

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

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DECEMBER 1985

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:
DECEMBER 14, 1985
1ST UNITARIAN
CHURCH
WOBURN, MA
8:00 P.M.

NOVEMBER 29 TO
DECEMBER 22, 1985

JANUARY 11, 1986

FEBRUARY 8, 1986

Railroading in the snow!

Join the B&MRRHS for a trip into the winter wonderland of Railroading in the snow. **Mr. Russ Monroe** will present a slide show of winter railroading in New England and around the country, featuring the Boston & Maine and many other railroads. Join us for a holiday treat!

South Shore Model Railroad Club Christmas Display

The South Shore Model Railroad Club will be displaying an operating modular model railroad at Filene's department store in Boston, MA, between November 29 and December 22, 1985. If you went to the recent Greenburg show in Wilmington, MA, you got a sneak preview, if not, catch it weekdays from 12 to 5 and 9 to 9 weekends!

Members' Nite

Tonight's entertainment will be a Members' Nite. All members are invited to bring a maximum of 20 slides or a 200' movie. A slide projector will be provided, but please bring a projector if you intend to show movies.

A tour of the B&M's west end

Cattletrestle Productions, in association with Ash Pit Productions will present an encore presentation of its show last July at Hampton, with some changes for the new year. These photos in this slide show are from the recently acquired Nash/Ludlow collection, and feature the B&M and other railroads in the western Massachusetts, eastern New York area circa 1945 - 1957. The presentation will be made by Scott Whitney and Dennis Adams.

CONRAIL DEAL MAY OPEN FAST TRACKS WEST

The president of Guilford Transportation Industries "cautiously optimistic" that Guilford trains could be running between Bangor and St. Louis by the end of the year. David A. Fink said a new deal between Guilford and Norfolk Southern Corp., gives Guilford access to valuable new markets. It should also placate some congressional critics of Norfolk Southern's efforts to buy the Conrail freight system.

Guilford and Norfolk Southern announced a new agreement that would give Guilford high-speed mainline trackage rights to major points like Cleveland, Toledo, Indianapolis, Chicago and St. Louis.

Among the key points of the new agreement: * Norfolk Southern will grant Guilford "trackage rights" to allow equal access and transit times.

* Guilford will have new connections with the Grand Truck Railroad to increase its attractiveness to shippers on the line.

* Charges for switching Guilford trains on the Norfolk Southern/Conrail routes would be a flat \$250 per car, rather than the previous \$296 to \$346 per car.

The change relieves Guilford of the need to spend \$55 million to upgrade the old Nickle Plate lines and eliminates the competitive disadvantage of shipping times that would

have trailed Norfolk Southern's by as much as 42 hours. **From the Portland Press Herald.**
Submitted by Mike Lennon.

BIG HAPPENINGS ON THE B&M!!!

The following is a list of Guilford Transportation diesels that are now advertised for sale at scrap value. They will be cut up on site or sent out by rail.

At Billerica: GP-7's 1556, 1557, 1558, 1559, 1561, 1565, 1569, 1571, 1574, GP-9's 1727, 1737, 1739, 1749, 1740, 1700, 1701, F-7B 4267B, 4268B.

At Waterville: Maine Central 578, 579, Boston & Maine 1576, 4266B.

At E. Deerfield: NW-2 1210.

At Colonie, NY: Delaware & Hudson U33C 755, RS-3 4099, RS-36 5012.

GP-9's 1714, 1741 and 1728 left Billerica Shops a couple of weeks ago after some work, and are back on line again. No plans are in the making to put a lot of money into the GP-7's and GP-9's will be rewired. The following GP-9's have been rewired to GP-18 status; 1803, 1804, 1806, 1808, 1817, 1821, 1825, 1826, 1843, 1850 and 1811.

B&M SW-9 1228 has finally left Calais, Maine where it has been used for months. Maine Central SW-7 932 was sent to replace it. It's at the Waterville roundhouse.

The following Alco switchers are stored at

Waterville: 1053, 313, 315, 962, 960, 958, 957, 317; General Electric 44 tonner 16, and U Boat 236. At least three of these units are the property of a short line owner.

