

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

DENNIS ADAMS, EDITOR, 28 Summer St., Exeter, NH 03833 FEBRUARY 1984
SCOTT WHITNEY, WEST END EDITOR, 25 Maple Ave., Claremont, NH 03743

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 FEBRUARY 11, 1984 1ST UNITARIAN CHURCH WOBURN, MA. 8:00 P.M.

Entertainment will be provided by Mr. Carl Byron. Coffee & Donuts will be available starting at this meeting.

MARCH 10, 1984

Entertainment will be provided by Mr. Al Hale, who will present movies of current snowplow action in Canada, and also black & white movies of B&M and other steam action in the 1930's to 1950's.

APRIL 14, 1984

Our annual joint meeting with the Mass. Bay RRE. Entertainment to be announced.

MAY 12, 1984

Program not available at press time.

Should it become necessary to cancel a B&MRRHS meeting due to inclement weather, announcements will be made on radio stations WBZ, WROR, WHDH, and WEEI throughout the day.

More news on the MBTA's new ex-Burlington Northern GP-9's: The two units, numbers 1848 and 1921 were purchased by the MBTA from Chrome Crankshaft. They are to be regeared for mainline service, one will be used primarily for the South Station switcher in place of B&M 1122, but both will be used in mainline service so the MBTA can rotate the FP-10's for shop work. No word on an eventual paint scheme, which leads one to wonder if the "Purple Geep" will be resurrected. The 1848 and 1921 will stay in BN colors for a little while: both are former Northern Pacific units. BN 1848 ex-NP 222 built in June 1955 to be MBTA ?
BN 1921 ex-NP 336 built in August 1957 to be MBTA ?

MBTA's last P70 coaches are now gone, the scrappers began cutting up the P70's at Boston Engine Terminal in mid-October. Their trucks were removed before scrapping, they will be used when more RDC's are sent out for

rebuilding in the near future. The numbers of the MBTA's last P70's are 1667, 1669, 1659, 1668, 1681, 1674, 3704, 3706 and 3721. The last three cars (the 3700's) are equipped with reclining seats taken from post WWII Altoona-built lightweight coaches retired in the mid-1960's.

All Boston & Maine offices are now located in Billerica. Early December saw the B&M accounting department move from 150 Causeway Street, Boston, to Iron Horse Park, North Billerica. This was the last B&M department to relocate and marks the end of B&M Central Office occupancy at 150 Causeway Street since the current building was constructed and before 1928 when there were separate Boston station and offices. **Above items from the Narragansett Newsletter.**

BELLOWS FALLS GROUP HOPES TRAINS WILL BE RUNNING BY MEMORIAL DAY

Steamtown may be leaving, but the Vermont Historical Railroad is planning to operate a passenger train excursion in Bellows Falls as early as next Memorial Day. The Vermont Historical Railroad, which has decided to be a non-profit educational organization, plans to rent tracks and a diesel

locomotive, from the Green Mountain Railroad for an excursion from Bellows Falls Depot to Chester. The group already has three newly-renovated, turn-of-the-century rail passenger cars that have a capacity of 160 people. Plans for the new excursion will go ahead even though Steamtown has not begun moving its steam-museum equipment to Scranton, PA., and could possibly continue its operation next summer.

A public relations campaign has begun to promote the Vermont Historical Railroad, with \$15,000 allocated for publication and design of a brochure, media advertising and a six-month contract with an advertising agency. A \$1,000-a-day budget is projected, including \$420 a day for track usage, \$200 a day for salaries, \$240 a day for train rental and \$150 a day for insurance and maintenance. The Vermont Historical Railroad would like to purchase a steam locomotive but couldn't afford the locomotive and repairs the first year.

Weekend excursions will begin on Memorial Day 1984, with a daily schedule starting July 1, 1984. **From the Keene Sentinel. Submitted by Mike Lennon.**

INTERCHANGE will return next month, watch for it!!!

