

DENNIS ADAMS, EDITOR, 28 SUMMER ST., EXETER, NH 03833

JUNE 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:  
JUNE 9, 1984  
1ST UNITARIAN  
CHURCH  
WOBURN, MA  
8:00 P.M.**

B&MRRHS Vice President Bob Hagopian will present **Across America by Rail** a father-son journey across the U.S. via Amtrak, and across Canada on Via Rail. Features include the Canadian Rockies, The Royal Hudson and other railfan and non-railfan attractions. A show for the entire family!!!

Drawing for the Overland Models B&M P-2 Pacifics will be held at this meeting!!!

**JUNE 24, 1984**

"Amesbury Days" Celebration at the Bartlett Museum in Amesbury, MA. Highlights of the day will include a softball games with the Bartlett Museum staff, railroad videotapes (bring 'em if you got 'em) and an all day picnic in the pines. Schedule of events elsewhere in this Newsletter.

**JULY 7, 1984**

This will be our first all-day meeting at the Valley Railroad in Essex, CT. The events for the day include a barbeque, special trains and a softball game with NHRHTA. Make plans to be there now!!!

**AUGUST 11, 1984**

Our annual visit to the north country at the Conway Scenic Railroad in North Conway, NH. Events for the day include the Supper Chief, a barbeque, a softball game with the 470 Railroad Club and the evening's show in Stall 4 Theatre.

**THERE WILL BE NO MEETING IN WOBURN DURING JULY AND AUGUST!!!**

### WELCOME TO FIRST CLASS MAILING!!!

With this issue of the B&MRRHS Newsletter we begin mailing it to you via first class mail. Hopefully this will, once and for all, solve the distribution problems that have plagued us since the very beginning. We anticipate that there will be no more mailing delays, however if you still have an unusual delay in delivery, please let us know.

Due to the unusually heavy demand for our official B&MRRHS T Shirts, we have been running about four weeks behind in delivery. Good news, however, as a new supply has been received and as of press time, all back-orders have been shipped out, and a good supply is now in stock for the upcoming T shirt season!!!

While on the subject of T shirts, we remind anyone that wants one for the upcoming B&MRRHS softball games should get one while they supply is good. The uniform for the day will be the blue and white shirts (You don't have to have a shirt to play, though!!!).

John Peterson writes to report Boston & Maine's ex-Conrail GP40 #329 was spotted on the southbound Delaware & Hudson freight train arriving at Potomac Yard, the first Boston & Maine power seen in Virginia.



Unusual train, unusual motive power. Delaware & Hudson Alco RS36 on a Speno rail grinding train tied up at the North Adams, Mass., on Sunday, March 18, 1984. Photo by Jack Armstrong.

In mid-March a SPENO rail grinding train worked on the west end of the B&M for two weeks. Powered by D&H RS36 5020 the SPENO train consisted of two tank cars, four SPENO rail grinding cars, a SPENO power car, a SPENO (ex-Southern) passenger car, another tank car and B&M caboose 462. During the week of March 12th the SPENO train

worked out of Mechanicville as far east as North Adams and layed over at North Adams on Sunday, March 18th. On Monday, March 19th the SPENO train continued west and worked to a point somewhere east of East Deerfield before returning west to Mechanicville on March 24th. **From Jack Armstrong.**

**INTERCHANGE**  
a column of opinion

- S18. Employees must keep off tracks except when necessary to the proper performance of their duties.
- S29. When necessary to cross or be on or near tracks, employees must frequently LOOK IN BOTH DIRECTIONS along the tracks and must CLEAR THE TRACK upon which train, engine or car is approaching, the clearance, whenever practical, to be not less than 18 feet from the near rail.
- S22. Employees must not step, stand or walk on frogs, switches or rails in track; nor sit on them except when necessary to the proper performance of work.
- S23. Employees must not cross a track between cars and/or engines, nor between cars or engines and bunter without first making sure it is perfectly safe to do so. Look for and avoid trains, engines or cars that may be approaching on the next track.
- S24. Employees must not cross tracks close to engines or cars. Always walk far enough away, at least 10 feet, from engines or cars so that, in case they start suddenly, there will be ample time in which to get off the track in safety. Look for and avoid trains, engines and cars that may be approaching on the next track.

