

B & Meeting

NEXT MEETING:

JULY 14, 1984

VALLEY RAILROAD

ESSEX, CT

ALL DAY

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. BOD meeting appx. 10:00 AM behind cabooses. Come and see how the Society works!!!

SEPTEMBER 8, 1984 Entertainment will be provided by Jim Reardon, who will present a Northern New England Potpourri.

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

GUILFORD NAMES FIRST PRESIDENT

Robert W. Anestis, a lawyer who makes no pretense of being a railroad expert, has just been named the first president of Guilford Transportation Industries. Since June, 1982, he has been its executive vice-president and chief planning and financial officer. The company was formed in 1981 by Timothy Mellon, its chairman and a member of the Pittsburg banking family. Mr. Anestis, who is 38, has been busy for the last two years with the legal and financial problems of acquiring three Northeastern railroads and combining them into a system at a time of widespread doubts about railroad profits. He reported that the Maine Central, a carrier of wood and paper products, was in the black for the first quarter, as usual. The Boston & Maine showed a small profit, he said, for the first time in some years. The Delaware & Hudson had another loss, but Mr. Anestis expresses hope that it will emerge from the red in the future.

The three railroads have combined annual revenues of \$325 million and about 5000 employees. The system operates about 4000 miles of track, serving such cities as Montreal, Buffalo and Washington. Freight accounts for about 80% of the system's revenues. The rest comes mainly from handling commuter traffic in the Boston area. With his company's acquisition phase completed for now, Mr. Anestis plans to concentrate on the railroads real estate and other non-operating holdings (Conrail bid not withstanding).

Mr. Anestis graduated from Yale in 1967 with a major in economics. Then he went through Harvard's joint degree program, resulting in a law degree and a master of business administration degree in 1971. After that, he joined

the Pittsburgh law firm of Kirkpatrick, Lockhart, Johnson & Hutchinson, becoming a partner in 1977. One of his clients was Mr. Mellon, who is now 41. Mr. Anestis, his wife and three young children live in Weston, Connecticut, not far from the New Haven headquarters of Guilford Transportation Industries.

From the Narragansett Newsletter.

BANGOR & AROOSTOOK NEWS

We haven't had room for too much news from everybody's favorite northern Maine railroad lately, so here's an update on what's been happening in the land of the BL-2:

The three ex-Conrail have been repainted into the Bangor & Aroostook tri-color scheme and renumbered 90, 91 and 92. They, in addition to three more GP-38's have been leased to Guilford and supposedly are restricted to Maine Central service only. (The last ones were leased out to the Delaware & Hudson and were returned non-running.)

To make up for the leased out units, the BAR is taking out of storage four units including BL-2's 54 and 557 (The American Railfan).

F-3 42 continues to be the only such unit in service at the moment, F-3's 45, 46 and 49 have been stripped for parts and will be scrapped this year. Strictly in the rumor department, the BAR is reported to have made an offer to Guilford to purchase the Maine Central. The present management feels either buy the MEC or sell the BAR.

From the Narragansett Newsletter.

Captain Bill Frappier writes in (from aboard the M/V Bert Reinauer II) enroute from Bangor to Boston:

In recent weeks, on our normal trips into Boston to Portland to Penobscot Bay and River terminals from Searsport to Bangor-Brewer, I've noticed an increase in Boston & Maine and other regionally-owned Mellon (and Dumaine) equipment operating on Maine Central trackage. I thought the Newsletter readership might be interested in some of these observations.

On May 22, at the Bangor yards, an early evening inbound freight had B&M GP9's 1705 and 1732 for head end power. An hour or so later, a 27-car freight, including a buggy, was outbound using B&M Geeps 1572, 1733 & 1714.

On June 7, the following locomotives were seen active at Bangor. Working the hump were B&M Geeps 1825 and 1732. One inbound train featured B&M 1729, MEC 591 and B&M 1718, and another was hauled by B&M 1733 and Maine Central 470, in Guilford colors.

