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APRIL 1984

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

MAY 12, 1984

Our Annual Meeting with the Mass Bay RRE. Entertainment will be provided by Mr. Chuck Crouse, who will show slides of action on the Chicago, South Shore & Sound Bend.

MAY 23, 1984

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.

JUNE 9, 1984

BMRRHS first Banquet/Meeting are to have the banquet in the **CANCELLED** speaker. More next month.

JUNE 24, 1984

Entertainment will be provided by B&MRRHS vice-president Bob Hagopian.

"Amesbury Days" Celebration at the Bartlett Museum in Amesbury, MA. Features of the day will include a softball game with the Bartlett Museum staff, railroad videotapes (bring 'em if you got 'em) and other events for the entire family.

GUILFORD TRANSPORTATION TO PURCHASE STEAM LOCOMOTIVE???

RUMORS ARE FLYING

No, this is not an elaborate April Fool joke. Just at press time, we have learned that Guilford Transportation Industries has or will soon purchase the ex-National of Mexico 4-8-4 Northern that has been in storage at the Delaware & Hudson's Colonie shops. Guilford plans are to ship the locomotive to the Maine Central's Waterville Shops to be refurbished and put into operation on special passenger and possibly freight operation. We will have more on this as the situation develops!!!

Pioneer Valley Railroad, in conjunction with the city of Holyoke, is getting ready to run passenger service this summer. Service is to extend from downtown Holyoke along the old New Haven line as far as the Ingleside shopping mall. Fares are expected to be two dollars for a round trip. PV may also run excursions along the rest of its lines from Holyoke to Westfield to Easthampton.

In other passenger news, the New England Southern may run trips in the Lakes region this summer. Possibilities of one or more trips over the entire line are not out of the question.

MAINE CENTRAL MAY ABANDON MOUNTAIN DIVISION

The **Maine Central Railroad** is considering filing for federal clearance to abandon the "mountain line", 131 miles of track between Portland and St. Johnsbury, Vt., officials said. "We have that under study," said John F. Gerity, the railroad's vice chairman, who cited the "economics of the operation" as the reason for a study. "There are portions of the line where there is no traffic originated or terminated," Gerity said.

The railroad's mountain line, used for transporting freight, runs from Portland, through the White Mountains of New Hampshire, and into Vermont. "We're not running any trains through there because we don't have any traffic for delivery," Gerity said. "The traffic we formerly delivered to the Canadian Pacific we can deliver to them at Vanceboro," Gerity added. Vanceboro is 130 miles northeast of Bangor.

If a railroad wants to abandon a line, it must file with the federal Interstate Commerce Commission a map of the line, which must be accompanied by a notice of anticipated abandonment. The railroad plans to respond

to a complaint lodged by the United Transportation Union, Gerity said. Union officials have charged that the railroad has abandoned the line between North Conway and Whitefield, NH.

"That is their claim," Gerity added. "We deny it." He said the railroad issued a bulletin characterizing the section from North Conway to Whitefield as being "out of service because of ice and snow conditions. No employees were laid off as a result of the temporary closing, but four members of the Brotherhood of Maintenance of Way Employees lost their jobs last fall "because of reduced railroad business," on the mountain line, he added. **From the Portland Press Herald. Submitted by Mike Lennon.**

Railfacts:

In 1895 on June 21 the Boston and Maine Railroad leased the 440 mile long Concord and Montreal. The lease was for a total of 91 years which puts the expiration date at 06/21/84. That makes it this year; anyone know if it will be renewed?

INTERCHANGE

... a column of opinion

I suppose this column can trace its beginnings back to the 1982 joint meeting with the 470 Railroad Club at the Conway Scenic Railroad. Jeff Ursillo, Mike Gaudette and myself were strolling around the grounds of the CSRR, enjoying the warm Mount Washington Valley evening. As always, Dwight Smith and the Conway Scenic personnel had outdone themselves, providing an outstanding day of railfan amenities for our enjoyment.

