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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:
OCTOBER 12, 1985
1st UNITARIAN CHURCH
WOBURN, MA
8:00 P.M.

What is Live Steam?

Tonight's entertainment will be provided by B&MRRHS President and Program Chairman **Bob Hagopian**, who will present a slide show entitled "What is Live Steam". Bob's presentation will focus on not only the models, but on the people and events that constitute the hobby of live steam! Bob has been a live steamer for many years, and will give a knowledgeable presentation. Don't miss it!!! Tonight is also election night!!!

NOVEMBER 9, 1985

National Model Railroad Month

November is National Model Railroad Month, and you are invited to join B&MRRHS and the North Shore Model Railroad Club for an evening of operation on the North Shore Model Railroad Club's outstanding layout in Wakefield, MA. A map to the facility was enclosed in last month's Newsletter with their show flyer, please keep it as no further map will be available. Make plans now to attend and bring along a model (HO) for operation!

DECEMBER 14, 1985

Entertainment will be announced next month!

THERE WILL BE NO MEETING IN WOBURN IN NOVEMBER!!!

When we finished pasting up the September Newsletter, we noticed that we had forgotten to include the winner of our latest Newsletter contest! So, without further ado, here is the answer and the winner!

What was the largest single item ever moved by steam locomotives?

The largest item ever moved by steam locomotive was the Brighton Beach Hotel near Coney Island on April 14, 1888 on 24 temporary tracks, moved by 6 engines of the Brooklyn, Flatbush and Coney Island RR. The winner was Mr. R.E. Fisher, of Kingston, MA, who had the only correct entry. We received several answers of the Prosperity Special, but the key word was **item**, and the Prosperity Special was a group of items! Congratulations to Mr. Fisher, and look for our next Newsletter contest coming up next month!

On August 29, a freshly painted boxcar from E. Deerfield arrived in New Hampshire for a ceremony this week with the Governor of New Hampshire and Guilford officials. The care was designed with the State of New

Hampshire's logo in mind.

Some newly acquired 6 axle units used on the D&H have been assigned in the 690 series. Today symbol freight TV-9 (western division) consisted of units 692-691-690. Another series noted is the 650 series which are relatively new to the system. POPY out of Mechanicville had the 337-650-352 on this date. Also, at Waterville the 652 (also painted in "G" Scheme) is being made ready for use. B&M #206 is currently at Waterville receiving the Guilford scheme, this will be the first of its class to undergo the scheme. The 284-286-288 is also at Waterville Shop. Switcher 933 is out of service at Waterville with problems with its center castings. Engines at Waterville stored out of service which may never see use again include the following: B&M 1118, 1576, 578, 579, 260.

As of 0001 hrs. 8/29/85, operations on the Conway Branch from Rochester to Ossipee pit are terminated as far as the railroad goes. Gravel from the pit will have to be trucked unless a private outfit buys the tracks. The same case took over in Manchester to Concord. MEC engine 581 has seen the duty of being leased out to the NES to work between

Manchester and Concord. Due to the branch closing MI-1, MI-2 are now abolished. DO-2 will still work the Farmington branch.

Stored engines at Billerica either awaiting repair or final disposition include the following: GP7's 1556, 57, 58, 59, 61, 65, 69, 71, 74, GP9's 1700, 01, 14, 19, 27, 31, 37, 39, 40, 41, 41, 49. Some of these units have had their traction motors removed and are resting on **freight trucks**, these are certainly never going to pull a freight again!!!

MEC GP7 now D&H 569 is currently assigned switching duties at Waterville yard. Maroon and yellow MEC 572 was spotted at Rigby yesterday, still looks good for the wear. Ex Algoma Central now MEC 450 was noted at Waterville yd. MEC 470 is assigned Bangor yard switcher. **Bob LeJeune**.

We have received many requests for information concerning the winners of the model contest at the 1984 B&MRRHS Extravaganza. We do not have this information at this time, and for further information, you can contact:

Donald Clerke
 132 Laurel Street
 South Windsor, CT 06074

The Boston & Maine's recent proposal to abandon two lines in New Hampshire has stirred up a hornet's nest of controversy as the following two articles illustrate.

SUNUNU CHALLENGES B&M RAILROAD

N.H. Governor John Sununu, insisting that the Boston & Maine Railroad is renegeing on a deal to preserve service on 57 miles of track, has threatened to make the railroad pay. Sununu says he will oppose the billion dollar sale of Conrail, the US Government's freight line, if the B&M doesn't cooperate.