In naming the volunteers that made the B&MRRHS show possible in the December Newsletter, we neglected to name a very important person, without whose help the show would have been an "incident" instead of an "Extravaganza." We speak of member **Bill Borelli of MediaGroup, who, at the busiest season of the year for the advertising business, took the time to lay out our advertising campaign and to put it on a professional plane. We of the Society thank you for your time, effort and experience, Bill.**

SOUTH STATION RENOVATIONS

South Station, as the northern end of the Northeast Corridor, considerably less effort has gone into assuring modern facilities for passengers, such as has gone into Washington Union Station or the new New Carrollton buildings. This is now changing - bids have been released to rebuild it into the South Station Transportation Center. While work goes on a special interim station will be built between the present station and the Stone & Webster building. Ticketing and mail, baggage and express facilities will be located in an area bounded by a portion of what is locally known as "the plaza" and the Post Office building. Passenger access to the street will be via a twenty-foot wide corridor to the street. Nearly twenty thousand passengers use this station daily to reach their MBTA or Amtrak trains, these are passengers, not visitors to the station area. The Interim Station will be a confined space that will need to have passengers handled efficiently, so as to minimize headaches to all involved. The temporary station will exist for about two and one-half years while the present ticket lobby will be completely demolished, eventually a glass atrium will be built over what is now a low and dark ceiling. The office building will be entirely renovated and converted for commercial uses; boutiques and restaurants, a new direct entrance to the MBTA's Red Line subway and a new centralized location for all intercity bus service, a substantial parking garage including long-term parking are all part of the finished project. Estimated completion time for the entire project from start to finish will be about five years. **From the Narragansett Newsletter.**

MOTIVE POWER NEWS

Maine Central GP-38 251 has joined the ranks of locomotives painted in the Guilford scheme. Vermont Railway has sold RS-3's 605 (operating) and 601 (scrap) to the Battenkill Railroad. Replacement power on the Vermont Railway will be ex-Burlington Northern GP-9 1829, already on the property. **From the 470.**

Pittsburgh & Lake Erie U28B's have been all the way to Rigby yard in South Portland, Maine. On December 30, 1983, P&LE U28B's 2811 and 2815 went east to MERU, then returned on BASE. **Staff.**

Members who remember the cover shot on the Summer 1983 Bulletin may find the following story from the July, 1951 Boston and Maine Employees Magazine of interest. The article is a summary of the Railroad Enthusiasts' excursion which ran on June 10, 1951.

RAIL FANS' EXCURSION

A rail fan's delight, a double-header steam job, consisting of the last remaining Atlantic type locomotive in Boston and Maine ownership, No. 3235, and Mogul, No. 1415, hauled a trainload of 550 railway enthusiasts on another Sunday excursion over our system, June 10. The tour covered about 220 miles, much of it on the branch lines. It led from Boston to Lowell via Lowell Jct., thence over the Stony Brook Branch to Ayer, up the Cheshire Branch to Keene, N.H., down the Ashuelot Branch to Greenfield, Mass., thence to Gardner over the Fitchburg main line, to Worcester via the Peterboro Branch, thence to Boston via Clinton Jct. and the Central Massachusetts line.

Because three different operating divisions were involved the train was handled by three different engineers and three different conductors. New Hampshire Division men handled the train from Boston to Lowell and Ayer, Fitchburg Division men from Ayer to Keene, Connecticut River line men from Keene to Greenfield where the Fitchburg crew took over again as far as Gardner, then the New Hampshire men completed the trip via Worcester to Boston.

