

# Newsletter

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

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

SEPTEMBER 1984

SCOTT WHITNEY, WEST END EDITOR, 25 MAPLE AVE., CLAREMONT, NH 03743

Opinions expressed in the signed columns contained in this Newsletter are the opinions of the authors of those columns and do not necessarily represent the opinions of the Society, its Officers or members with respect to any particular subject discussed in those columns.

## B & Meeting

**NEXT MEETING:  
SEPTEMBER 8, 1984  
1ST UNITARIAN CHURCH  
WOBURN, MA  
8:00 P.M.**

Welcome back to Woburn after our summer jaunts!!! Entertainment will be provided by Jim Reardon, who will present a potpourri of northern New England railroading. BOD meeting approximately 4:00 p.m., same location. All members welcome.

**SEPTEMBER 9, 1984**

Rematch of B&MRRHS Flying Yankees - Bartlett Museum Railroad Association softball game, to be played at or near Exeter, NH 1:00 p.m.

**OCTOBER 13, 1984**

Entertainment will be provided by Harry Frye.

**OCTOBER 27-28, 1984**

B&MRRHS Second Annual Railroad Extravaganza!!! A two-day repeat of the best show of 1983!!! Make plans to be there now!!!

**NOVEMBER 10, 1984**

The B&MRRHS annual Modeler's Nite!!! This is the best meeting of the year to display your modeling. Location of meeting to be announced at a later date.

We remind you that September 1 is the cutoff date for mailing your B&MRRHS Membership Survey. We have received an absolutely phenomenal return on the survey, with at least 25% of the membership sending in their surveys, with some very good ideas!!! A complete report on the results of the survey will appear in the Newsletter this fall.

### A BIT OF HISTORY

Recently I attended the Maine Central's open house at their shops in Waterville, Maine. I totally enjoyed myself and found the tour both informative as well as fun.

During the tour we passed by the individual cars that make up the Guilford inspection train. Among them was car #333, which is the Maine Central's official business car. I asked the guide who formerly owned the car and he told me that he thought it belonged to a R.T. Crane and that was all he knew. This really started me to thinking.

As a part time job, I work on the function staff at Castle Hill in Ipswich, MA. Castle Hill is the former summerhome of millionaire plumbing industrialist Richard T. Crane. I asked one of my fellow employees, who is a lifelong resident of Ipswich, if R.T. Crane ever had a railcar and I was told "yes".

I talked with the executive director of Castle Hill, William Connor, and told him of my find and asked if maybe we could get the car back to Ipswich for their 350th Anniversary in

August, and he thought it would be a great idea.

Since that time, he has talked with several people at the Boston & Maine in hopes of getting the car moved back for a week or two.

Wouldn't it be great if the Crane car was returned to its summer home again? It would not only be of interest to the older Ipswich residents who remember it, but also to all us railfans who'd love to have a chance to see how the other half lived.

If any one of your readers are in a position with Guilford Industries to help out with our project, please contact myself, Steve Denno, or William Connor at Castle Hill, P.O. Box 228, Ipswich, MA, 01938. Phone (617) 356-4351. Any help would be greatly appreciated.

Thanks,  
Steve Denno

### OUR APOLOGIES . . .

In the review of the Overland Boston & Maine P2 Pacific, it was omitted the Balls of Brass, in Baltimore, MD, was the originator of the project. Our apologies for the omission. B&MRRHS P2 Committee

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### THE MASS BAY RRE ANNOUNCES TWO MORE TRIPS!!!

Explore Washington County on the Battenkill Railroad on Saturday, September 29. Our train will depart from Greenwich, NY. We will travel

over the entire 37 miles of the Batten Kill Railroad, the first time that a passenger train has covered some parts of this line since the 1930's! We will journey first to Thompson, on the Hudson River, then to the B&M interchange at Eagle Bridge, and finally return to Greenwich with a short detour to Salem. Several photo runbys are planned, subject to time, weather and operating conditions.

Train will consist of two ex-Lackawanna "Phobe Snow" coaches, pulled by Locomotive 605, an RS-3. For more info, write: Mass. Bay RRE, 179 Lewis Rd., Belmont, MA 02178.

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### SEACOAST SPECIAL FALL FOLIAGE EXCURSION

Our itinerary will take us via the B&M's Western Route to Rockingham Junction NH, then via the Portsmouth Branch to Emery, continuing northward on the Hampton Branch to Portsmouth. The first time in 15 years that a passenger train has operated on these lines! We have requested, but cannot guarantee a brief loop trip to West Lynn via the Saugus Branch, and return via Boston's the Eastern Route Main Line.