Sununu delivered his challenge recently to the B&M parent firm, Guilford Transportation Industries of North Billerica Mass., which has abandoned hundreds of miles of track in New England since 1981 and plans to stop service on two more lines in New Hampshire by fall. Sununu says he feels double-crossed. In June, he signed a law providing \$2.8 million in state funds to repair short-line tracks. But on June 24, B&M asked him to endorse its part of the Conrail sale at the same time it announced an end to service on two branch lines. In a recent interview, the governor said he was unwilling to support the Conrail sale unless the B&M demonstrates "a willingness to maintain service at levels we have to have within the state of New Hampshire."

The B&M, which plans to abandon 18 miles of track from Wilton to a paper mill in Bennington and wants to stop using its engines and cars on a 39-mile stretch of track from Rochester to an Ossipee gravel pit, calls these lines unprofitable and at odds with Guilford's strategy to become a long-haul railroad between the Atlantic Ocean and the Mississippi River. **From the Boston Globe. Submitted by S. Stowe Sayward.**

B&M OFFERS TO SELL SHIPPERS TWO N.H. LINES

The Boston & Maine Railroad, declaring that too many strings were attached to a \$2.8 million state rail-refurbishing program, offered to sell to shippers two stretches of track it considers unprofitable. David A. Fink, chief executive officer and F. Colin Pease, vice president for government affairs, went to Governor John Sununu's office to discuss the B&M's plan to abandon an 18 mile stretch of track between Wilton and a Bennington paper mill and to cease service on a 39-mile line between Rochester and an Ossipee gravel pit. Sununu had asked for the meeting, saying the B&M had reneged on a promise to maintain service on these two routes as part of a deal in which the legislature appropriated \$2.8 million to improve track serving the two rail-dependent industries.

Pease said that as a price of the aid, Sununu and the legislature insisted upon a lien on B&M property, a requirement the railroad considered unacceptable. Pease released a letter to state officials saying "We have offered, therefor, to sell the affected shippers our lines between Wilton and Bennington and between Ossipee and Dover on the premise that they could utilize the available state funds."

Pease said traffic had remained level or declined on the Wilton-Bennington line for the last five years and the railroad was losing \$300,000 a year on the service. Added Fink: "I offered to sell them the line for a dollar and provide the engine, but I don't think it can be profitable." Discussing the Ossipee line,

Pease said "We have offered to sell them the line at net liquidation value on the premise that the state could perform the service at costs significantly less than those of the B&M."

After the meeting, Pease and Fink made their argument to a delegation of shippers from the Business and Industry Association of New Hampshire. Executive Councilor William Cahill, a rail shipper who attended the meeting said the business group hoped to negotiate an agreement with the B&M to maintain service and that he would work with Sununu and the legislature to remove the lien requirement. **From the Boston Globe. Submitted by Richard Symmes.**

UPCOMING RAILROAD EXCURSIONS

Saturday, November 9, 1985 the Mass Bay RRE will sponsor a fantrip from Pittsfield, MA to Cornwall Bridge, CT and return, in cooperation with the Berkshire Scenic Railway and the new Housatonic Railroad. Train leaves Lee, MA (near Masspike exit) at 8:00 a.m. **sharp.** Return to Lee is approximately 6:00 p.m. We plan to cover **all possible mileage** (54 miles each way). Regular Berkshire Scenic and Housatonic tourist trains cover less than half this distance. More info: Mass Bay RRE, P.O. Box 136, Ward Hill, MA 01830

On Sunday, October 27, 1985, the Lakes Regional Railway Society will sponsor a fantrip from Laconia, NH to Campton and return. Train will leave from Laconia at 9:00 a.m. Return to Laconia approximately 4:00 p.m. Round trip fare is \$12.50. For tickets: Bob Cooke, Rails 'n' Crafts, Main Street, Laconia, NH 02346.

The United States has filed a hazardous waste lawsuit against the Boston and Maine Corporation under the federal Superfund statute to recover costs for cleaning up an asbestos landfill in North Billerica, it was announced Sept. 3, 1985.

