

B & Meeting

NEXT MEETING:

JULY 14, 1984

VALLEY RAILROAD

ESSEX, CT

ALL DAY

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!!! Entertainment by Scott Hartley.

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 softball game with 470 Railroad Club and the evening's show in Stall 4 Theatre. Entertainment by Leo Landry Jr.

SEPTEMBER 8, 1984

Program not set at press time.

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

GUILFORD TO ENTER BID FOR CONRAIL

David Fink, chairman and chief executive officer of the three New England railroads acquired by Guilford Transportation Industries, Inc., in the last three years, has been asked two questions over and over: First, when is Guilford going to buy the Bangor & Aroostook, the last independent carrier of any size in New England? Second, when (big joke), is Guilford going to buy the Consolidated Rail Corp., the biggest railroad in the Northeast, which its owner, the federal government, has put on the market?

At a meeting of retired Boston & Maine Railroad employees last week, Fink said there was nothing new to say about the Bangor & Aroostook. But Conrail is no longer a joke. Guilford, he said, will make a bid for it by the June 18 deadline set by the US Department of Transportation.

While Guilford, composed of the Maine Central, Boston & Maine and Delaware & Hudson railroads, is only about a quarter the size of Conrail in terms of trackage, the Mellon family fortune is substantial, and no one expects any purchaser to come up with a straightforward cash offer anyway. But Guilford is highballing in fast company. Offers have already been made on behalf of Conrail's 39,000 employees and by the Allegheny Corp., whose bid includes \$1 billion in cash, a sum that might even make a Mellon pause.

Three major railroads, Norfolk Southern, CSX and Santa Fe Industries, Inc., have said they are interested. Citicorp, Prudential/Bache, the Bass Brothers and the Chicago & North Western have been mentioned as possible owners. There could be more. For the railroads, including Guilford, it is largely a defensive game.

Whoever finally gets Conrail has a long, rough road to travel. While some observers suggest that Guilford has gotten into a fight just to be in position to bargain with the big boys, Fink said the process is so complicated and expensive that one has to be seriously interested to get into it. Guilford has hired Donaldson, Lufkin and Jenrette Inc., a New York investment firm, to put the offer together, but the process will be just beginning with the June 18 deadline. From the Boston Globe. Additional information provided by Jack Graney.

Our Newsletter and Bulletin mailing is now being handled on essentially a round-robin basis. We would like to thank the following people for hosting our band of Merry Mailers: Bob and Virginia Allen. Phil and Cora Stockbridge, Chandler and Alma Cobb (twice!!!), and Dave and Dot Collinge. And, of course, thanks again to our loyal bunch of Merry Mailers, without whom it would be impossible to get publications mailed.

H. Bruce Leslie writes in:

"I just returned from a visit to Scranton, PA, the future home of Steamtown, U.S.A. We had excellent accommodations at the Hilton Hotel at the Lackawanna Station. They have done a fine job of establishing a first-class hotel there.

There isn't much to see yet, one Canadian Pacific steam locomotive and two cars are located close to the hotel. However, the Chamber of Commerce told me that they have no information on what Steamtown proposes for summer schedules as yet."

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INTERCHANGE

... a column of opinion

A friend of mine is an incurable yard sale fanatic. If there is a yard sale within a hundred mile radius, he knows about it and usually tries to make it. I can't figure it out, I guess he's just looking for that one-in-a-million, once-in-a-lifetime find, but then again, aren't we all?

Anyway, about two years ago, I received a call from him late one Sunday evening concerning some "train pictures" he had found in a box at just such a sale earlier in the day. It seems that he had attended a sale held by an elderly lady whose husband had recently passed on, and she was cleaning out the house before selling it and moving south. One large box had some things that he was interested in, along with some things in a smaller box at the bottom. He wanted to buy just the items she was interested in, but she told him that if he didn't take it, she was just going to put it out for the garbage men. Those were the magic words.