The train will consist of clean, modern MBTA coaches. Fares: Adults \$29.95 (\$34.95 after 10/1/84); Children 12 and under: \$19.95 (\$24.95 after 10/1/84). For more information contact: Mass Bay RRE, P.O. Box 208, East Walpole, MA 02032.

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## INTERCHANGE

... a column of opinion

This month's INTERCHANGE column will be devoted to coverage of our first ever Connecticut meeting.

It seemed like an eternity since the B&MRRHS' first Connecticut meeting had been announced in the January Newsletter. We first had to endure a typical New England winter, which typically lasted a lot longer than we spring-hungry railfans thought it should have. Then, just about the time that we were getting the snow tires put away and breaking out the ol' camera gear for the summer, the rains came. Boy, did they ever. All-time records were undoubtedly set, and we heard reports of at least ten arks being under construction.

But summer finally did arrive, and with it the Society's first Connecticut meeting at the Valley Railroad in Essex, Connecticut. Blessed with sunny (albeit a bit on the warm side) weather, the Society took its show on the road down to the land of the DL-109.

Arriving at the Valley Railroad, we were greeted by the sight of the Valley's Mikado #97 simmering away in the sun attached to a string of beautifully restored coaches. Noting that it was well before train time, we took the opportunity to stroll around the grounds and see the railroad equipment on display.

Many cars are on display, some restored completely and others in the process of restoration. Caboose from several different railroads were represented, some of which were being used by volunteers as living quarters, much like North Conway. Passenger cars made up an impressive display also, and apparently on in particular struck the fancy of president John Hutchins, as our spies tell us that he was observed shooting at least 200 photos of it and assaulting it with tape measure and notepad!!! Train time!!! Climbing aboard one of the aforementioned beautifully restored coaches, we were treated to a very enjoyable ride through the Connecticut countryside. Along the way the train ran alongside lakes and through woods that rival the beauty of the White Mountains of New Hampshire, in this Granite State resident's opinion. The Valley Railroad is definitely a first class operation.

After a light lunch (chicken barbeque later, remember?) it was off to KLAR Crest for the challenge softball game with the New Haven Railroad Historical and Technical Association. A rundown of the game is elsewhere in this Newsletter, but we'd like to take this space to say that the NHRHTA members that we met at the game were some of the nicest people that it has ever been our pleasure to be associated with, and we look forward to seeing them again next year.

The game completed, (and the B&MRRHS emerging victorious), it was time to head up the main patio and enjoy our chicken barbeque. Chicken and all the fixin's, followed by a swim in the pool. I'm sure that I've never seen so many soggy railfans in one place, and it was great. This would have been a great way to end the day, except that the day's festivities weren't over yet.

Time to get back to the Valley Railroad for the evening's entertainment!!! After unsuccessfully trying to stop for ice cream (sorry, Barbara!) we all arrived back at the VR. The evening's entertainment was presented in a passenger coach by well know railroad photographer Scott Hartley (who incidently played left field for the B&MRRHS team!!!). Scott's show consisted of remaining traces of the New Haven Railroad, along with a look at the present-day Boston & Maine Railroad, thereby keeping

both groups satisfied. Scott finished up with a tribute to his personal favorite locomotive, the FL-9. A great show!!!

The final event of the evening was a night photo session. Well run and well staged, we'll fall back on the old saying that "one picture is worth a thousands words" and let you judge for yourself below!!!

Plans for next year's events are already underway, and we encourage you to make plans to be there. You won't be sorry!!!

Stay tuned next month for coverage of our trip to North Conway!!!

Robertson Books, 198 Saco Street, Westbrook, Maine 04092, is looking for photographs of Aroostook Valley Railroad cars and locomotives, photos along the line, and structures. Anyone who might wish to share photos, please contact Bill Robertson at the above address. Many thanks.

### B&MRRHS ARCHIVES COMMITTEE 1984 Annual Report

The B&MRRHS Archives continued to expand during 1984. Our most noteworthy acquisition during the fiscal year was the 1914 B&M Valuation, which was donated by the B&M Corp. when they moved from their Causeway St. building. The valuation consists of two file cabinets, and approximately ten feet of typescript valuation volumes listing right-of-way, structures, buildings, their contents, etc. Most of the B&M as it was in 1914 is covered by this material. An inventory of the valuation was printed in the February, 1984 B&MRRHS Newsletter.