United States Attorney William F. Weld said the suit was filed in Federal District Court in Boston to recover \$1.1 million spend by the U.S. Environmental Protection Agency (EPA) to cover over a 21 acre landfill in Iron Horse Park, North Billerica, where asbestos had been dumped. Under the Superfund statute, passed in 1980, the Boston and Maine Corporation can be liable for EPA's cleanup costs because it owns the land and because it owned the land at the time the asbestos wastes were disposed of there. According to the complaint, Boston and Maine Corporation granted a license to the Johns-Manville Products Corporation and/or affiliated companies, to use the site for the disposal of asbestos wastes. Johns-Mansville then used the site between 1944 and 1974 for the disposal of asbestos sludge, asbestos dust and asbestos waste boards. Iron Horse Park is in a residential and densely populated area. About 8300 people live within a mile of the site.

Weld said that in March 1984, the Centers for Disease Control (CDC) issued a public health advisory, finding uncovered asbestos fibers at the site which presented a potential health hazard to area residents. The CDC recommended that immediate action be taken to prevent the asbestos fibers from becoming airborne. EPA then conducted emergency work at the site between June and November 1984. The EPA inspected, sampled and surveyed the site, and then covered over the contaminated areas with eighteen inches of gravel and twelve inches of topsoil. The area was also seeded and fenced.

The case is being handled by Assistant U.S. Attorney Andrew S. Hogeland, a member of the Civil Division in Weld's office.

From Chuck Crouse.



Main line freight jobs with cabooses aren't dead on the east end of the B&M. Witness this Union Pacific caboose, #25556, with its "Carefully We Roll Along" safety slogan at the B&M's Lawrence, MA yard on August 27, 1985. Photo by Don Maxner.

FROM THE NEW ENGLAND RAIL SERVICE

The B&M caboose which we received in June are sold out as of this writing. It is possible that we may be able to arrange for another 100 pieces but anyone who missed out and still wants one should write for a reservation rather than send any money. I'm not sure what the mix would be between the two styles we offered on any additional pieces made available but there would obviously be some of each style. It might also be noted that the best lettering for these cabooses is probably that in the Champ Decals #HC-232 set, using the smallest of the three "Boston & Maine" pieces in each set with an appropriate number for the style of cupola and trucks one has. The Champ set has the correct Dulux gold lettering. Those wanting a caboose with a Minuteman herald can use the numbering from the Champ set and a white Minuteman herald from either a Champ B&M roadname decal set or an S.M.P. Accucal set. This method provides the Dulux gold numbering and the white Minuteman herald which is correct (believe it or not!) for the last style of lettering on these cabooses, the style which replaced the Dulux "Boston & Maine" used with the Dulux numbers.

You saw the pilot model for the B&M Class K-7 2-8-0 at North Conway on the 10th and could also see the enthusiastic response from people like Joe Shaw and Dave Lamson. A things stand at this moment, the B&M K-7's should be here on November 1st. Out of those sold under our pre-production pricing it appears that only thirty-five of them were sold to B&MRRHS members. Thus there are a number who are waiting to see the models when they arrive.

From our previous correspondence and conversations you are aware that the K-7 is being produced in two versions and will have some interchangeable parts. At this time it appears that the cabs, main rod, tender, tender trucks and possibly the cylinders will be interchangeable between the two versions available. All of these parts differ from one version to the other as they will come. At the same time, drift valves for the cylinders will be included in the spare parts bag so that those modeling a specific loco that had them can attach them. A spare generator will also be included so that those who wish to remove the head-end lighting conduit and dual voltage generator can do so and have a correct generator for the locos which were not equipped with the head-end lighting gear. Hopefully, this approach to our brass models, providing as much variation as it does while still keeping the cost below or no higher than that of comparable sized models from other importers, will be appreciated by modelers in general.

Mass Bay RRE President Bill Crawford deserves congratulations for another series of well planned trips on the MEC and BAR July 27 and 28. One problem with Bill's plans caught with him on the Saturday trip in Lincoln, Me. A twenty-minute photo-stop and runby was planned, and came off so smoothly, that the train left town after being there only 15 minutes. Bill had told his wife that she had twenty minutes intown, so she and a friend took a short walk, and the train left without them. The station agent radioed the train that there were two passengers left behind, and a MEC employee following the train by care was directed to return to Lincoln and pick-up

the stranded passengers, who reboarded the train and Old Town.

Sorry Bill - we couldn't let this go unprinted! From the 470.

A new item has hit the market that may be of interest to B&M modellers in N and HO scales. This is a model of a Brill #250 Gas Electric. It mostly represents B&M unit 1170 which, according to a 1927 B&M list of gas car assignments, was used between Hillsboro and Manchester, N.H. Of course, during its life on the B&M the car must have wandered all over the system until it was finally scrapped in 1947. Unit 1170 was also one of the cars to feature controls at both ends which eliminated the need to turn the car at the end of a run which is another plus for the modeller. The cars are imported by GHB International and are available from Walthers. #284J11101 HO Scale is \$226.95; #284J1111 NScale is \$132.95.