When he arrived home, he began exploring his treasure, and upon opening the smaller box, he found that it was full of pictures of trains. They didn't mean anything to him, but knew that I was interested, so he called, and we made arrangements to get together.

As it turned out, those "train pictures" were priceless. The assortment contained photos of late steam, early diesel and even a smattering of electrics!!! Demonstrators, buildings, facilities, you name it, they were in there. (It was a shame that they didn't contain any New England subjects, but then trains **are** trains). After perusing the lot, the appropriate historical societies were contacted and the photos given a safe home for future generations to enjoy. And to think, the photos came with a couple of dollars of ending up in a garbage truck!!!

When an unpleasant thought. However, an even more unpleasant thought is that many other photo collections have already taken up residence in dumps, landfills and incinerators. What priceless photos have been lost just because no one knew what to do with them, so they just threw them out?

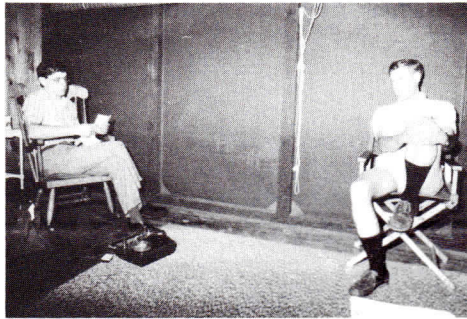
Our own demise is not a pleasant subject to think about, and if you're like me, you tend not to dwell too much on it. But, once in a while, think about it we must, and we draw up wills and other documents to make sure that our loved ones are taken care of, and our property is distributed according to our wishes. This should also include our railroad photo collection of railroadiana.

Most people would tend to be a little reluctant to give up a lifetime of railroad photographs while they are still able to enjoy them, and by the same token would be most upset if they were disposed of in the incinerator upon their passing. The logical path to take is to include a section in your will or make firm arrangements for the disposition of your photos. Your lawyer or the person who would execute your will can provide more information on this.

The Boston & Maine Railroad Historical Society welcomes any photo and railroadiana that you may wish to share with them. And, of course, any donation to the B&M-RRHS can be made tax-deductible if you so desire. But the most important thing is that your photos and railroadiana will be given a safe home where future generations will be able to enjoy them. That sure beats having them end up in the dumpster.

Dennis Adams

As the "flyer" season approaches, we again ask that any organizations wishing to have the B&MRRHS include their flyers in one of our mailers to **please** contact the Newsletter **ahead of time** to inquire as to the best time to send flyers, quantity needed, and any other specifics. Our switch for first-class mailing has severely limited the number of flyers we can mail in the Newsletter and overflow will be held for the nearest BULLETIN mailing. Also, no flyers can be larger than 8½ x 11", and must be folded in half. We will not guarantee inclusion of any unsolicited flyers, so **please** give us a break and call in advance.



DICK SYMMES, (LEFT) WITH ALAN DUSTIN

AN EVENING WITH ALAN DUSTIN

We were recently privileged to spend an evening with Mr. Alan Dustin, former president and Chief Executive Officer of the Boston & Maine Corp. During the course of the evening the discussion varied from Dusty's first days on the D&H; through his days with Buck Dumaine on the Bangor & Aroostook; to his ten-year stint on the B&M (during which the B&M went from a bankrupt mess to a profitable and viable transportation system); and his future with New Jersey Transit Rail Operations.

We would like to thank Dusty for taking time from his busy schedule to talk to us, and a transcript of the interview will appear in an upcoming issue of the B&M BULLETIN. We would also like to thank the Bartlett Museum staff for arranging the interview, and Dick Symmes for thinking to include the Newsletter staff.

Plans have now been finalized for our joint meeting with the 470 Railroad Club in North Conway. Here's a brief rundown:

Regular train rides on the Conway Scenic Railroad.