Two flat files and two additional tube files eased our drawing storage problem somewhat, but at least four more of each are urgently needed to house unrepaired and uncataloged mechanical and track drawings.

Searching out, repairing and cataloging archival materials is for the B&MRRHS a voluntary operation. 272 person-hours of work were

done at the Archives during fiscal 1984. This figure does not of course include the time that many of us spent at home on administrative matters and cataloging new acquisitions. Bob Cowan has continued to catalog the bulk of the new material. He and Henry Taves have overhauled our classification schedule - a big job which must be done periodically to insure consistency in filing. Rick Conard has prepared a very helpful guide to the Archives which should soon be available for sale as a B&MRRHS publication. John Goodwin and Arnold Wilder continue to guide important new items to our collections. We wish also to thank John Barr, Dick Bolan, Dave Engman, Tom Field, Bob Goodwin, Walter Lenk, Russ Munroe, Jim Reardon and Frank Willard for their help at our work meetings. I cannot overemphasize the importance of the work these men have done; without it we would have only an insignificant pile of disorganized artifacts.

Many if not most B&MRRHS members live too far from Lowell to be able to visit our Archives. One way of reaching out to these members would be to prepare inexpensive reprints of high-interest items from our collection and sell these as B&MRRHS publications. To this end we have reprinted a gas-electric roster and diagram book which we hope will prove quite popular. If it does, further reprints will be done.

Respectfully Submitted,

**Forrest Mack**

**Chairman, B&MRRHS Archives Committee**

**Chuck Petlick** writes in:

Fans may be interested to know that I took photos of Delaware & Hudson C424 451 outside Worcester on February 12, 1984. This may or may not have been the first D&H unit used on WO-1.

I caught MEBA at Rockingham Junction on July 28, with Main Central 286, Delaware & Hudson 7323 and Maine Central 234 pulling a big train. MEBA and a D&H buggy, buggies are unusual on this line as of late.



**Some of you** may have read in national publications of the passing of the last **regularly scheduled** mixed trains on the Georgia Railroad. It may now come as a surprise that there have been, during the last two months, scheduled mixed trains operating right here in New England!!!

Due to a track rehabilitation program that has been taking place on the Green Mountain Railroad between Bellows Falls and Chester, the regular train has been terminating in Chester. The new Vermont Historical Railroad train, which started daily service on July 2, was not to be interfered with, however. Thus, the passenger train has been used to haul freight between the two points. Alas, by the time you read this, the track work will be complete and things will be back to normal once more. It should be noted that the New York, Susquehanna & Western has run mixed excursion trains, but these were not regularly scheduled. Some of you may also have read that the NYS&W is supposed to be the last Alco hauled passenger service to leave from a joint facility with Amtrak. All of you should be made aware that the Green Mountain-Vermont Historical Railroad trains are also Alco hauled and leave from Bellows Falls depot which they share with Amtrak!!!

Also from the Green Mountain comes the news that their newly-acquired GP-9 1849 is now in service along with the three Alco RS-1's 400, 401 and 405.

Some of you may have been surprised last month to learn that Maine Central's RS-11 802 is still active out on the D&H. Also, one of Guilford's repaints is a Delaware & Hudson U23B, seen recently at East Deerfield.

**Last month's Interchange** column didn't say quite all there has to be said about the power variety on the big "G" system now. Union Pacific power as well as Norfolk & Western can be seen on the D&H and occasionally on the B&M, as well as some Canadian Pacific power due to the bridge collapses. Pittsburgh & Lake Erie power can still be found, and the latest sighting was in Concord, NH as Public Service of New Hampshire has been buying coal from different places. This power got stranded in Concord due to a train derailing in Hooksett. There seems to be quite a few derailments in Hooksett, and our staff psychic has put the blame on evil spirits combined with strange magnetic fluxing of the earth during particular phases of the moon. Should we call in an exorcist or a geologist? (How about Ghostbusters?).

While in Concord yard during July, it was observed that most of the yard is now torn up with the exception of the main line and the outside (farthest away from the main) yard track. Word seems to indicate a general pulling out of the area by the Boston & Maine.