As the evening progressed, and the day's events were relived one more time, the conversation turned to the fact that, since Jeff and Mike are married, they would have loved to have brought their wives along, but didn't because of the fact that once they got there, there wouldn't be anything for them to do. (Neither Jeff's nor Mike's wife has any interest in trains). Myself, being single, (and therefore a wretched outcast) dared not to say anything, but agreed that, other than the Supper Chief, there really wasn't anything to appeal to the fairer sex (and least we be condemned for being chauvanistic, we readily acknowledge the fact that there are many women with an interest in railfanning!). Also, (as impossible as it may sound) there are people that have interests in addition to railroads. What could be done?

Our stroll had now brought us around the front of the North Conway depot, and, while we stood watching the finish of a softball game, I think now that the same thought occurred to all of us at the same time, and thus was born the idea for the first B&MRRHS /470 Railroad Club softball game.

As the year progressed, plans were worked out for the game, rosters compiled and a field located. Finally, by the end of June, all was in readiness for the big game. Then, as Mr. Murphy would be quick to point out, if everything is going well, then something is guaranteed to go wrong. Our dark cloud on the horizon turned out to be a state softball tournament that required a large number of fields. A couple of days before the game, a field was located and our game was played as planned, but it was not as well attended as hoped, due to the confusion. (As this is written, plans are underway to avoid last year's confusion.)

So, what was gained by playing a softball game? Well, other than a heck of a lot of fun, a real feeling of camaraderie emerged between members of the two organizations. It has seemed, for at least as long as I've been a member of the B&MRRHS, there have been many attempts to get the two organizations to do something together, but other than the 4266 project, not too much progress has been made in this area. How ironic to think that one of the first real cooperative efforts between the two organizations took place on a softball field instead of a train yard. And, apparently other organizations like the softball game idea, as the B&MRRHS has received three challenges for the 1984 season: vs. the Bartlett Museum staff in June, NHRHTA in July and the 470 Railroad Club in August. So, obviously, a lot of railfans also like softball. Well, that takes care of ball-playing railfans, but we know there are also a lot of other people that put sporting events right down there with railfanning at the bottom of the swamp. Some other ideas that have been proposed to date are:

Scenic Tours, shopping trips, movies and shows, etc., to correspond with B&MRRHS activities, giving non-railfans something to do while railfans are attending railroad events.

* Coordinated weekend events and group-

rate motels for B&MRRHS meetings far from home, such as North Conway and the Valley Railroad.

* An annual winter banquet for the entire family, with an entertaining guest speaker.

* Some type of winter indoor sporting event, such as a bowling tournament (Dick Symmes says ten-pins!!!)

* Group-rate fares on Amtrak to B&MRRHS and other railfan events Fifteen or more people qualify.

* Bus tours of abandoned railroad lines (not actually on them) with a knowledgeable guide to point out details, data sheets, photo stops, etc. Such trips can be scenic as well as educational.

* Any more ideas?

One thing we'd like to make clear here is that what is being proposed is not a "watering down" of railfan activities. On the contrary, what is being proposed are activities above and beyond the normal railfan-related events for people who don't relish spending the day hanging around a trainyard with the mates, or who would like a few diversions. Now, the answer to the question "Why have non-railfan-related events at all." I mean, after all, we are a railroad organization. Have you ever attended a railfan event, only to be prodded and hastened into leaving, or getting into an argument with a family member because they weren't having as good a time as you were? Or, perhaps, another member of your family (who doesn't share your love of the iron horse) came to North Conway with you, hoping to see the Mount Washington Valley sights. Now, that would appeal to just about anyone! However, upon arrival, imagine their dismay to find out that all they were going to do that day was look at (gasp) trains! Talk about World War 3!!!

Now, should some of the ideas expressed in this column come into fruition, railfans could enjoy their rail events, and non-railfans could be enjoying the beautiful mountain scenery, or taking in a show, or whatever. Other railfan organizations have employed programs similar to these, with a great deal of success. The B&MRRHS is a first-class organization, and this comes with the territory.

