-8-0 501 en route to its new home at the Conway Scenic Railroad in North Conway, NH. Once there, the engine will undergo full cosmetic restoration. Here the train pauses at Crawford Notch station, in a scene reminiscent of the 40's. Waste rags and a rubber rainsuit provided the smoke!!!

Brattleboro, VT

Fast becoming one of the hottest spots around, Brattleboro is a spot not to be missed in the near future. Easily reached by several highways and one interstate, this makes it an ideal stop-off point for a Conn. River railfan. Currently three different railroads plus Amtrak either pass through or end up on Brattleboro. This is the northern terminus of the Central Vermont's southern division, and as such, the trains to and from New London, Conn., are yarded here. Also CV trains # 244 and 245 to and from St. Albans yard here. This train now handles the CV Rocket traffic to Palmer and New Haven. (via the B&M Rocket), and the CV's traffic to the southern division. Also arriving and departing here, usually on a Monday-Wednesday-Friday schedule is the Green Mountain Railroad train to Hinsdale, which arrives in the afternoon.

As stated earlier, the B&M Rocket to New Haven originates and terminates here as CHBM/BMCH. The B&M also has some through and local freight traffic through town. A variety of power from the three roads (not to mention the pool power brought about by Guilford) plus that of Amtrak and on occasion some Canadian National and Canadian Pacific power hits town. Good photo locations are all over the area, with some of the best at West River interlocking to the north and some backwaters of the Connecticut River to the south. The bridge over the Conn. River is a great spot for the Green Mountain. If one is in no hurry and doesn't care for fast food, the Riverview Restaurant, diagonally across the tracks from the Amtrak station is a great spot with an excellent view of the mainline. Happy Hunting!!!



**WHERE
IT'S
AT!!!**

Boston & Maine Railroad Historical Society *Incorporated*

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TIME-VALUE
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DEADLINE FOR FEBRUARY NEWSLETTER IS JANUARY 10