**Amtrak has not** been lucky during the month of July as they were plagued by some bad luck, and even more bad publicity from several different instances. Worst of these was an early-morning wreck on July 7 of the northbound Montrealer in which five persons died when a sleeping car was crushed at the bottom of a washout by cars piling on top. The washout was the result of a very concentrated rainstorm over the Essex Junction area, which in some cases swept away several roads as well as part of the railroad. On July 24, a hospital train was run to return the damaged equipment to Amtrak property, and two Amtrak GP-9's were sent north for this. The equipment that was unable to travel on the rails ended up in gondolas.

Also on the unlucky side during July was the Delaware & Hudson, which had two closely-



**Boston & Maine #119 and Springfield Terminal #1, both now property of the Claremont & Concord Railroad, sit outside the enginehouse at Claremont, NH. Our West End Editor says that the 119 will be returned to service, with the 1 to be used as parts. The bad news: Ex-B&M 112, also owned by the C&C, has probably reached the end of the line.**

spaced derailments that practically closed down the railroad around July 10. One was located north of Oneonta, NY, and involved several propane cars, and the second was at Nicholson, PA, and involved nearly fifty cars. It was interesting to see the B&M's Mechanicville wreck train along with the East Deerfield and Waterville bulldozers hard at work right alongside the D&H's wrecker and dozer.

**While returning** to New England from Pennsylvania, your West End Editor got behind a rather interesting tractor-trailer load heading in the same direction. The load looked for all the world like a cog rack-rail headed for the Mount Washington Cog Railway. Does anyone know if they have received any lately?

#### **TOURIST RAILROAD SERVICE EXPANSION IS PROPOSED**

**New Hampshire's** spectacular Crawford Notch rail line will someday have passenger service, if the owner of the Conway Scenic Railroad has his way. Dwight Smith, whose 7½ mile tourist railroad recently celebrated its 10th anniversary, has considered the Maine Central's Mountain Division as a natural avenue for expansion, but Smith's overtures to the Maine Central since its purchase by Guilford Transportation Industries were inconclusive.

Two weeks after the Maine Central announced that it is likely to petition the Interstate Commerce Commission for abandonment of tracks between Steep Falls, Maine, and Whitefield, the two railroads appear ready to dicker.

"What we probably will be doing in the near future is reopening negotiations with the Conway Scenic Railroad, which wants to operate a tourist railroad up there," Guilford spokesman Dennis P. Coffey said.

Smith said he envisions a "first class, tourist oriented passenger train," complete with dining car and lounge, that would run the 28 miles from Intervale to Fabyan, near the Bretton Woods resort. **From the NH Sunday News. Submitted by Dick Kelley and David Johnson.**

**It sounded like** a fine idea, a rolling museum on rails, playing the Berkshires from Lee to Great Barrington. Americans have always had a love affair with trains, and little trains bring out the best of that somehow.

So eight founders of the Berkshire Scenic Railway got an engine and four vintage passenger cars. They assembled a brass band to play and local politicians to bless their event with speeches and set forth across the Berkshire hills. The end of July was just the right time to get going, what with foliage season coming up and all. There would be time to practice making the run, time to get the word out.

All that was before the train started its second trip and blew out one of its two diesel motors. The little train got stuck between Lee and Great Barrington and now the owners have to decide whether their idea will survive the price of leasing another engine, or of rebuilding the broken one.

Sometimes good ideas don't come all that easy, no matter how good they sound at the start. **From the Worcester Evening Gazette. Submitted by William O'Connor.**

**A visible change** in the GTI roster was noted during mid-July as Maine Central SW9 #335 was noted at Mechanicville having been renumbered Maine Central #935. SW9 #331 was spotted at Waterville, Maine about the same time, likewise renumbered #931. Renumbering of the MEC switchers to the 900 series will eliminate a GTI number conflict with B&M's ex-Conrail GP40's that also extend into the 330 series numbers.

The only other apparent number conflict is between Maine Central's U18B's in the 400-490 series, and Delaware & Hudson's C420's in the same series. If GTI elects to renumber the least amount of locomotives it is likely that the MEC's "baby boats" will be the choice. **From the Call Board, Mohawk & Hudson NRHS.**

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**BOSTON & MAINE'S KEY BRANCH LINES  
MAY SURVIVE**

Boston & Maine Railroad officials are confident that freight service to Monadnock Paper Company and three rail-dependent companies in Hampton NH can be maintained. B&M officials nevertheless stopped short of removing the Nashua-to-Bennington and Portsmouth-to-Hampton sections from its list of tracks that may be submitted to the federal Interstate Commerce Commission for formal abandonment.