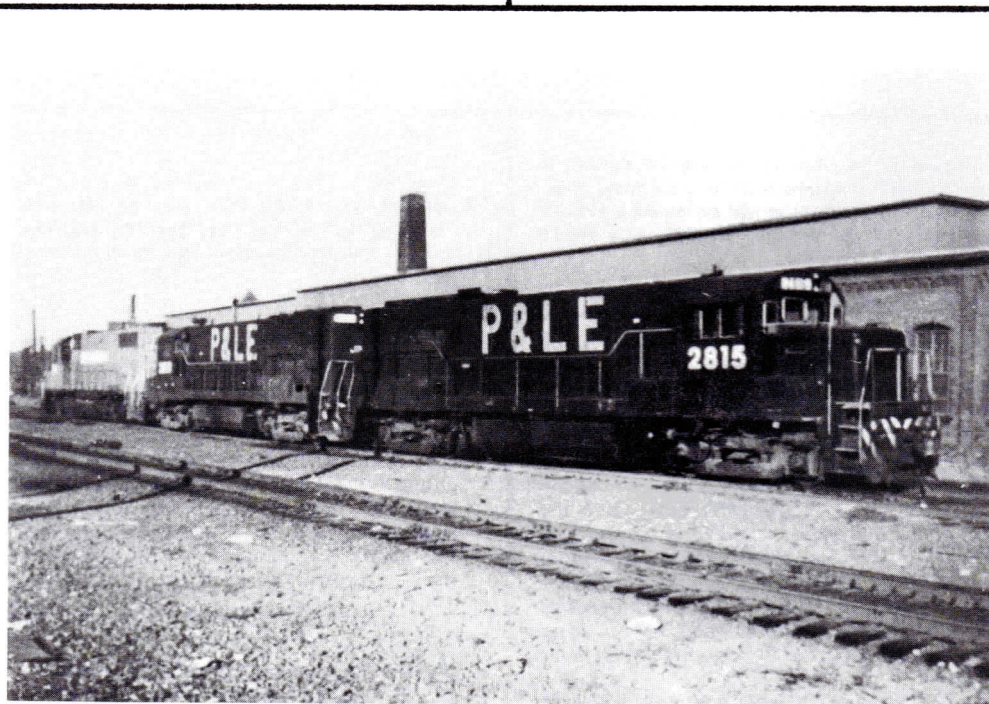
The train consisted of 10 coaches and a dining car. Stops were made at East Fitchburg, East Northfield, Greenfield and Worcester to accommodate camera fans. Sponsored by the New England Chapter of Railway Enthusiasts, Inc., the June excursion was under the direction of James H. Duncan of Lynn.

WIN A B&M AIRSLIDE HOPPER!!!

Once again, it's time to test your knowledge of the B&M!!! And, if you have the correct answer, you can win a E&B Valley B&M Airslide hopper. Since we received comments about delayed Newsletters not giving everyone a reasonable chance to win by first postmark, this time we will set a cut-off date and pick the winner from all correct entries. As a matter of fact, this time we are so convinced that we'll stump so many of you that we'll even accept the closest guesses as contestants if there are no positive answers, but we must insist on only one entry per person. Duplicate entries will be disposed of. To top off the contest, if the winning entry contains some local news from your area, we'll throw in the Kadee's for free!!!

Here's the question:

On the Boston & Maine, almost all of their **road** diesel locomotives were delivered with equipment for multiple-unit operation. A few, however, did **not** come equipped with m.u., the most notable of these were RS-2 # 1500 and BL-2's 1550-1553. Unknown to all but the most knowledgeable is the fact that there was one more group of **road** diesels delivered without m.u., but later had it added by the B&M (we have photos and text to verify this). All you have to do is tell us which engines these were. If you're not sure, guess, but in any event, don't forget your news!!! Deadline is March 8, 1984, drawing will be at the March 10 B&MRRHS meeting. Send your entries to the West End Editor, 25 Maple Avenue, Claremont, NH 03743. Do it now!!!



B&M GP38-2, leading Pittsburgh & Lake Erie U28B's 2811 and 2815, pull into the clear at B&M's Lawrence, Mass. yard on December 30, 1983. The units have just dropped a cut of cars from freight MERU (Mechanicville-Rumford, Me.). The lash-up continued north to Rigby later in the day, returning as BASE (Bangor-Selkirk) that evening. Two different P&LE U28B's were sighted north of Lawrence on January 7, 1984. Photo by Don Maxner.

Burlington Northern GP-9 1929, now on the MBTA, ran on train 205 on December 30, 1983. The unit has the BN painted out, a "T" decal on, still painted in BN green. The unit's maintenance point is Vancouver, Washington!!! Long way to go for monthly inspection!!! BN 1921 replaces B&M 1566, which had been leased to the MBTA for a long time. Also, P&LE U28B 2802 was on B&M train EDSA on December 30. **From Dave Engman.**



Two faces of the B&M. Photos by Bill Fothergill.

B&MRRHS ARCHIVES NEWS

The B&MRRHS Archives at the University of Lowell has just received 1,230 valuation plans dating from 1914, donated by the Boston & Maine Railroad. These maps cover trackage which has been either abandoned or sold by the railroad. Special thanks are due to B&MRRHS member Edward T. Levay, Jr., who arranged for the preservation and transfer of these priceless maps to our Archives.