Softball game with the 470 Railroad Club at the Saco River Campgrounds. Players and spectators will ride 1:00 p.m. train, which will stop at the campground. For the wives and children, and those who wish, the beach facilities at the Campground will be available for our use during the time we are there. Players and spectators will return to North Conway on the 2:30 p.m. train.

Soft drinks and chips will be available at the Campground.

Railfan amenities will occur throughout the afternoon, but the exact sequence has not been worked out at press time.

The Supper Chief will run again this year, down to Conway, and another delicious ham-and-bean supper served by the ladies of the Church in Conway.

Entertainment in the Stall Four Theater upon our return to North Conway provided by Leo Landry, Jr. on New England Railroad Night and Day.

Night Photo session at the conclusion of the entertainment.

Our entertainment Committee has really put together an exciting day, make plans now to be there. A listing of motels and campgrounds in the North Conway area is available, if you would like one, please send a stamped, self-addressed envelope to the Newsletter address at 28 Summer Street, Exeter, NH 03833. **No** returns without the stamped, self-addressed envelope.

BOSTON & MAINE RAILROAD NEWS

After a month and a half absence, the east-bound Bow, NH coal train was spotted Sunday morning May 13, at Ayer. With Public Service of New Hampshire near bankruptcy with financing problems associated with Seabrook Station, they had to work off their stockpile. **From Ron DeFilippo.**

WO-1 has taken to later hours, showing up in Ayer in the middle to late afternoon on weekdays only. In addition to transferring cars and switching enroute on the Worcester to Ayer line, the train sometimes wanders east to North Chelmsford or west to Fitchburg with subsequent early to mid evening departures from Ayer. **From Ron DeFilippo.**

The Ayer switcher (AY-1 and AY-2) has been working seven days, often twenty-four hours. The day jobs often go to Gardner or beyond. Also at Ayer, the Prince Spaghetti flour plant has begun milling grain brought in by rail. **From Ron DeFilippo.**

A large quantity of Maine Central GP-38's have been transferred to the Boston & Maine territory in exchange for Boston & Maine GP-9's and GP-7's. The reason given is that the GP-38's tend to be fuel guzzlers, and fuel can be purchased much cheaper in Massachusetts. Maine Central GP-38's have been spotted up and down the Connecticut River line, on a local out of Concord, NH, and are heavily infesting the Portland to Mechanicville mainline after a noticeable absence.

The Boston & Maine is in the process of scrapping a large number of SW-type units at the Billerica Shops. reports indicate that a large number of 1100 and 1200-series units have met the scrapper's torch, along with at least one Alco S unit (the 1178??). We would suggest that, if the reports are factual, the days of the SW units on the B&M system are numbered, so get your photos now!!!

The Boston & Maine has abolished its East Wind piggyback service effective in early May. Piggyback cars are now attached to whatever B&M train is leaving Rigby after the piggyback's arrival. (The East Wind still runs on the Maine Central as a dedicated piggyback train.) The quantity of pigs on the B&M does not appear to have been affected.

As reported last month, the B&M has acquired three ex-Conrail U33B's. They are 190, 191 and 192. These represent the first General Electric products to grace the B&M's roster since 44-Tonner 119 was delivered in the early '50's.

A FAMILY TRADITION OF RIDING THE RAILS

"There's never been a day when I didn't look forward to going to work"

Retiring B&M conductor Mager R. Greenough

There's but one work to sum up the 43 years Mager R. Greenough of Danvers has spent on the Boston & Maine Railroad: Tradition.

We wonder how many of today's young people can share the same experience; they find it exhilarating to wake up to a new day and a job they love. For most, it seems a drudgery. Mager Greenough never had that problem. For the past century there has been a conductor by the name of Greenough serving with the local railroad on a daily basis, and that tradition of service to the people of North Shore will end this month. The Greenough family has been as much of an institution as the railroad. And you have to understand that ever since Mager Greenough, now 61, was old enough to listen to the tick of a conductor's watch, he was prepared to follow the family tradition.