We'd like to know your feelings on the ideas expressed in this column, (we'd like to have you volunteer to help with them even more!!!) Please respond through the B&MRRHS P.O. Box, and address your comments to **Interchange**. And, if you still wonder why, well why not?!!!

Dennis Adams

BAY STATE SOCIETY OF MODEL ENGINEERS ANNOUNCES ITS ANNUAL MODEL RAILROAD OPEN HOUSE!!!

Location: Bay State Society of Model Engineers
760 South Street (Roslindale Square)
Roslindale, MA 02131

Date and Times:
Saturday, April 7, 1984:
12 PM to 6 PM
Sunday, April 8, 1984: 1 PM to 6 PM

Contribution: Adults: \$1.00
Children under 12: 50¢

Refreshments will be available.

Operating layouts in O, OH and N scales will be on display.

For directions and more information, contact the Bay State Society of Model Engineers any Wednesday night or during the show at (617) 372-4341.

STEAMTOWN ARRIVES IN SCRANTON, PA

On Tuesday, January 31, 1984, Steamtown finally arrived in Scranton, PA. Canadian Pacific 2317, a 4-6-2, and a train of six cars were delivered to Scranton by the Delaware & Hudson. The train was handled as a special train, leaving Bellows Falls at 1:45 p.m. on Monday, January 30. By 1:00 p.m. the next day, the train set was in Binghamton, New York and arrived in Scranton around 4:00 p.m. The consist sat at the north end of the yard for service. On Friday, February 3, the 2317 was steamed up and moved under her own power to a location about a mile east of Scranton. Then on Saturday, CPR2317 proudly steamed into Scranton, passing through the gorge east of the station and stopping at the newly-refurbished Scranton Union Depot (Scranton Hilton). There, with much hoopla, pomp and ceremony, Steamtown was officially welcomed to the City of Scranton. It took a long time in coming, but now that it is officially here it was well worth the wait. The consist for the special Steamtown train was:

Canadian Pacific	2317	4-6-2
Vermont Valley	485	Baggage
Vermont Valley	589	Coach
Vermont Valley	613	Coach
Vermont Valley	580	Coach
Vermont Valley	550	Coach
Erie Lackawanna	3	Observation

From the Observation Car, Delaware Valley Chapter NRHS.

THE MBTA IS GETTING MORE POWERFUL!!

The Massachusetts Bay Transportation Authority has recently added to their motive power fleet, following the acquisition of two ex-Burlington Northern GP-9's.

Present plans for the GP's will see them hauling Budds (they still provide their own lighting and heating/cooling), freeing up the MBTA's FP10's (1100-1114 only) that will be used on trains consisting of soon-to-return GO coaches. The FP10's are the only MBTA units that produce the needed 575-volt head-end-power the GO cars need. Former steam-generator equipped 1150-1153 are now converted to HEP, but required. From the Narragansett Newsletter.

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY NUMBERING OF USED LOCOMOTIVES

XMBT 1900
EMD Model SW-9, built 2/51, serial 13136
Formerly Seaboard Coast Line 141
Originally Atlantic Coast Line 659

XMBT 1920
EMD Model GP-9, built 6/55, serial 20309
Formerly Burlington Northern 1848
Originally Northern Pacific 222

XMBT 1921
EMD Model GP-9, built 8/57, serial 22739
Formerly Burlington Northern 1921
Originally Northern Pacific 336

XMBT 1922
EMD Model GP-9, built 2/57, serial 22769
Formerly Burlington Northern 1724
Originally Northern Pacific 286

XMBT 1923
EMD Model GP-9, built 4/57, serial 22791
Formerly Burlington Northern 1789
Originally Great Northern 716

Roster provided by P.W. Frazier

M&L Branch rails are reported severed in Londonderry on Rt. 128 account an installation of a water main.