During the first week of June, at the Bangor engine terminal, below Maine Central's Bangor classification yard, two shiny Bangor & Aroostook diesels, 90 and 92 were nestled in with several Maine Central engines.

More recently, while at the Webster Tanks (Sprague) dock at Bucksport, the paired locomotives working the Branch yard and into the St. Regis plant were B&M 1719 and MEC 590. That night, at Bangor, B&M 1716 and 1741 rolled down the grade past the engine house toward the classification yard around 8 p.m. to pick up a southbound freight.

INTERCHANGE

... a column of opinion

Look what they've done to our "wheel reports", Ma!!!

One of the great things about railfanning and/or model railroading is the bull sessions that invariably occur when railfans get together. What pearls of wisdom and wonderful bits of positive thinking come out of these sessions, and I think that's why we all love them so much.

One such recent bull session concerned the changes in motive power that has occurred on the rails of the Boston & Maine over the past couple of years. It seems that just two short years ago, all we had to look forward to was the usual sea of B&M blue, with the occasional maroon and gold switcher that had not yet been repainted. Granted, the newer paint scheme with "Boston & Maine" spelled out on the hood was a vast improvement over the early 1970's paint scheme of solid blue body with a small number on the hood and a tiny symbol on the cab, but variety was still lacking. There were the modern GP38-2's and GP40-2's; the ubiquitous GP-9's and almost the full original roster of GP-7's; the rare GP-18's and a large assortment of ancient yard switchers. But the bad news was that the real "rarities" were gone, the few remaining F units were rusting at Billerica, the last two active Alco switchers had finally been retired and the last Alco road-switcher sat off to one side of the turntable in Mechanicville, New York. Yup, the B&M was destined to soon become a veritable sea of look-alike EMD units (not that there's anything wrong with EMD products, but...).

Then along came the Guilford boys, and all that came to an end. In addition to B&M blue, we now have Maine Central yellow and green (and occasionally Maine Central maroon and gold); several paint schemes from the Delaware & Hudson including the classic blue and grey, blue and yellow, and solid grey, not to mention the assorted sundry other units that the D&H had obtained from other railroads and has not repainted yet. We've also been graced by lease or pool power from such roads as the Bangor & Aroostook, Baltimore & Ohio, and Pittsburg & Lake Erie. Locomotives from all major builders have been represented, with Alco's and General Electric's to complement the Electro-Motive rosters.

But even more than this outrageous potpourri of color, is the history that's under the paint of some of these units. Let's take a look in detail at some of the locomotives that are currently treading the Guilford system.

From the Maine Central comes ex-Delaware & Hudson U23B's, ex-Rock Island U25B's, ex-Louisville & Nashville GP9's and an ex-Algoma Central GP9. That covers a good portion of the country, not bad for a medium sized regional carrier. But that's just a start.

Rolling over to the Delaware & Hudson, you literally have to add an extra sheet to your locomotive scorecard!

The D&H owns an ex-Lehigh & Hudson River C420, more C420's from the Lehigh Valley, including one that's still roaming around in LV Cornell Red; a few ex-Conrail C424's; some more ex-Lehigh Valley equipment in the form of GP38-2's; a brace of ex-Reading GP39-2's, again with at least one that's still in Reading green and yellow; and last, but not least, one original Boston & Maine RS3 is still on the roster over there, albeit stored. Add these to the D&H's "originally owned" units, and that makes for pretty interesting railfanning.

But, we're not through yet! The Boston & Maine, long a bastion of "new" power, now sports some second-hand units on its roster. Recently, three General Electric U33B's were purchased from Conrail, to compliment the earlier purchase of fifteen GP40's from Conrail (whose own history is probably pretty interesting, can anyone enlighten us as to their heredity?). Add to that a bunch of ex-Delaware & Hudson GP39-2's that are currently being rebuilt and will wear B&M logos, well, there you have it!!!