Greenough closes out 43 years of service and it'll be the first time in 105 years that a Greenough hasn't been there to yell "all aboard", collect tickets and help to keep the railroad running on time. The tradition began in 1879 when Greenough's grandfather, also named Mager, started out on the Marblehead run, and he spent 51 of his 80 years working on the railroad. His portrait hangs at the Depot Restaurant in Beverly. Greenough's father, Clarence, was a conductor for 45 years, as was his uncle, Walter, for 32 years. Tradition.

Greenough has seen the changes from steam engines to the diesels to the Budd cars, but the biggest change has come in the improvements in communications, specifically the radio. Trainmen no longer have to walk to a telephone along the line to talk with the tower. Radios provide instant communication and this has helped keep trains running on time.

Mager Greenough is going to be missed when the 5:49 pulls out of Ipswich on the first morning in June, marking the first time in 105 years that a member of his family has not worked on the railroad.

There is something to be said about tradition.

From the Salem Evening News. Submitted by Richard Symmes.

Your Membership Secretary has a model of Overland's B&M P-2 Pacific, and would be willing to pay for photos of P-2 # 3656. These do not have to be roster shots, looking more for details to make the model as close to prototype as possible, and photos of this particular locomotive seem to be scarce. Also looking for photos of P-2 # 3665. Thank you. Please send to: D. Lamson, Railroad Station, East Kingston, NH 03827.

DUES ARE DUE!

RENEW NOW!

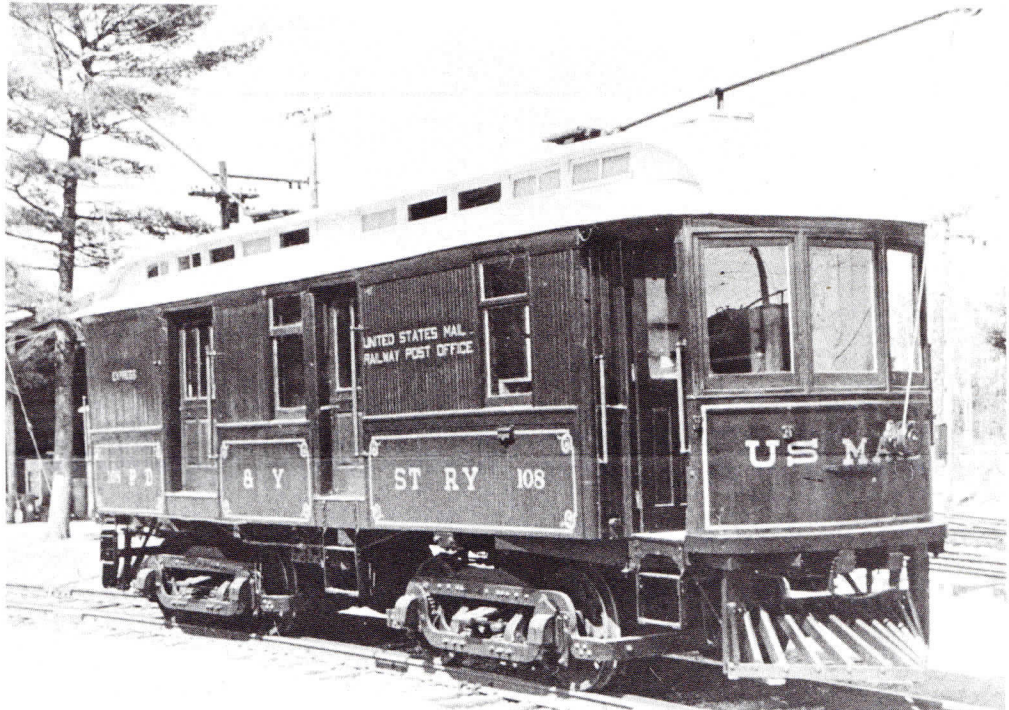
B&MRRHS/470 MEMBERS GIVE F7 4266 ITS SPRING BATH!!!