The following cabooses were observed at the Bleachery Yard in Lowell, all bad order, and will probably see the cutter's torch: C-158, 495, 473, 499, 414, 432, 431.

Where are they now? The following E units owned by the Massachusetts Bay Transportation Authority, which are ex-Penn Central and New Haven are stored at Yard 14 in Boston: 4264, 4266, 4268, 4254, 4263 and 4261.

Boston & Maine SW-1 1115 is stored unserviceable at Waterville, 1118 is operable, looks good in the Boston & Maine paint scheme and may be purchased by a private line.

Boston & Maine GP40's 313 and 330 left Billerica Shops on October 10, the 313 for work on the railings and the 330 for engine work.

Yard 24 under the Mystic River Bridge in Boston was being torn up last week, only a long run-around remains, this will be used to service Domino sugar and one or two other consignees.

The "High Bridge", which has been burnt two or three times will be rebuilt. This links Peabody to Danvers up to the old Newburyport Branch (B&M Bulletin Spring 1983).

B&M 1742 will be saved from the cutter's torch. It will get cab work and a new governor put in. It will definitely be put back in service after its 2-3 years of inactivity behing Billerica. **From Don LeJeune.**

**BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY, INC.**

Cash Summary For F.Y. 1984 - 1985

Income:	
Membership Dues	\$22,699
*Archives	689
B&M Bulletin Sales	7,271
Minuteman Steam	2,591
Other B&M Publications	301
*Non-B&M Publications	890
Sweat Shirts	75
Hats	160
Photo Packets	60
Shipping Charges	1,124
*Raffle (Snow Plow)	160
Donations	308
*'84 Extravaganza	820
Non-B&M Shows	288
*Flying Yankee Badges	21
Interest Earned	789
Sale of Brass Models	3,453
Tax Refund	20

Total 44,286**

Expenses:	
*Meetings	\$ 145
*Newsletter	7,706
B&M Bulletin	26,445
*H O Kits	808
Sales Expenses	3,398
Sales Taxes Paid	72
*Bad Checks	54
Refunds	236
Membership Admin.	1,464
Office Expense	45
Telephone & Postage	
Reimbursement	440
Post Office Box Rent	7
Computer	670
Income Taxes	230

Total 41,27088

***Net Values**

**Note: This appears to be making a profit, however the Bulletin and/or Newsletter expenses have drawn on dues money for the year ahead by approximately \$13,500, as was necessary to do the previous year when it became necessary to pay off the publisher of our Minuteman Steam book.

The cash balance in checking account as of July 1, 1984 was \$8,712.

The cash balance in the checking account as of June 20, 1985 was \$6,446.

There was also \$5,050 in a money market account as of June 30, 1985.

With the above information, it should be obvious that additional sources of income must be persued during the present fiscal year.

B&M HIT BY WILDCAT JOB ACTION

A Federal judge has ordered 500 striking Boston & Maine Railroad workers off the picket lines and back to work more than 18 hours after their job action stranded some 25,000 commuters.

Roger Lenfest, head of the local affiliate of the United Transportation Union, said that he and his men would obey the order. "I do feel bad about the commuters being stranded," Lenfest said, "but we feel seriously that what we did was for the commuter's benefit."

Lenfest, in testimony before U.S. District Court Judge Frank J. Murray, said the strike was called because the Boston & Maine was creating unsafe conditions by not providing flagmen where needed. "The danger is... when no flagman is provided (a private contractor working near the tracks) is in danger of being hit by the train," said Lenfest. "That created an unsafe condition on the Boston &

Maine Railroad, for the B&M employees and for the commuters."

Byron E. Rice, Jr., B&M vice president of human resources, testified that there is "no provision in the contract which refers to flagging and no fixed custom or practice as to who does the flagging." Rice said the railroad has used union members as flagmen, had the contractor who is working near the tracks provide flagmen, and, depending on the discretion of the railroad, have used no flagmen at all when they felt flagmen were nonetheless warranted.