**Excerpts from the Boston & Maine Corp. Rulebook.**

Safety around railroad facilities is a tough subject to write about. First, it's tough to write about a subject that no one wants to read about. Second, it's tough to write about safety without sounding like a Sunday-school preacher warning of eternal doom. But, occasionally, it has to be written about, and articles about safety are usually inspired by recent incidents. So is this one.

Last Sunday, a friend and I spent the afternoon sitting in the parking lot adjacent to the Lawrence, Mass. freight yards, watching the activities and enjoying our lunch. As it turned out, maybe we shouldn't have eaten, because we stood a good chance of losing it.

Shortly after lunch, freight MERU made its appearance and drifted to a stop at the home signal. The train's power was really nothing special, but the photographers decended upon it anyway. As luck would have it, the light was better on the opposite side of the tracks, so that's where everyone headed.

Including, unfortunately, a father that was there with his very young son. The bad part was that he left his very young son standing by the lead track to the engine terminal all by himself. Needless to say, the child didn't stay put very long, and was soon playing around the tracks, sitting on the rails and doing all the other fun things that little children shouldn't be doing around trainyards, especially with switch engines idling a scant ten feet away. Luckily, nothing happened and the father returned and found his child in one piece.

If this wasn't enough for one afternoon, about a half hour later, a jogger, complete with bright red sweatsuit and walkman-type radio firmly clamped to his ears, jogged right across the center of the yard, stopping only to climb over a cut of cars when they stood in his way. Again, luckily, there was no train movement, and he lived to jog another day. Did you ever wonder why railroad employees think railfans are slightly crazy? Did you ever wonder why railfans aren't welcomed with open arms at railroad yards and round-

houses? Would you jog on an airport runway, especially when you couldn't hear what was going on outside? Would you allow your child to play on the expressway? Of course not. But, it seems, when railfans get around trains, logic and common sense fly right out the window.

John Goodwin wrote a commentary in the B&M BULLETIN's White Flags column titled "Will Youth Ever Learn?" concerning the antics of children in and around trainyards. It would seem to this writer that youth will never learn until they see a better example being set by those who are supposed to know better. The bad part, as far as the railroad is concerned, is the fact that regardless of the reason for that jogger running across the center of the yard, if he's killed or maimed while being someplace he has no business being, it's still "the railroad's fault" as far as the media is concerned. If the young child is hit by the switch engine, regardless of the child's ignorance and the father's stupidity, it would still be "the railroad's fault" in the following media crucifixion.

From time to time, the Newsletter will be featuring excerpts from the B&M Rulebook that pertain both to railroaders and railfans. An explanation of each rule will accompany each item, and it is hoped that B&MRRHS members will profit by them and act responsibly around railroad facilities. Only when railfans act responsibly and maturely around railroad property, can we hope to be accepted as the professionals we profess to be. One other point we must make here is that by printing these rules, we are not giving permission for you to trespass on railroad property, nor condoning trespass on railroad property. Dennis Adams.

Dave Demeritt writes in:

It is supposedly said that the Mass Central Railroad is out of business because the state has stopped their subsidies. I saw their two engines in Ware on April 25, 1984, the NW-5 #2100 and Whitcome #401. The 401 was on the former Boston & Maine Central Mass branch tracks and the 2100 was on the former Boston & Albany's Ware River Branch with its stacks capped.

I will be taking another hike in this area, if anyone would like to join me they can get in touch with me by writing to:

David Demeritt  
10 Hunter's Hill Court  
Natick, Mass 01760  
or may call (617) 653-5299

If you don't have photos of these Central Mass units yet, you better get them soon. I have mine, do you have yours? You can't miss them, they're both in the vicinity of the old Ware freight house. This is the first time I've seen them both there, and there's also a New Haven passenger car there too.

Also by the time this makes the Newsletter, the Central Vermont's Rocket will have been abolished and possibly the Central Vermont will no longer handle piggyback traffic.