PLEASE NOTE NEW DUES STRUCTURE

Ever since the Boston & Maine acquired sixteen GP40's (actually 15 GP40's and 1 GP40-2) from Conrail, the Newsletter has been getting reports of sightings all over the Guilford system. We have also had many requests for information regarding the B&M renumbering system for these engines, and herewith present same:

Conrail Number	B&M Number
3227 will be	320*
3229 will be	321*
3231 will be	322
3233 will be	323
3234 will be	324
3235 will be	325
3237 will be	326*
3239 will be	327
3241 will be	328
3245 will be	329
3247 will be	330
3248 will be	331*
3253 will be	332
3254 will be	333
3257 will be	334
3381 will be	335

*indicates units that are already stencilled and renumbered as of February 13, 1984. None have yet been repainted. **From Wayne Allen.**

The winner of the B&M Airslide hopper kit for his correct answer on what B&M road diesels were delivered without M.U. is...

Stephen B. Horsley
RD 1, Box 1134
Russel, PA 16345

The correct answer for the contest was B&M GP-7's class DRS-3d 1653-1571. All units were delivered without M.U. equipment and later had it added by the B&M in the mid 60's. These units were also all equipped with steam boilers and train lighting equipment.

LIFE AFTER DEATH FOR VIA'S TRAINS

Railway buffs and those who think there's life after death for passenger trains have received more encouragement in the past few months than they have in a long time. It began with Federal Transport Minister Lloyd Axworthy's recent announcement that he wants VIA Rail to consider restoring two trains cut in 1981. These are the services between Winnipeg and Edmonton and Moncton and Edmonton. Reaction was positive from people who are more accustomed to lamenting the loss of passenger trains. The Frederickton Daily Gleaner, long a champion of keeping the trains rolling, called it "one of the best pieces of news to come out of Ottawa in recent weeks."

In Moncton, a spokesman for VIA Rail's regional office said officials knew nothing more about the plan than they'd read in the papers, but to observers it began to look as if Mr. Axworthy's arrival in the department means trains are being switched back onto the main line of the department's thinking.

The Moncton-Edmonton service was one of those cut in New Brunswick, and another was the Atlantic Limited service that ran from Halifax through St. John to Montreal. This was a route, the so-called "short line" through Maine, over which there had been continuous service since 1889. In the Summer preceding its demise, railwaymen said the Atlantic was averaging 400 passengers a trip. One advantage of restoring service on the "short line" is that travelers between Frederickton and

Montreal, (who now use a dayliner to connect with the Ocean at Moncton) would have their travel time reduced by seven hours.

Another bit of good railway news was the official designation recently, after several delays, of a station along the "short line" as a national historical site. This is an impressive granite building in McAdam, once a major junction in the Canadian Pacific Railway system. It has recently been hit by more than railway attrition. A large plywood mill shut down in 1981, putting 250 people out of work.

From the Globe and Mail. Submitted by Joe Banas.

Scott and I would like to thank all of you who have written in and sent postcards advising us of recent comings and goings in your area. These cards and letters have helped put us on to stories and photos, and in turn helped make the B&MRRHS Newsletter BETTER.

While on the subject of mail, we have been asked by several committees and officers to once again ask that if you write to the B&MRRHS and would like a personal reply, it is imperative that you enclose a stamped, self-addressed envelope with your letter. Any letters received without the SSAE are usually relegated to the bottom of the letter pile, and there may be a delay of at least a month in receiving your answer.

END OF THE LINE FOR BOSTON-NEW YORK METROLINER

Amtrak will discontinue its high-speed, premium fare Metroliner trains between Boston and New York on April 29 because of a failure to consistently run on time and a lack of demand for seats. When the Metroliner service started in the fall of 1982, the railroad said it would cut the time of the Boston-New York trip from four hours and forty minutes to three hours and fifty-minutes. The hope and expectation was that the promise of fast train service would lure businessmen off the East-

ern Air-Shuttle and out of their cars.

However, Amtrak spokesman John Jacobson said that the time "more often is well over four hours" and the trains have been carrying only 40 to 45 passengers, rather than the 90 that are needed to make the service pay. He said the heavily used New York-Washington Metroliners will be continued.