The strike, called at 4:00 a.m., November 4, shut down the Massachusetts Bay Transportation Authority's morning and evening commuter rail service, which is provided under contract with the B&M, from points north, south and west of the city to North and South stations. **From the Boston Herald.**

1. State Massachusetts
2. City West Springfield
3. Sponsor Amherst Railway Society
4. Date Sunday, February 23, 1986
5. Location Better Living Center -- on the grounds of the Eastern States Exposition, Memorial Avenue, West Springfield, Massachusetts. Double the size of last year's show!

**FIRE DESTROYS HISTORIC
HILLSBORO COVERED BRIDGE**

Hillsboro, NH police said recently that the fire that destroyed one of the last covered railroad bridges in the country was deliberately set. The fire broke out at about 11:00 p.m. October 30, 1985. No injuries were reported, but the bridge was a total loss. Most of it collapsed into the Contoocook River.

It is believed to have been one of the last five covered railroad bridges in New Hampshire, which, with Vermont, is the only state that ever used covered railroad bridges. The bridge has not been used for at least 25 years.

After the 219-foot-long bridge, one of the longest rail trestles in the state, went up in flames Police Chief Richard Robbins said "It was either an accidental fire or it could have been set. I don't know if it would be a Halloween prank or not." The fire was battled by firefighters from six communities. No one was injured, but the state lost part of its history.



This photo illustrates the damage to the Hillsboro covered railroad bridge caused by arson (a Halloween prank). A 19 year old youth has been arrested and charged with arson. Photo by Harry Frye.

6. Time 10:00 a.m. to 5:00 p.m.
7. Fees \$1 - adults
\$1 - children ages 5-11
Children under 5 free
8. Contact Robert A. Buck,
Show Director
8 Bacon Street
Warren, MA 01083
(413) 436-5318

DID LAWRENCE SET A RECORD?

For the last three days, Wed., Oct. 23rd thru Fri., the 25th, the B&M's Lawrence, Mass yard has been the noon hotspot. These days each saw three to four freights arrive and depart for B&M fans on their lunch break, including a Department of Transportation extra on Friday.

However, on Thursday, when three freights and one set of three light locomotives converged on Lawrence between 11:50 AM and 1 PM., it resulted in 21 movements of set outs, pickups, and locomotive shuffling over the Andover St. grade crossing at the north end of the yard - an average of one movement every 3.3 minutes. Several times the crossing was occupied by two trains or locomotive sets at the same time, moving in the same or opposite directions. None of the moves involved the Lawrence yard switcher. Traffic on Andover St., normally heavy during the noon hour, was at a complete standstill. **Don Maxner.**

The bridge was built in 1878, and rebuilt in 1903. A center stone pyramid crumbled into the river during the 1938 hurricane, but the bridge remained intact. The bridge was curved and it had a covered walkway, so it had two types of special features instead of one. The Hillsboro Historical Society had fought to save the bridge.

The Boston & Maine Railroad bridge had not been used in at least twenty-five years. It had initially been constructed to carry rail traffic from Peterborough to Hillsborough, in central New Hampshire. **From the Manchester Union Leader. Submitted by Joe Shaw.**

ARSON CHARGED

A 19-year-old Hillsboro, NH man was arrested on November 1, 1985 and charged with setting fire to one of the last covered railroad bridges in the country. The 208-foot bridge was destroyed by fire and collapsed into the Contoocook River. From the Portland Press Herald. **Submitted by Mr. Powell.**

AVAILABLE BACK BULLETINS
(While they last!!!)

1977 Summer	\$2.00
1978 Fall	\$2.00
1979 Winter, Spring	\$2.50@
1980 Winter, Summer	\$2.50
1980 Fall	\$3.25
1981 Winter, Spring, Fall	\$3.25@
1982 Winter, Spring, Summer, Fall	\$3.25@
1983 Winter, Spring, Summer, Fall	\$3.25@
1984 Winter	\$3.95
1985 March, June, September	\$3.95@
B&M Modeling Guide	\$1.00@
plus Postage & Handling	

Boston & Maine/Maine Central Motor Car Diagrams

Boston & Maine Standard Track & Structures Diagrams

Boston & Maine Characteristic Diagrams

Any of the above \$5.00 per copy (plus \$1.00 postage & handling).