The chimney of the heating plant at Rigby Yard was demolished on March 24, with about seventy-five workers and railfans looking on. Since then, the rest of the building and its contents have been slowly removed. The engine house office building, destined to be the new Maine Central office has been sandblasted to remove years of soot accumulation and is also getting a new roof. From The 470.

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**THE B&M BULLETIN IS LOOKING FOR  
A FEW GOOD NEWS ARTICLES ...**

Like maybe one from you!!!

Even though we hate to admit it, our files of material for the B&M BULLETIN are getting a little low, and we'd like to have you write one for us!!! No special literary talent is needed, you don't even have to be a prize-winning author with a half-dozen books to your credit. All you need is a little time, and an interest in the B&M and the B&MRRHS.

With even a rough outline, the BULLETIN staff can take and refine and illustrate your article. Interviews, too are in demand, and all you need for that is a tape recorder and an old BULLETIN for an outline. What are you waiting for???

**LOWELL NATIONAL PARK**

Trolley operations on the Lowell National Park railway will begin on Memorial Day weekend and running every day through Columbus Day.

Two brand-new "Gomaco" (the builder) open-side trolleys will be running in downtown Lowell over the existing Boston & Maine railroad track. The trolleys are reproductions of the 1597-1600 series produced by the J.G. Brill Company for the Eastern Mass Street Railway. They will depict the early 1900 era in Lowell. They are numbered 1601 and 1602, and should prove to be quite an added attraction to the already-popular Lowell National Park.

The primary use of the trolleys will be to transport "Mill and Canal" tour people to and from the canal boats, they will also be used for basic transportation.

The trolleys arrived in Lowell via specially equipped truck, minus their trucks, which were put on in Lowell. The so-called Corporation track which the trolleys will run on is still used by the B&M every day. They give the Park trackage rights every day from 9:00 a.m. to 6:30 p.m. The Courier Citizen Corp. is the last active customer in downtown Lowell. From Jim Nigus.

**COLORFUL ERA OF RAILROAD ENDS  
AS DERRY, NH COVERS ITS TRACKS**

An era ended recently when the train tracks were removed from Broadway in Derry, NH. Under the supervision of New England Telephone, crews from Derry Paving and the Boston & Maine Railroad dug up the tracks which had marked the center of town since the coming of the railroad in 1849.

According to Norman Harvey, contract work inspector for the phone company, the disused tracks were removed so an underground conduit can be laid.

Passenger train service through Derry ceased on July 10, 1953.

The removal operation began at 9:00 a.m. just after the morning rush hour. Police detoured traffic around the blocked-off area. By noon-time, surprised drivers were crossing fresh asphalt where the tracks had protruded for so many years. The tracks and ties were hauled away by the Boston & Maine Railroad.

The work was just the beginning of a month long project to lay underground conduits from Birch Street to Maple Street. From the Manchester Union Leader. Submitted by Mike Lennon.

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**DON BALL, JR.'S INTERVIEW WITH RAIL-  
PACE NEWSMAGAZINE:**

**Call it a dream.** call it preservation, but call it Steamtown. Don Ball, Jr. hopes to create the most comprehensive railroad preservation to date in the Lackawanna Valley at Scranton, Pa. To call it a "museum" is simply not enough, for the package will include operation, preservation, and displays of tremendous visual impact.

The new Steamtown will offer an interpretation of steam in its natural environment - a real, live engine terminal, once the main shops of the Lackawanna Railroad. The original roundhouse will be restored, along with its turntable, sand tower, water plugs and ashpit. There will be the UP Big Boy in Wyoming-like rock formations, pulling a string of orange PFE reefers. There will be Reading 2124 coupled to a string of 34-foot hoppers with the Reading's famed "America's Largest Anthracite Carrier" logos. There will be IC 790 on a typical wayfreight while perhaps the grandest display of all will be the locomotives on the roundhouse radial tracks. Don has not forgotten that much of today's population has grown up after the Age of Steam, and to this end a number of classic diesels will be preserved, to illustrate what brought about the retirement of the Iron Horse. Top preservation priorities include a number of Bangor & Aroostook F-3A's - restored to NYO&W, and CNJ's classic "orange and blue" scheme. From the Long Island will come a few FA-1's, to become ERIE and L&NE. A set of F-7's will wear Lehigh Valley Cornell Red and Black. An RS3 will wear D&H black and yellow, and there will be a Pennsy Baldwin switcher, along with GG1 4909, to be repainted Tuscan red. Number 4909 was indeed one of the new Pennsy G's to actually wear Tuscan years ago.