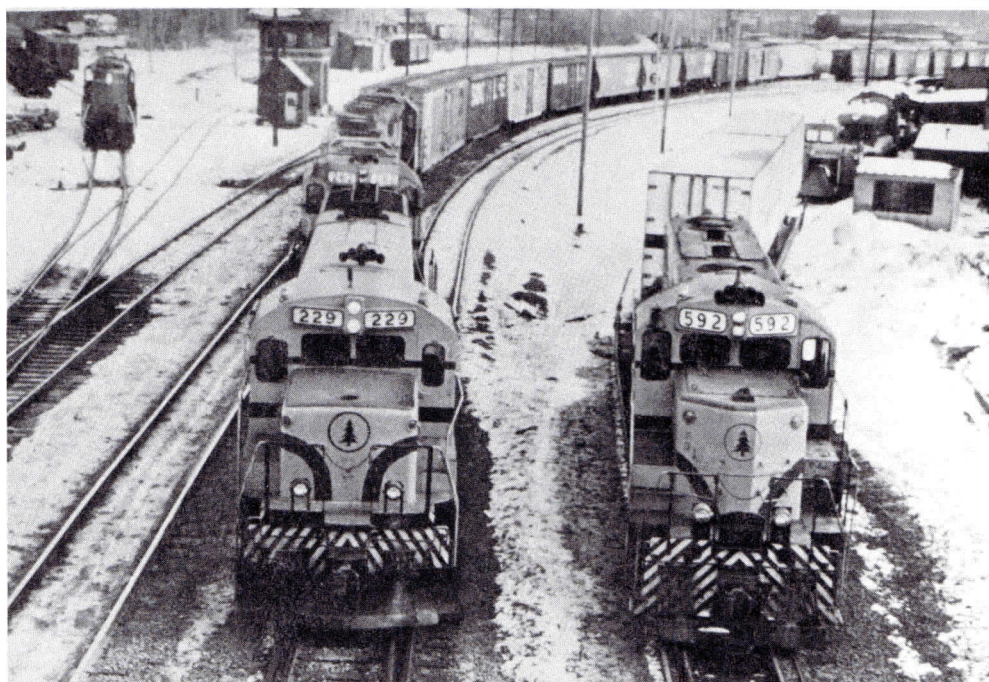
Two reasons for the slow service, he said, have been an overly-ambitious schedule that required a lot of things to happen in order to maintain it" and the Southwest Corridor project which slows traffic between Route 128 and South Station in Boston. The project, in turn, led to an indefinite delay in plans to electrify the track between Boston and New Haven, which could have meant a time saving of about 15 minutes.

The two round-trip trains will not be abandoned, Jacobson said. But the Metroliner extras - reserved seats, extra legroom, dining car service and snacks and drinks served at your seat - will disappear. The new normal fare trains that will take their place will be slower because they will stop at more points and probably carry more cars. Although the regular trains take over five hours to make the trip, Jacobson predicted that ridership would improve.

The Metroliners, even when they made their schedule, were not the fastest trains on the Boston-New York route. In the '50's, conventional trains broke four hours, and the New Haven Railroad's experimental Turbo Train made the run in three hours and 39 minutes.

From the Boston Globe.

NEEDED FOR FUTURE NEWSLETTERS: News! News!! News!!! Also Good "Where It's At" submissions for Rigdy, Mechanville, Lowell, Springfield, Fitchburg, and other fascinating spots like **Bellows Falls!** Submit yours **today!** Send them all to the West End Editor quickly before a fellow buff goes stir crazy sitting at home!!!



Where are we now? Our West End editor recently visited East Deerfield yard, and found it looking more like Waterville yard on the Maine Central than a Boston & Maine facility. This is just another example of Guilford's power utilization, and what has made train-watching in New England the most interesting of anywhere as of late!!!

B&M 4-6-2 RAFFLE!!!

The B&MRRHS will be raffling one Elesco and one Worthington version of Overland Models Ho Brass B&M P-2 Pacific on June 9, 1983. Tickets are \$1.00 each and may be found in the flyer enclosed with this NEWSLETTER. To be sure your ticket(s) are properly entered, they must be received at the following address NOT LATER THAN JUNE 4, 1984.