HO KITS

Boston & Maine Airslide Covered Hopper Kits (E&B Valley) #5810, #5812, #5813, \$3.25 each (plus \$1.00 postage per kit)

Boston & Maine Flat Cars (Athearn Kit) 1 @ \$3.95; 2 @ \$7.35; 3 @ \$10.50 (plus \$1.00 postage per kit)

Postage: \$1.00 up to \$10.00 order; 10% of order for \$10.00-\$25.00; \$2.50 for \$25.00 - \$50.00.

VANISHING VISTAS DEPARTMENT

Part Two

We have received a great deal of response to the first installment of Vanishing Vistas Department, and are adding them to our list. We herewith present the remaining stations from our original listing. Rather than continually updating this list, we will compile additions and corrections for a few months, and then publish a completed list (to the best of our knowledge).

White Mountain Br.			
Northfield	S	N. Andover	S
Tilton	M	Bradford	S
Winnisquam	S	Atkinson	S
Laconia	S	Plaistow	S
Lakeport	S	E. Kingston	S
Wiers	S	Powwow Riv. Halt.	M
Meredith	M	Exeter	S
Ashland	S	Exeter	M
Plymouth	S	Rockingham	S
Lincoln	M	Newmarket	U
Wentworth	S	Durham	S
Warren	S	N. Berwick	S
Blackmount	S	Wells Depot	S
Woodsville	S	Wells Beach	S
Western Div.		Kennebunk	S
Malden	S	Biddeford	S
Wakefield	S	Pine Point	U
Reading	S	Medford Br.	
N. Wilmington	S	Park Street	S
Ballardvale	S	Newburyport Br.	
Andover	S	Wakefield Ctr.	S
Shawsheen Vil.	S	Lynnfield Ctr.	M
Lawrence	S		

Keene Br.		Eagle Bridge	S
Milford (two)	S	Buskirk	S
Milton	S	Johnsonville	S
Hancock	S	Hoosick	S
Harrisville	S	Central Mass. Br.	
Chesham	S	Waltham HghInds	S
Worcester-Contoocook		Weston	S
Henniker	S	Wayland	S
Bennington	S	Clinton	S
Worcester	S	Gilbertville	S
		Bondsville	S
		Amherst	S
Claremont Br.		Cheshire Br.	
Contoocook	S	Fitzwilliam	S
Warner	S	Troy	S
Bradford	M	Misc.	
Newbury	S	Greenville	S
Sunapee	S	Goffstown	S
Newport	S	New Boston	S
Lexington Br.		Brookline NH	S
Arlington	S	Profile House	S
Lexington	S	Maplewood	S
E. Lexington	U	N. Bennington	S
Bedford	S-	Union Market	S
Fitchburg Div.		Townsend	U
Belmont	S	Salem Br.	
Waverly	S	N. Reading	S
Kendall Green	S	Tewksbury	M
Concord	S	Portsmouth Br.	
W. Concord	S	Greenland	S
S. Acton	S	Raymond	S
Littleton	S		
W. Leominster	S		
Athol	S		
Erving	S		
Charlemont	S		
Williamstown	S		

CENTRAL DIVISION FREIGHT CHANGES

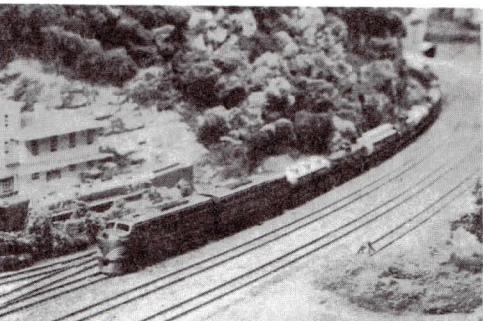
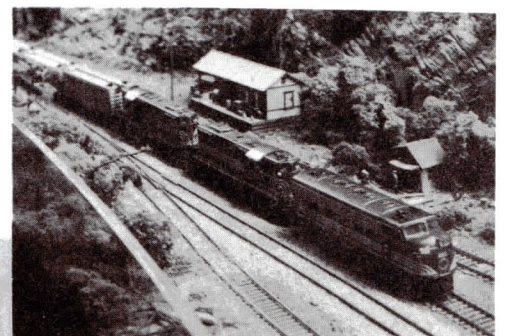
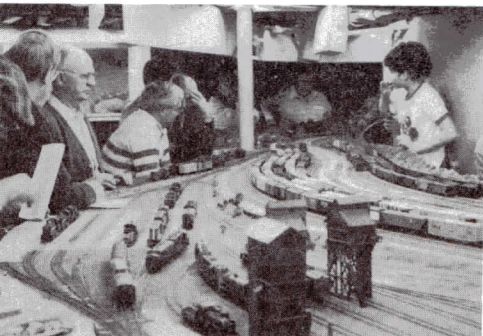
Effective Monday October 21, 1985