The centerpiece will be a restored Lackawanna **Pheobe Snow**, with E units from NJT, coaches from NJT "KCS" cars, and observations from Metro-North. Steamtown also welcomes equipment of other organizations and individuals, and indeed hopes to become a repository for much equipment now scattered on sidings throughout the Northeast. Regular excursions will climb the Nay Aug grade for 13 miles to Moscow, PA, where a turntable will be installed to allow locomotives to be correctly oriented in both direc-

tions.

The potential is thrilling. **From Railpace via The 470.**

**"RUMFORD ROCKET"**

**William Crawford**

On Saturday, April 28, 1984, Mass Bay RRE sponsored the twenty eighth in our current series of New England railfan excursions. It may have been our best effort yet! We had the prettiest weather of the year to that date, and other factors combined to make it an extraordinary day. As nice as it is to work with a huge train like we had on the Central Vermont to Brattleboro only nine weeks earlier, many aspects of a small, three car train with a congenial group of avid railfans are very appealing to me. We were the first group anywhere to be permitted to use the coaches and parlor car from the Maine Central - Guilford private inspection train. This luxurious equipment, post war streamlined cars, is described fully in Len Bachelder's trip brochure. Even more impressive was the extensive planning by Maine Central management assuring us a great trip. Messrs. A.N. Tupper and D.A. Snyder and their team went to "all out." Four superb photo stops were planned - and a fifth one was added when it was found that we had sufficient time. The most spectacular of these was at Leeds Jct., where we were met by symbol freight MEBA, with three freshly washed, matched-paint MeC - B&M - Guilford locomotives.