B&M P-2 Raffle
B&MRRHS
P.O. Box 2362
Harwood Station
Littleton, MA 01460

You've undoubtedly noticed that there were no raffle tickets for the B&MRRHS P-2 raffle enclosed in your March Newsletter. A combination of a minor mixup and a Monday holiday prevented the tickets from being finished in time to include with our mailing. Do not fret, however, as the tickets will be included in our next three mailings and the drawing will be moved back one month to June, so you'll still have the same chance to win!!!

We have learned that two of our most able volunteers, Joe and Ronnie Shaw, have had to give up their positions with the B&MRRHS, hopefully on a temporary basis, due to very heavy conflicting work schedules and an overwhelming workload from the champion Portsmouth Clipper band. Joe, with Ronnie's able assistance has handled the mailing and distribution of the B&M BULLETIN, Newsletter and merchandise from their Portsmouth home for the past several years, has served the B&MRRHS as a member of the Board of Directors and also served a

brief stint as Program Chairman. Ronnie, who is also a B&MRRHS member, has maintained and continually updated our membership files, typed address cards for the #@&!!! Addressograph machine, and never failed to come up with a tasty snack for the B&MRRHS' band of merry mailers who once a month decended like locusts upon their living room to mail Society publications. We would like to use this column space to publicly thank Joe and Ronnie for all their help, encouragement and patience over the years. Chances are that an awful lot of us wouldn't be members if it weren't for Joe, (and who can forget Joe's memorable auctions at B&MRRHS meetings)!!! Thank you, Joe and Ronnie, for your years of service, and we look forward to your Phoenix-like return as forecast in the last B&M BULLETIN!!!

The Conway Scenic Railroad in North Conway, NH announces the following job openings: One opportunity is for a general helper in many phases of railroad maintenance operations ... including service as a mechanic's helper, groundskeeper, track laborer, woodman and trainman.

The second job opportunity is for a painter. The job entails surface preparation and finish painting of cars, locomotives and buildings. Applicants must be 18 years of age or older. For a complete job description and application blank, address your inquiry to: Conway Scenic Railroad, P.O. Box 947, North Conway, NH 03860.

Maine Central U18B 406 is the most recent Guilford repaint, appearing almost fresh from the shop at the Rigby engine terminal recently.

The B&M's newest piggyback, BACK/CHBA has been abolished after a 30-day experiment attracted less than half of the promised business. Bangor & Aroostook's "Aroostook Flyer" has also been abolished. From the 470.

Recent locomotive news includes the sale of S-4's 1270, 1272, and 1274 to Naporano for scrap and the 1271 to Bay Colony for parts or service. 1271 was in the best condition having only turbo trouble. Unit 1272 was laid up at EDF for quite a while with journal trouble keeping it from being sent out. The unit is in the old black paint scheme and shows evidence of an engine fire. 1270 & 1274 were still in Mechanicville as of 03/04/84.

Elsewhere on Pinsley lines, the two 44 tonners (B&M 119 and Springfield Term. 1) are reported sold to Claremont and Concord for parts. As of 03/05 they were still somewhere between Billerica and Claremont. There is some local speculation as to why the units are needed at all account the currently poor traffic on the C&C. The C&C already has three units on roster. These are: #18 (ex B&M 112), and #'s 31 & 32 (ex Lackawanna #'s 51 & 52 respectively). #18 is currently out of service awaiting disposition.

B&M GP40-2 301 and GP38-2 206 have questionable futures after sustaining heavy collision damage recently. From Arnold Wilder.

Contributors to the West end this month were: Steve Myers, Charlie Scott, George Drury, Alan Balcher, Rudy Hood, Dick Hoi-sington, Lewis Collins, John Callahan, Gerry Babyok, Steve Butterworth.

Boston & Maine Railroad Historical Society

Incorporated

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PLEASE NOTE NEW DUES NOTICE INSIDE!!!
DEADLINE FOR MAY NEWSLETTER IS APRIL 14