What's new and unusual on the B&M? How about some SD-39's! Yes, the B&M has entered the six motor engine field by acquiring a number of ex N&W, originally Illinois Terminal SD-39's. SD-39's are rather rare in the US diesel scene as only 54 units were produced and only six of these went to IT.

Over on the Connecticut River Route, Amtrak has been contemplating changes in the Montrealer. Several ideas have been brought forward that may have varying degrees of impact on the riding public. The current problem seems to be the excess cost of running the train in Canada and all changes are of the budget variety. First is the possibility of conversion to a daytime train which is a good idea for local residents but not good for skiers who like the early morning arrival hours. Next would be the terminating of the train inside of the US in either St. Albans or Burlington. The most upsetting idea would be the elimination of the train altogether. No action is expected until at the earliest, the October schedule change, but more likely will be after the first of the year. A happy note; if the train does remain one can expect one or two new station stops. The first would be Greenfield, Mass. which has long desired to have one and the second might possibly be Claremont Jct. of all places.!

B&MRRHS INFORMATION BOOTH

Welcome aboard!!! Here's our first installment of our question and answer column!

When did the B&M purchase its BL-2's and what service did they perform?

B&M's BL-2's were acquired in July (1550 and 1551) and September (1552 and 1553) of 1948 and were steam generator equipped for passenger service. The "BL" designation meant "Branch Line" and these 4 units saw service on the Claremont & Concord, Berlin and Conway branches as well as commuter runs out of Boston. They were the only BL-2's never MU equipped and as such were of limited usefulness after branchline passenger service was discontinued and the majority of commuter runs were assigned to the RDC cars. They were all retired 9/2/59 and traded to EMD for the GP-18's 2/20/1961. Their 36"

roof fans were used on the GP-18's. For additional info on the BL-2's see Extra 2200 South, issues 46 and 47 (1974).

What were the road numbers and acquisition dates of B&M's RS-2's and RS-3's?

RS-2's:	1500	5/1948
	1501-1504	3/1949
	1530-1534	3/1949
RS-3's	1505	4/1954
	1506-1509	5/1954
	1510-1517	10/1954
	1518-1519	4/1955
	1535-1545	1/1952
	1546-1547	8/1952*

*Build for D&H, acquired in 1974 in trade for B&M 1508 (1st) and 1536 (1st), and subsequently renumbered 1508 (2nd) and 1536 (2nd) in 11/1975. There are currently no RS-2's or RS-3's on the B&M roster. Does anyone know the reason for the odd numbering sequence?

What were the interior colors of B&M stainless steel passenger equipment?

If the advertising brochures can be believed, the cars were pale green with red plush seats with yellow curtains and brown shades. Seats facing the aisle in the lounge areas are light blue plush. The smoking areas and washrooms were ivory. Some appear to have been done in pale yellow and pale reddish brown with red plush seats.

When was the portion of the Woburn Loop north of Woburn abandoned?

Passenger service from Woburn to North Woburn Junction was abandoned 6/14/1959. Part of this line was removed in 1961.

GUILFORD TRANSPORTATION NEWS

B&M SW-8 #803 visited Waterville in late June, returning to the B&M on 7/12, moving both ways attached to the power of through freights. B&M SW-8 #801 was on lease to the Wolfeboro RR in late June. MEC GP-7 #581 is on lease to the New England Southern, which has taken over operations of the B&M New Hampshire route between Manchester and Peacock. B&M still handles the unit coal trains to the Bow power plant and maintains the track south of Bow Jct. MEC U23B #280 (ex D&H #2301) is now in GTI paint after rebuilding at Waterville. D&H C-420 #420, formerly #401, an ex Lehigh & Hudson River units, was rebuilt at Colonie, traveled east to Waterville in white primer, and should be out in GTI paint by the time you read this. Unit was renumbered to avoid conflict in roster with MEC U18B. MEC RS-11 #802 was seen at B&M's East Deerfield facility 7/18, but returned to the D&H from there rather than the MEC. PT Alco #1101 still used occasionally, has been washed, like most of GTI power. Conrail U33C's #6856 and #6845 were seen headed for Waterville July 21. These units are ex PC, ordered by the Pennsylvania RR before the merger, and are expected to receive GTI paint with D&H ownership. Power out of service (stored) on a long term basis at Waterville includes MEC GP-7's #578 and 579, B&M GP-7 #1576, MEC GP-38 #260, U23B #286 and MEC 44 tonner #16. Eleven Alco switchers are still in the yard along with the remains of U25B #236. Work is progressing on GP-9W #471 (ex #571). From the 470.