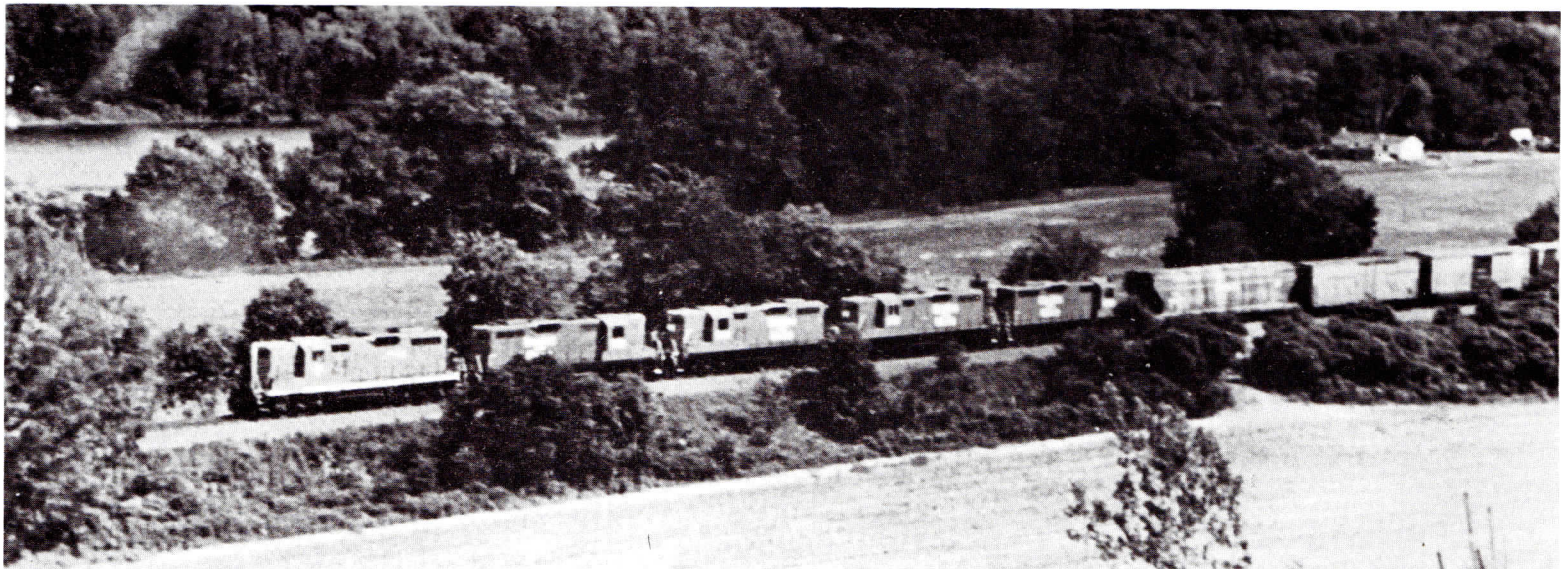
Lots of Mass Bay RRE people worked to assure the success of the "Rumford Rocket." (the credit - or blame - for the name goes to Carol Crawford - a corruption of the railfan's moniker for the CN-VIA "Rupert Rocket" from Edmonton to Prince Rupert, British Columbia.) David Derow was the Trip Director on the train in the morning, and I was Trip Director in the afternoon. Bus Monitors included Larry Blanke, Jim Reardon, Len Bachelder, Art Bliss, and Ralph Hawkins, Elliot Derdak, Tom Humphrey, and Rick Conard provided radio communications, coordinating movements between the train and the buses. I did most of the trip planning - from initial contacts with the Maine Central, through negotiations with the insurance carriers, bus operators, etc., etc. Len Bachelder's field research for the Trip Brochure required

**four** (4) separate trips to Rumford to assure the accuracy of the brochure and to facilitate the chase bus operations. Sheer Devotion! Unfortunately, the Rumford excursion resulted in a loss of several thousand dollars to Mass Bay RRE. The reason is quite simple: we overestimated the "market" for this trip. We established our breakeven fares based on the expectation of a full train in both directions. We hoped that the combination of rare mileage, unusual (non-AMTRAK, non-MBTA) equipment, extensive photo opportunities, and the lowest possible fares would attract a sellout-breakeven crowd. Mass Bay RRE is quite proud of its reputation as one of the nation's very best fantrip operators, and even though we were faced with a significant loss, we chose not to skimp in order to minimize the deficit. We did not resort to overcrowding the charter buses, limiting the size or quality of our trip brochure, etc. We are very fortunate that our treasury can sustain a loss at this time; however, we certainly don't want to make a habit of it.

Lots of area railfans got good pictures of the train by chasing in their own cars. Indeed, if those who chased had ridden instead, our deficit would probably have been entirely eliminated. One irony: the morning direct bus passed the train a few miles before getting to Rumford, and we got two "grab" photo stops. The bus pulled off the road at one location, and some of the bus passengers inadvertently blocked the photo line established by the chasers. Some of the chasers started yelling and cursing our passengers for blocking "their" picture. It took a tersely worded bullhorn message to suggest that people should think before they yell: it was the fares from these paying passengers that made this train to Rumford possible in the first place!

**Vermont Railway** RS-3's 603 and 606 have been sold to the Ohio-based shortline Spencerville & Elgin. The duo were spotted being moved westbound on a Delaware & Hudson freight through Binghamton, New York on April 8. **From The Jersey Central News.**

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We thought you might enjoy a nice summer photograph in the middle of this rainy spring. Boston & Maine train SPCV, with four GP-9's and a GP18, roll up the Connecticut River valley, not far from Putney, Vermont, the Conn River line has become the main stumping ground for the B&M's first generation Geeps.

**B&MRRHS NOMINATING COMMITTEE  
NAMES OFFICERS FOR 1985**

The B&MRRHS Nominating Committee has submitted its recommended slate of officers for the 1985 year. The Nominating Committee consisted of Carl Byron, Chairman, Joe Banas and Dennis Adams.