Boston & Maine F7 4266 is once again bright and shiny, thanks to a group of B&MRRHS and 470 Railroad Club members. The maroon and gold show piece, on display at the Conway Scenic Railroad, was looking a little dusty after a long cold winter, but a quick bath brought back its original shine.

The volunteers who washed the 4266 were Dave and Dodi Lamson, Dick Irish, Jane Keller, Dennis Adams and Wayne Allen. They will be happy to accept any compliments on the appearance of the diesel, but refuse to take the blame for the eight inches of rain that began the day after!!! (I guess washing your diesel has the same effect as washing your car!!!)

We caught the nice write-up that the B&MRRHS softball team received in the latest issue of TRAINS magazine (June 1984, page 58, in case you didn't see it). We have even taken their suggestion given, and christened the team "The Flying Yankees" ("Minutemen" just didn't make it.). But, the best thing about the write-up is that it has somewhat lessened the "criticism" we had been receiving concerning our "game" efforts. I guess if a nationwide company with the excellent reputation that Kalmbach has can have a softball team, then so can the B&MRRHS.

P.S. To you guys at Kalmbach: If the Kalmbach All-Stars find themselves in New England, the B&MRRHS Flying Yankees accept your challenge.



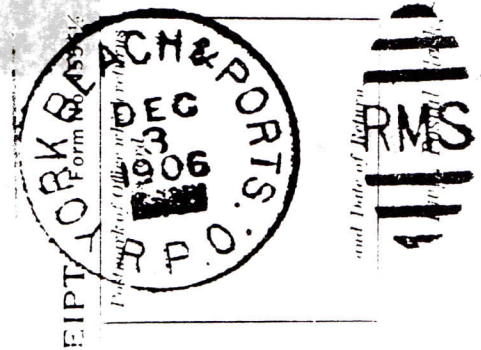
This Newsletter has been put together in Portsmouth, Dover & York Street Railway mail-express trolley car #108. Originally built by the Laconia Car Company, in Laconia, NH, in 1904, this trolley transported mail which was sorted between Portsmouth, NH and York Beach, ME.

Its mail career ended in 1918 with a spectacular derailment off the Braveboat Harbor Trestle, the longest trestle of the PD&Y St. Ry. At that time it was rebuilt into a line car and served that way until abandonment in 1923. In 1925, the Atlantic Shore Railway and later the Atlantic Shoreline Railway purchased and used the line car #108 between Kennebunk, Biddeford and Sanford.

In its final years, #108 was dealt to the York Utilities Company which used it as a line car and freight motor. In 1947, the final owner of the 108 was the Sanford & Eastern Railroad which used the 108 as an electric locomotive at the interchange at Sanford-Springvale to service the mills at Sanford.

The year 1949 found car #108 on its way to the Seashore Trolley Museum, Log Cabin Road, Kennebunkport, ME. In 1965, 108 was first restored by Joe McLaughlin and Howard Moulton. Ten years later, Joe Hammond, then of Portsmouth, did much needed roof

and end work before being called away. 1982 and 1983 saw this 80-year story come full circle. My partner in crime, Mary LaVerdiere and I, again aided by Howard Moulton, have restored 108 to all its former PD&Y St. Ry. glory. In a fitting tribute, 108 was the featured attraction of a set of four stamps dedicated October 8, 1983. Vice-President George Bush and Postmaster General Bolger enjoyed our efforts at the Trolley Museum, and we hope that all of you will come to Kennebunk and see for yourselves. **Ralph Littlefield.**



Mike Lennon Writes in:

"Last night I paid a visit to my Aunt in Keene, NH. On the front page of the Keene Sentinel (5-16-84) was a photo of Boston & Maine geep 1714 going across Main Street. The caption read "Trains pay surprise visit to Keene to bring in cars to help in dismantling the railroad." My Aunt and cousin were eating in a nearby restaurant and saw it go through. She was very surprised too, as she thought the railroad was long gone. It soon will be. After supper with them, I took a ride around and found the following:

Track and ties have been removed between Eastern Ave. and Water Street. All the ties were bundled and ready to be removed. All track has been removed to a point about five hundred feet north of Water Street. I found the equipment of the B&M track gang in the yard by the State Liquor Store, east of Main Street. The equipment included front-end loaders, speed swing, B&M piggyback trailers and eight gondola cars, both B&M and D&H. No engines, though. I was surprised to see a B&M crew, and not a contractor. I don't have any idea as to how much track is to be taken up. There has been some opposition to this, but the state doesn't care about this.