With the maps came eighteen boxes of valuation section records, which give structural specifications and other data pertaining to the buildings and roadbeds shown on the maps. Moving this material from Boston to Lowell was a heavy undertaking. We particularly thank Dick Symmes, Bob Hagopian and Russ Monroe for their time, muscle and good spirits in this operation.

Any B&MRRHS member may see these maps and supporting documents at our Archives, located in the Alumni-Lydon Library's Special Collections Department, University of Lowell, Lowell, MA., 9:00 a.m. to 4:30 p.m. Monday through Friday. A call in advance to them at (617) 452-5000 Ext. 2386 would be appreciated.

Forrest Mack
B&MRRHS Archives Comm. Chairman

A listing of valuation maps follows (continued on back page).

1914 Valuation Plans

Section	Description	Maps	Quantity	Folder
2	Wellington-Rosemont (Western)	1-30	30	1-1
2	Wellington-Rosemont (Western)	31-34	4	1-2
2.01	Orchard Beach Branch	1-4	4	2-1
3	Kittery Jct. - PT Limit (Eastern)	58-104	47	3-1
4.1	Jewett-Somersworth (Conway Branch)	1-5	5	3-3
4.1	Mt. Whittier-Intervale (Conway Branch)	57-74	18	10-1
4.2	Above Dover-Gonic (Lakeport Branch)	4-7	4	4-3
4.2	Above Farmington-Alton Bay (Lakeport)	19-29	11	4-3
4.5	Midsection Portsmouth-Dover Branch	6-8	3	10-1
4.6	Wolfeboro Branch	1-13	13	10-1
5	Central Mass/No. Cambridge/Wheelright	1-32	32	5-2
5	Central Mass/No. Cambridge/Wheelright	33-57	25	5-3
5	Central Mass/Canal Jct./Norwottuck	79-84	6	10-1
6	WNP, Several miles below Nashua	42-44	3	7-1
6	WNP, Hudson-Fremont	48-96	22	7-1
6	WNP, Epping-W. Gonic	76-92	17	7-1
6	WNP, Rochester-Maine Line	98-99	2	7-1
7.2	Westerly End So. Reading Br.	5-9	5	8-2
7.3	Entire Newport Branch	1-31	31	8-2
7.4	M&L, Lawrence-NH Line	1-4	4	8-2
7.5	Entire Georgetown Branch	1-7	7	8-2
7.6	Entire Merrimac Branch	1-6	6	8.2
7.7	Entire Saugus Branch	1-10	10	8-3
7.8	Entire East Boston Branch	1-2	2	8-3
7.9	Entire Chelsea Branch	1-4	4	8-3
7.10	Entire Squamscott Branch	1-5	5	8-3
7.12	Entire Lawrence (Salem-N. Andover) Br.	1-21	21	9-1
7.13	Entire Gloucester Branch	1-17	17	9-2
7.14	Entire Essex Branch	1-6	6	9-3
7.15	Entire Newburyport City Branch	1-2	2	9-3
7.16	Entire Amesbury Branch	1-4	4	9-3
8	Portsmouth Electric Railway	1-20	21	12-2
11	Entire Kennebunkport Branch	1-5	5	10-2
13.1	Winter Hill-Lowell (NHML)	1-24	24	10-3
13.2	Entire Lexington/Reformatory Branch	1-20	20	11-1
13.3	B&B Branch, So. of Billerica	1-5	5	11-1
13.4	Southerly End Woburn Loop	1-4	4	11-1
13.5	Entire Stoneham Branch	1-3	3	11-2
13.6	Entire Wildcat Line	1-4	4	11-2
13.7	Entire Salem-Lowell (Peabody-Lw. Jct.)	1-17	17	11-2
13.8	Entire Lowell-Lawrence Branch	1-14	14	11-2
14	Elmwood-Keene	7-30	24	11-3
15	Lowell-Tyngsboro (NHML)	1-9	9	12-3
19	Entire Horn Pond Branch	1	1	13-1
21	White Mtn. Eastside-Blackmount	37-59	23	13-1
21	White Mtn. Eastside-Blackmount	60-79	20	13-2
21	White Mtn. Eastside-Blackmount	80-109	30	13-3
21	White Mtn. Eastside-Blackmount	110-123	14	14-1
22	Whitefield-Lancaster	33-42	10	14-3
23.1	Suncook Loop	1-7	7	15-1
23.2	W. of Goffstown-Henniker Jct.	9-25	17	15-2
23.3	Entire Lakeport-Alton Bay Branch	1-17	17	15-2
23.4	Entire Belmont NH Branch	1-5	5	15-2
23.5	Entire Manchester-Milford Branch	1-19	19	16
23.7	Franklin New Hampton Transmission Line	1-16	16	16-1
24.1	Entire Mt. Washington Branch	1-21	21	16-2