**Board of Directors:**

- Forrest Mack
- Don Clerke
- Jim Reardon

Terms for Board of Directors is three years.

**For Officers of the Society:**

- For President:  
Robert Hagopian
- For Vice-President:  
Scott Whitney
- For Secretary:  
Jeff Ursillo
- For Treasurer:  
John Goodwin

Additional nominations for any position will be accepted at each meeting of the B&MRRHS until nominations are closed at the June meeting. At this time, no further nominations will be accepted, and the ballot prepared.

A number of Berkshire county rail enthusiasts have formed the non-profit Berkshire Scenic Railway Museum Inc., and hope to start running tourist passenger service over the B&M's Canaan Branch between Lee and Great Barrington, MA as early as this summer. Permission has been received from B&M officials to use the B&M tracks. The only stumbling block that remains is to acquire the motive power and rolling stock. From Jack Armstrong.

**B&M NEWS**

B&M 100 Ton covered hoppers 5720-5725 have been returned to leasor (NAHX) North American Car. From Jack Armstrong.

Trackwork has recently been completed on the Boston & Maine's Saugus branch.

As-fate would have it, the Green Mountain Railroad has lost the distinction of being the last train to operate into Keene, New Hampshire. The Boston & Maine has been running scrap trains for the purpose of tearing up the Keene yards and the Ashuelot Branch.

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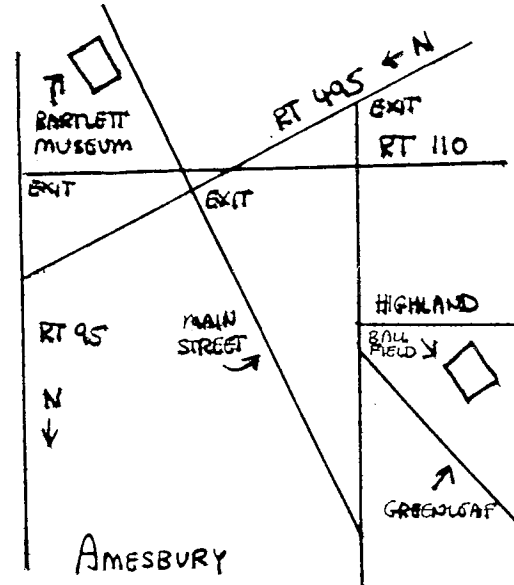
Baltimore & Ohio GP38's have been spotted on the B&M's Connecticut River line, along with occasional Canadian Pacific power.

Portland Terminal Alco #1101 is back in service at Rigby Yard in South Portland after being out most of March with auxilliary generator problems. At Waterville Shops, Portland Terminal Alcos # 1051, 1057 and 1007 are in the scrap yard along with Maine Central #314 and U25B's #235, 236 and 237. Boston & Maine SW-1 #1115 and Maine Central U25B #233 are being cannibalized beside the shops while Alcos #957, 958, 960, 962, 302, 313, 316 (ex-312), 317. Portland Terminal 1053 and 1056 await their fate outside the engine house. From The 470.

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**SCHEDULE OF EVENTS  
FOR AMESBURY DAYS,  
SUNDAY, JUNE 24**

- Here is a schedule of the day's events:
- 12 p.m. - 5 p.m. .... Picnic in the Pines
  - 1 p.m. .... Pre-game Warm-ups
  - 2 p.m. .... Softball Game: B&MRRHS vs. Bartlett Museum Staff
  - 5 p.m. .... Video Movies at the Bartlett Museum (\$1.00 admission)
- Let's have a big B&MRRHS turnout!!!



**Boston & Maine Railroad Historical Society**  
*Incorporated*

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JUNE 1984

NON-PROFIT  
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**BULLETIN UPDATE:**

Fall 1983 Issue mailed 3/25/84.  
Winter 1983-1984 Issue being typeset.

DEADLINE FOR JULY NEWSLETTER IS JUNE 9