VANISHING VISTAS DEPARTMENT...

Did you ever look at a railroad structure and say to yourself "I've got to take a photo of that someday."? Then, you finally get around to doing it, and, right, you guessed it, the building is now a vacant lot. Well, the B&MRRHS Newsletter has a partial solution to this ever-increasing problem. Starting with this issue and continuing until we have listed them all, we will be printing the entire roster of Boston & Maine stations that are still standing **as far as we know!** There may be more than the ones we're listing, and we want to know about them! We are also asking those of you that have cameras and are willing to turn them away from locomotives for a minute, to photograph these stations and buildings **now**, so that the B&MRRHS Archives can compile a master file of them all. If a station is definitely known to have been destroyed, we will not list it.

Explanation of symbols:

- S -- Still standing
- M -- Moved to new location
- U -- Status unknown

Eastern Div. -		
Portland Div.		
Lynn	S	
Swampscott	S	
Salem	S	
Beverly	S	
Hampton	S	
North Hampton	S	
Gloucester Branch		
Prides	S	
Beverly	S	
WN&P Div.		
Freemont		S
Sandown		S
Raymond		S
Anderson		S
Hudson		S
M&L Br.		
Methuen		S
Salem		S
Windham		S
Derry		S

Danvers Branch		
Danvers	S	
Amesbury Branch		
Amesbury	U	
Salisbury Pt.	M	
Saugus Branch		
Maplewood	S	
Cliffondale	S	
Saugus	S	
Conn. River Div.		
Springfield	S	
Holyoke	S	
Northampton	S	
Brattleboro	S	
Putney	S	
Westminster	S	
Bellows Falls	S	
Charlestown	S	
Claremont Jct.	S	
Windsor	S	
White River Jct.	S	
Norwich-Hanover	S	
Thetford	S	
Ely	S	
Fairlee	S	
Bradford	S	
Conicut	S	
St. Johnsbury	S	
Lyndonville	S	
Berlin Rte.		
Lisbon	S	
Sugar Hill	S	
Littleton	S	
Bethlehem	S	
Whitefield	S	
Berlin	S	
Fabyans	S	
Lakeport Br.		
New Durham		U
Alton Bay		S
W. Alton		S
Lakeshore Park		S
Wolfeboro Br.		
Wolfeboro		S
Conway Br.		
Union		S
Somersworth		S
Milton		S
Sanbornville		S
Ossipee		S
Mountainview		S
Mt. Whittier		S
Madison		S
N. Conway		S
Ashuelot Br.		
Hinsdale		S
Ashuelot		S
Winchester		S
Southern Div.		
W. Somerville		S
Wedgemere		S
Winchester		S
Wilmington		S
N. Billerica		S
Amoskeag		S
Potter Place		S
Canaan		S
Enfield		S
Westboro		M
Stoneham Br.		
Stoneham		S

WHERE IT'S AT!!!

NORTH STATION, Boston, MA

This Where It's At was prepared some time ago, but the infamous fire has delayed publication until now.

North Station, Boston, was, and still is, the hub of New England railroading. At one time, you could take a train from North Station to anywhere in the country. Nowadays, you can only take a train as far as Gardner of Haverhill, (unless of course you're riding one of the Mass Bay RRE's great trips) but the feeling is still the same. It's also one of the few places on the B&M that you can railfan by mass transit!

Rush hour traffic is still intense, passenger trains arrive and depart every few minutes, being pulled by EMD F40PH's, rebuilt FP10's former Burlington Northern GP-9's or GP-20 GP-18?), and very rarely a Boston & Maine locomotive on loan. And, once you get used to seeing some trains running backwards, it's a great place to watch trains safely from the station platforms.

You can also get some great photos and movies or videotape from the "old Prison Point" bridge by taking the MBTA's Orange line to the Community College station, and walk out onto the adjoining bridge.

North Station has always been a great place to watch trains, and thanks to the B&M and MBTA, it still is. The summer of 1985 promises new paint schemes on MBTA equipment, and one of the few places in the U.S. where you can see a large quantity of F units still in daily service. Railfan safely!!!

Boston & Maine Railroad Historical Society

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