One more series of locomotives that bears mentioning is the group of Bangor & Aroostook GP38's that are currently on lease to the Maine Central. True, they are ex-Conrail, but they can trace their heredity back even further to the Pennsylvania-Reading Seashore Lines.

So, next time that multi-railroad locomotive lash-up rolls by, enjoy it, and think that there's probably nowhere else in the entire country that you can see this type of variety in paint, type and history.

BRIDGE COLLAPSES ON B&M; CV BRIDGE ALSO DESTROYED AS INDIRECT RESULT

On June 26, 1984, at about 1900 hours, the bridge over the Wells River at Wells River, Vermont, fell due to an undermined abutment on the south end. Leaving nothing but the rails and ties suspended in mid-air, the collapse has cut off interchange with the Canadian Pacific and also isolated the Boston & Maine's Berlin route from the rest of the system. Unfortunately, fate did not smile on the Central Vermont's Richford Branch over which trains were being rerouted. One of the detoured trains derailed and destroyed on span of a truss bridge near Sheldon Junction. As this is written, there are no accurate estimates as to how long both lines will be closed or what alternate routes might be taken. One would be well advised to keep an eye on Crawford Notch.

A.M.C. TO RESTORE CRAWFORD NOTCH DEPOT

Members of the Appalachian Mountain Club construction crew are hammering away in Crawford Notch, restoring the 1891 Queen Anne-style Maine Central depot to its original appearance. The turn-of-the-century depot has been used by the A.M.C. as a visitor information center since 1980, and the club is working to keep the historic edifice from falling victim to nearly a century of aging.

Under a \$62,925 matching grant administered through the New Hampshire Historic Preservation Office last year club members have performed interior renovations and are currently working on the outside of the building, replacing worn asphalt shingles with cedar shingles, the roofing material used on the building when it was constructed.

The depot was an important link in the Maine Central rail system, considered by many to be one of the premier railway systems of its time. Although the Maine Central trains ceased running through the notch last fall, the right-of-way still belongs to the railroad.

Among the projects scheduled for the building site are replacement of the roof, restoration of the exterior finish, replacement of missing stained-glass windows and interior remodeling.

From the Mountain Ear. Submitted by Dennis Snook.

Mark Twain once commented that the reports of his death had been greatly exaggerated, and the same seems to be true of the Mass Central Railroad. Wallace Meyer reports that the Mass Central lives indeed, recently hauled a train of 14 coal cars and is presently planning excursions for children and possibly excursions for the public.



Extensive damage to the Wells River bridge is shown in this photo by Roger Robar. An undermined abutment (due to recent heavy rains) was the cause of the collapse.

**PUBLICATIONS UPDATE
NEW TITLE AVAILABLE!!!**

Twilight of New England Alcos by Scott Hartley has just been released by PTJ publishing, and should be what all you Alcophiles have been waiting for!!! This 72-page softcover book presents the region's vanishing Alcos in both color and black and white photos. Among the roads covered are the Green Mountain, Vermont Railway, and CP Rail units in Vermont; Maine Central, Portland Terminal, P&W and others, shortline and Class 1 throughout New England. Publisher's price is \$17.50, price to B&MRRHS Members only \$14.50!!!

AVAILABLE NOW!!!

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Contains diagrams and specifications of B&M and MEC gas-electric cars, including the doodle-bugs (with trailers) and the famed "Sacred Cow". Many uses for rail buffs, modelers, etc. Clear plastic cover. To order, send \$5.00 plus \$1.25 postage to:
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LAZY DAYS OF SUMMER SALE!!!

From now through October 1, 1984, members only may order from the following list of B&MRRHS merchandise at the special prices indicated. All sales are final. No returns or refunds at these prices. For those seeking specific BULLETIN articles or data, see the BULLETIN index beginning on page 32 of the Fall 1983 BULLETIN to determine which issues to order. A list of available BULLETINS and their prices is on page 35 of the Fall 1983 BULLETIN.