PASSENGER PLAN SPURS STUDY

A proposal for passenger rail service between Portland and Old Orchard Beach does not appear to be feasible for this tourist season, railroad officials said recently. But during a meeting of gov. Joseph E. Brennan, owners of the Maine Central Railroad and officials from the railroad workers' union, it was decided to establish a special commission to

study the feasibility of the Portland to Old Orchard Beach line as well as state railroad policy in general.

Following a closed-door meeting, the parties involved said the special task force will be appointed by the governor and will include industry and labor officials, as well as legislators. Its job will be to come up with a comprehensive state rail plan to be submitted to the Legislature early next year.

David Fink, president of the Maine Central Railroad, said changing economics, continued high energy costs and deregulation have made railroads attractive once again. The participants of this meeting, he said, have "recognized the necessity for a new look at the rail needs of Maine." Asked why the state doesn't already have a rail policy Fink said "I think the emphasis on highways has outweighed the emphasis on railroads." But he said most other states in the Northeast already have rail plans. Regarding the Portland to Old Orchard Beach line, Fink said, "I don't think anything realistically can be put together for this season. There is no immediate funding available."

The idea for the passenger service between Maine's largest city and the newly revitalized tourist community apparently began with the unions whose workers have been devastated by layoffs throughout the industry. Under the plan reviewed by the Governor, trains would run twice-daily between the old Union Station area in Portland to a place near The Ballpark in Old Orchard Beach, with stops in Biddeford and Saco. About 70 percent of the track is up to grade for passenger service, railroad officials said. From the **Portland Press Herald**. Submitted by Mike Lennon and William Frappier.

**DOWNTOWN DILEMMA:
REBUILD SALEM DEPOT?**

A military museum and a reproduction of the neo-Gothic train station that once stood in what is now Riley Plaza in Salem, Massachusetts are two ideas of Councilor-at-large Joseph A. Centorino has to breath more life into the central business district. Centorino said his request for a master plan for Riley Plaza would present a fitting first challenge for the city's new planner, Gerald Kavanaugh. Centorino termed the combination traffic rotary and parking lot "the Achilles heel of the city's downtown." And whereas visitors can go through Salem and never see Derby Square, Pickering Wharf or Chestnut Street, he added "There's one thing that everybody sees - and that's Riley's Plaza."

The veteran councilor suggested that in addition to a replica of the old train station, which was demolished in 1954, the planners consider construction of a parking deck, better landscaping, the installation of traffic lights and even the construction of buildings on the site, provided there is no loss of parking spaces.

Centorino noted the construction of a new train station at the North Street overpass at the other end of downtown Salem will relieve some of the pressure on the Riley's Plaza lot anyway. From the **Salem News**. Submitted by Richard Symmes.

**RENEW
EARLY**

Boston & Maine Railroad Historical Society

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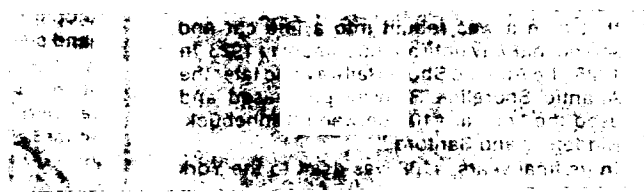
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Winter 1983-1984 Issue being typeset & pasted up.

DEADLINE FOR AUGUST NEWSLETTER IS JULY 14