B&M SAUGUS BRANCH TO BE SAVED

State agencies and General Electric Company, through a \$383,000 loan-grant will upgrade the 9.6 mile Saugus Branch of the B&M Railroad. Under terms of the agreement, the funds will be used to replace ties and to install new rails and signals. The line is used in shipments of the large turbines manufactured by GE's Medium Steam Turbine Division. Work on the line will start immediately after the announcement. The freight line runs from Everett Junction to Lynn, and once served several small industries. The only recent business on the line, other than GE's, was by a salt company which is now out of business. The grant comes under a shared program in which funds from a \$10 million bond issue are used to upgrade freight rail lines. The line was due to be abandoned and if that had been done it would have meant big problems for the GE turbine division. GE has demonstrated its commitment to the line by recently purchasing two special rail cars designed to carry the huge turbines. They cost \$250,000 each. The special cars used to ship the turbines can be raised and lowered to meet a shipping clearance of seventeen feet at certain sites along the line. Shipping the turbines by rail in completed form allows a higher degree of quality than achieved when the turbines are reassembled at a destination.

From the 470 and Bill Crawford.

Member John Daly writes in with news of a large blue boxcar about 1/2 mile along the B&M's Worcester Branch roadbed. Mr. Daly would like to know if anyone has any information on why the boxcar is there. Anyone with information can send it in to the Newsletter, and we will publish it as soon as we get it.

24.3	Entire Waumbek Branch	1-4	4	17-1
24.4	Entire Profile Branch	1-10	10	17-1
24.5	Entire Bethlehem Branch	1-5	5	17-1
25	Concord Electric Railway	1-30	30	17-2
26	Nashua-Acton Branch	1-21	21	17-3
27	Entire New Boston Branch	1-6	6	17-3
30	Entire Pemigewasset Valley Branch	1-22	22	1-3
31	Entire Franklin-Tilton Branch	1-5	5	1-3
32.2	Entire Bristol Branch	1-13	13	1-3
33.1	W. of Concord to E. of Claremont Jct.	5-56	52	2-2
33.2	Contoocook-Emerson-Hillsboro Branch	1-15	15	12-7
34	Below Elmwood to Peterboro	12-19	8	12-7
36.1	Union Square-Fitchburg FML	1-49	49	3-1
36.3	Entire So. Acton-Marlboro Branch	1-13	13	4-2
36.4	Mass. Side of Greenville Branch	1-15	15	4-2
36.5	Squanacook Jct.-Milford Quarry	1-19	19	4-2
38.1	Johnsonville-Troy	27-43	17	12-17
38.2	Entire Saratoga Branch	1-19	19	6-3
38.3	Entire Schuylerville Branch	1-9	9	6-3
39.1	Cheshire, State Line-Joslin	11-29	19	12-12
39.1	Cheshire, Above Keene-Below Cold Rv.	35-52	18	12-12
48	York, Harbor & Beach RR	2-12	11	12-2
54	Conway Electric Street Railway	1-6	6	12-2
55	Portsmouth Bridge	1	1	12-2
56	Wells River Bridge	1	1	12-2

Other Plans

1928 Industrial Survey, plans in the following folders: 8-3 (6); 10-3 (4); 11-1 (2); 12-7 (4); 4-2 (7); 12-13 (10) 33

B&ARR Ware River and Grand Junction Branch plans. 9 12-2
Other Railroad's plans, mostly New Haven 38 12-13

Totals		
B&M 1914 Plans	1,150	
B&M 1928 Industrial Survey	33	
Other Railroad's Plans	47	

Total Donated 1,230

Boston & Maine Railroad Historical Society

Incorporated

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