B&M BULLETIN: Any 5 issues, \$10.00 plus \$1.50 postage. (At least \$3.50 savings)

MINUTEMAN STEAM:

Softbound: \$12.95 plus \$1.50 postage
Hardbound: \$27.95 plus \$1.50 postage

HO AIRSLIDE HOPPERS:

\$5.00 each or 3 for \$12.95 plus \$1.00 per car for postage (Savings: \$2.95, or \$7.00 total)

ORDERING:

All orders accompanied by a check or money order (no cash please!!!) made out to the B&MRRHS for the total of merchandise plus postage should be mailed to:

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P.O. Box 2362
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Littleton, MA 01460

Orders not including postage will be held until postal money is received.

Note: Combined orders for MINUTEMAN STEAM and BULLETINS are subject to a maximum postal charge of \$2.50. Postal charges for HO kits cannot be combined with publications as kits must be shipped separately.

LATE ORDERS: There have been some lengthy delays on orders for some items during the past few months. We apologize for the delay and inconvenience caused anyone who has experienced it. Please note that as of July 13, only 4 backorders remain; and those will be shipped by the time you read this. Thank you for your patience.

For those who have ordered Volume 4 of Bob Jones' **Central Vermont**, please be aware that this volume has been unavailable for several months. It will be reprinted in October 1984, and we will ship all backordered copies in November. If you would like a **refund** of your money for that volume, please request in **writing** from the **business manager** at the above address. Otherwise, your copy of Volume 4 will be shipped when it is available in November.

FLOODING IN VERMONT CAUSES PROBLEMS

Flooding due to the recent heavy rains caused Amtrak to temporarily suspend service on the Montrealer until the high waters receded. Amtrak offered two express buses to New York until it was safe to send trains through again.

Flood damage was also blamed for the minor derailment of a Boston & Maine freight train. Eight cars of a 90 car train jumped the track, and one, containing synthetic plastic pellets, fell over a steep bank and into the Connecticut River. The car floated down the river before coming to rest on the New Hampshire side near the West Chesterfield boat landing.

From William O'Connor.

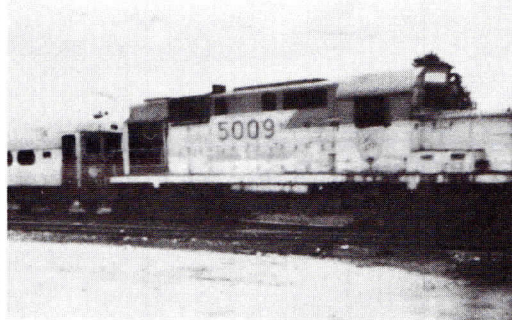
The Vermont Historical Railroad also held up operations for one weekend due to unsafe track conditions. As of this writing, everything is back in regular operation.

The B&M depot and freight house at the Lincoln paper mill was moved recently to nearby North Woodstock. A local contractor literally cut the building in two parts with a chain saw and moved the depot on trailers. Future use of the station is unknown. Plans for the old paper mill; home of the East Branch & Lincoln Railroad; include a shopping mall, hotel, convention center, golf course, condominiums and a skiing complex. Of interest is the old wood crib structure which is cited to remain intact and be used as a restaurant and lounge.
From Roger Robar.

B&MRRHS "FLYING YANKEES" DERAILED BY POWERFUL AMESBURY TEAM

The B&MRRHS "Flying Yankees" softball team was routed by a powerful Bartlett Museum contingent on Sunday, June 24, 1984. Despite the early lead run up by the "Yankees", the BMRA "Volunteers" kept chipping away, and then built up an insurmountable lead. B&MRRHS Coach Joe Shaw requested a rematch, and one is scheduled for late August. Time, date and location to be announced next month. The line score was as follows:

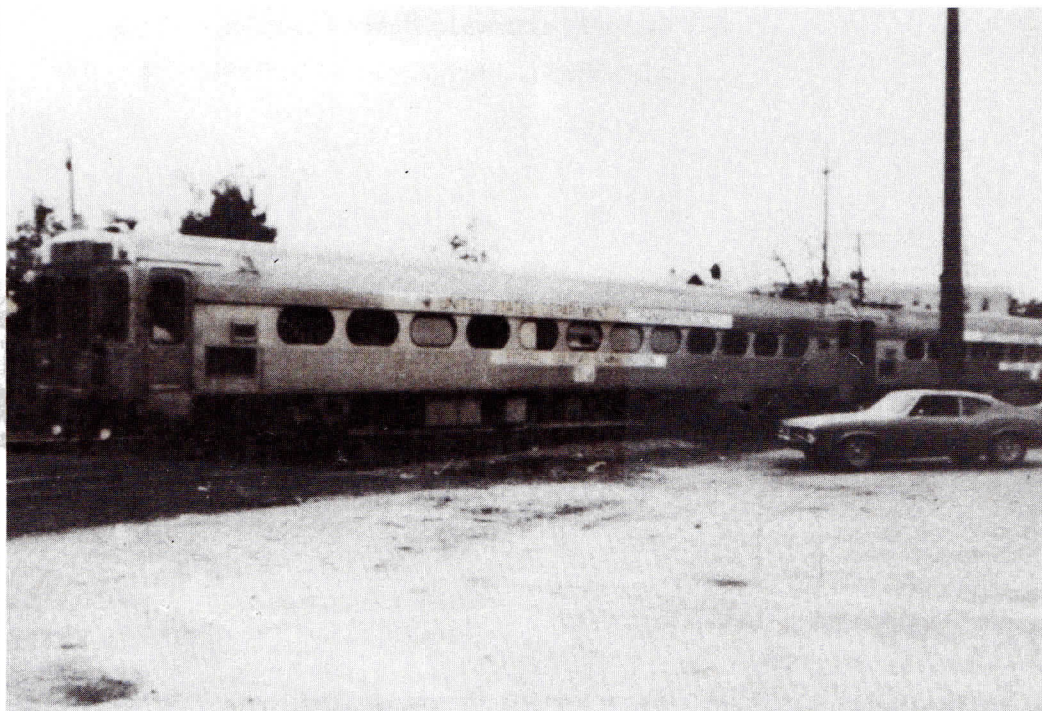
Inning	1	2	3	4	5	6	7
BMRHS	4	3	0	3	0	0	10
BMRA	0	1	2	8	5	4	20



Department of Transportation Test Cars leave Lawrence, Mass. yard with D&H RS-11 #5009 in charge on June 2, 6 1984.

Delaware & Hudson RS11 #5009 was in charge of Department of Transportation (FRA) test cars T1 and T3 at the B&M's Lawrence, Mass. yard on June 26. The train had laid over the previous night at Lawrence. The cars are similar in appearance to "Jersey Arrow" commuter equipment, except they lack the center entrance doors. They appear to have had roof mounted electrical equipment, perhaps pantographs, that had been removed. The same train was sighted around Exeter, N.H. on June 27.
From Don Maxner.

In a related story, **Bill Fothergill** reported seeing the DOT's grey extended-vision caboose on the Portsmouth branch.



WHERE IT'S AT!!!

Gardner, MA

Best reached from east and west by Route 2 or from the north and south by Route 140. Gardner is located on the Boston & Maine's Freight Main Line and is a junction point with the Providence & Worcester Railroad. All of the B&M's east-west traffic must pass through here, and trains are frequently pushed on their way east, with the helpers cutting off at E which is located near the spot where the newly constructed Route 140 passes over the tracks. This spot is very close to the summit of the line.

Gardner is also the western terminus for commuter trains and they are stored at A, with the station at B. Providence & Worcester trains come in from the south over the former B&M line to Worcester. On the north side a remnant of this line when it went all the way to Contoocook, N.H., serves local businesses as the Heywood Branch. To the east is the B&M's popular "horseshoe curve" at South Ashburnham F which can be found right near to where the Cheshire Branch crosses Route 101.