RUN NUMBER	TRAIN	ON DUTY	LEAVE	ARRIVE	NEXT MOVE
M-51	(MELA)	0145	0230	Law at 1200	LASE
M-51	(LASE)	1130	1200	Mc at 2200	
M-52	(MERU)	1215	1300	Law at 2300	POPY
L-62	(MERU)	2330	2400	Port at 0430	Turn as POPY.
M-52	(POPY)	0900	0915	Mc at 2000	
M-53	(MEBA)	1515	1600	Dfld at 2000	Turn at dfld as EDNW
D-51	(MEBA)	2000	2030	Port at 0600	
D-51	(BAED)	1730	1800	Dfld at 0400	
M-54	(SEPO)	2359	0045	Law at 1000	BASE
L-61	(SEPO)	1000	130	Port at 1430	Turn as BASE
M-54	(BASE)	2000	2030	Mc at 0700	

Schedule courtesy of Don LeJeune.

Mystic Valley Railway Society's RAIL-A-RAMA, on Sunday, February 3, 1986 at Summerside Lodge, 53 Summer St., Malden from 10:00 A.M. to 4:00 P.M. Adults \$1.00, Children under 12 - 50¢, Family \$2.00, MVRS - P.O. Box 486, Hyde Park, MA 02136 - (617) 361-4445.

The November meeting of the Boston & Maine Railroad Historical Society was held at the North Shore Model Railroad Club in Wakefield, MA. We present some highlights from the meeting for your enjoyment! Thanks to Bob Foley and crew for an extremely enjoyable evening!





**WOODSVILLE STATION
BEING RESTORED**

The early 1900 railroad station in Woodsville Center, NH is being restored back to the way it appeared when the town was the most important rail center in the north country. The three story building, used for the past decade as a Fletcher Paint store was recently sold to New Jersey attorney, Lawrence Lerner. Lerner will bring back the old building to the way it appeared in the 1920's, when Woodsville saw as many as fifty trains daily travel north and south. The building has been badly neglected over the years, and investigation of the old station colors and style are underway. A plan of downtown improvement developed in 1977 by the North Country Council and a group of Woodsville business people was the

During the November Newsletter mailing session, Chandler Cobb was lamenting the fact that he had to look at a "dirty diesel" while he was stuffing the flyers. (He was referring to the photo of the CF-7 which graced the rear cover of that Newsletter). Now, we all know Chan much prefers steam to diesels, but the CF-7 is definitely becoming a new New England tradition. So, in the interests of equal time, and because it's also nice to look at, we present a photo we hope will be more to his liking! This one's for you, Chan! From the collection of Harry Frye

basis for the renovation effort. Painting will begin soon, and the building will be altered to reflect the way it looked in the 1920's. A side building, added after the station was built, will be torn down and an entire front room, built to feature paint, will be removed to reveal the original trestle timbers. **Submitted by Joseph DeRosa.**

INTERCHANGE

... a column of opinion

It may seem that we've been laying it on a little heavy in the last couple of months in this column. Well, to that we plead guilty. Unfortunately, we have had to. But, on the plus side, last month's editorial has resulted in several members coming forward to help us out! THANKS TO YOU ALL!!!

Boston & Maine Railroad Historical Society
Incorporated

P.O. BOX 2362 ● Harwood Station ● Littleton, MA 01460

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DECEMBER 1985

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