A year ago when the railroad announced that it might seek to abandon those two tracks, a statutory prerequisite for abandonment, industries dependent upon freight service banded together to stop the process. In some cases, the fight was for survival.

Three businesses in Hampton, NH, the J.D. Cahill Company, Foss Manufacturing and Saxonville Wholesale Lumber Warehouse, feared they would lose their competitive edge if the B&M abandoned the tracks between Portsmouth and Seabrook. Two other rail users, Wikes Lumber in Hampton and Lamprey River in North Hampton, also would have been affected.

Company executives were stunned that the B&M's new owners believed the railroad was losing money on the Portsmouth-Seabrook track. In the busy aftermath of Guilford Transportation's purchase of the B&M, Guilford officials apparently had failed to notice that track use was increasing rapidly. The five companies conducted their own rail-use survey; 460 cars shipped over the tracks in 1982 and 567 in 19783; 703 were projected for 1984 and 1,000 for 1985. B&M officials checked those numbers and agreed that they added up to a profit.

The situation with the Nashua-to-Bennington run is more complicated. The industry that

would be hardest hit, possibly shut down, is at the end of the line, the Monadnock Paper company in Bennington. From Milford to Bennington the line is not showing enough of a profit to justify the maintenance it needs. Negotiations are now underway between the B&M, the state and the Hillsborough Branch Rail Users Associations, an organization of 18 companies that depend on freight service.

One of the issues is how to spend \$500,000 that state has set aside to renovate tracks to the Bennington mill. One of the problems is that lawmakers who approved the bond issue in 1981 stipulated that the money be spent only on tracks between Wilton and Bennington. According to B&M officials, that would leave a maintenance gap between Wilton and Milford. Who will operate on the tracks from Milford to Bennington is another issue that must be resolved. One possibility is that an independent shortline operator would run a freight service on that portion of the line.

John R. McAuliffe, state railroad administrator, said the repair funds will not be committed until either the B&M or a shortline railroad is committed to providing service. "We don't want to spend the money if the thing is just going to fold up and go away," he said.

Privately, state officials are hoping that a shortline operator takes over the section of track because then repairs can be put out to bid, rather than being completed by B&M crews. As for the eastern end of that line, Milford to Nashua, the B&M appears content to continue business as usual. **From the NH Sunday News.**  
Submitted by Dick Kelley and David Johnson.

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**B&MRRHS 'FLYING YANKEES' BEST  
NHRHTA IN SLUGFEST**

The B&MRRHS "Flying Yankees" softball team emerged victorious from a slugfest with the powerful NHRHTA team. Played at KLAR Crest during the joint meeting at the Valley Railroad, the game featured just about everything that makes for exciting softball.

As at Amesbury, the "Yankees" struck hard in the first, scoring eleven runs in the first inning, but as the game progressed, NHRHTA chipped away, taking the lead in the top of the seventh inning, requiring the B&MRRHS to pull the game out in the bottom of the seventh.

B&MRRHS played its best defense so far this year, and needed it to fend off NHRHTA's brawny batting attack. Dave Demerritt, John Hutchins and Scotts Hartley and Whitney deserve special praise for their defense and timely hitting. The line score is as follows:

Inning	1	2	3	4	5	6	7	Total
NHRHTA	2	1	5	2	3	2	7	22
BMRHS	11	4	2	0	3	0	3	23

Assistant Coach Jeff Ursillo took over for our regular coach, Joe Shaw, who could not make the trip. Rosters:

NHRHTA		B&MRRHS	
Dave Bradley	2B	Mike Gaudette	1B
John Osmun	C	John Hutchins	2B
Jim Fellows	SS	Scott Whitney	SS
Ron Hall	CF	Dennis Adams	3B
Rolly Osmun	1B-P	Don Clerke	RF
Bob Vancour	1B-P	Scott Hartley	LF
Ken Warner	LF	Dave Demerritt	CF
Tom Pruchnicki	3B	Max Miller	P
Bill Blitz	RF	John O'Donnell	C
Rick Abramson	SF		

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

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**BULLETIN UPDATE:**

Fall 1983 Issue mailed 4/25/84

Winter 1983-1984 Issue being typeset & pasted up.

DEADLINE FOR OCTOBER NEWSLETTER IS SEPTEMBER 9.