When one gets a little hungry, there are those fast food joints within a mile, and a Mister Donut right by the junction with Route 2 at C. Late night visitors might find a hot dog truck parked across the street at D, but the donut shop seems to be the local favorite because of the pretty girls that are always working there. Happy railfanning.

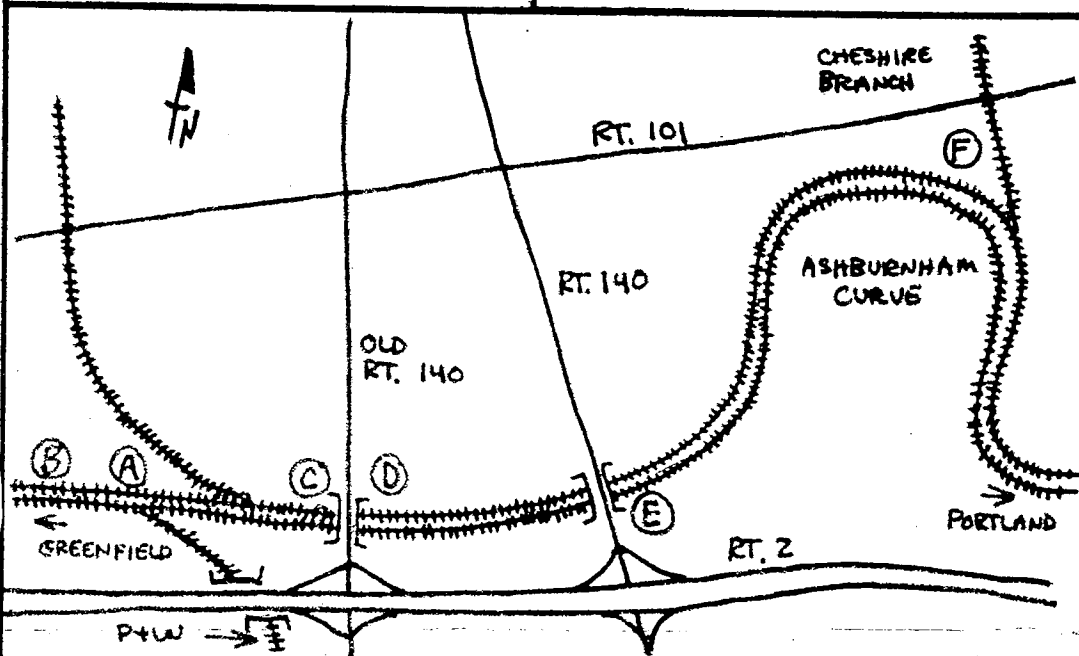
WHERE IT'S AT is back after a long absence, but we need input from you to keep it going!!! Let us know about your favorite railfanning spot, how to get there and a small map, we can do the rest. **WHERE IT'S AT** has been one of our most popular features, and we get nasty notes when it goes away for any length of time.

The Conway branch has had a colorful assortment of power in recent weeks. Besides the normal Boston & Maine GP7's and GP9's, the following units have been observed on trains DO-1 and DO-2:

- On June 12, Delaware & Hudson Alco C420 #413 was middle unit on DO-1.
- On June 15, Maine Central #470, in Guilford paint was on DO-2.
- On June 19, Delaware & Hudson C420 #412 was on DO-2.
- On June 29, Maine Central U25B 234 served on DO-2.
- On July 9, Boston & Maine GP40-2 #308 was

on DO-2.
From Tim Pancurak.

Charles Molnar, 23837 Edward, Dearborn, MI is seeking a good to mint condition copy of the Spring 1977 B&M BULLETIN containing the R-1 4-8-2 features. If anyone has an extra issue that they would be willing to trade or sell to Mr. Molnar, please contact him at the above address.



Boston & Maine Railroad Historical Society

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AUGUST 1984

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BULLETIN UPDATE:

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Winter 1983-1984 Issue being typeset & pasted up.

DEADLINE FOR SEPTEMBER NEWSLETTER IS AUGUST 11