

# Newsletter

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

DENNIS ADAMS, EDITOR, 28 SUMMER ST., EXETER, NH 03833  
 SCOTT WHITNEY, WEST END EDITOR, 25 MAPLE AVE., CLAREMONT, NH 03743

FEBRUARY 1986

Opinions expressed in the signed columns of this Newsletter are the opinions of those 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. Mention of commercial products in this Newsletter is for convenience of the membership only, and in no way constitutes endorsement by the Society or any of its Officers or Directors.

## B & Meeting

**NEXT MEETING:**  
**FEBRUARY 8, 1986**  
**1st UNITARIAN**  
**CHURCH**  
**WOBURN, MA**  
**8:00P.M.**

**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 from last July at Hampton, with some new slides, re-editing and other changes for the new year. The slides are from the recently-acquired Nash-Ludlow photo collection, and feature the B&M and other roads in western Massachusetts and eastern Vermont circa 1945-1957. The presentation will be made by Scott Whitney and Dennis Adams, and will feature audience participation, a contest and a smattering of "Scott & Dennis' Rules for Railfans!" An informative and fun evening for all!

- |                       |                                |
|-----------------------|--------------------------------|
| <b>MARCH 8, 1986</b>  | Program not set at press time. |
| <b>APRIL 12, 1986</b> | Program not set at press time. |
| <b>MAY 10, 1986</b>   | Program not set at press time. |

**A SPECIAL NOTICE TO NEWSLETTER "ADVERTISERS"**

During the past few months, mainly as a experiment, the B&MRRHS Newsletter has enclosed advertisements for commercial or for-profit companies or individuals. We had hoped to continue this on the limited basis that we had been, but the resultant flood of requests from other companies has deemed it necessary that we discontinue the process effectively January 1, 1986.

Our reasons for discontinuing the enclosure of commercial advertisements are as follows:

The enclosure of commercial flyers would limit our ability to mail flyers for other non-profit organizations, which we do on a reciprocal basis. The potential volume of commercial flyers would have made this next to impossible. The fact that we have to keep our Newsletter weight under one ounce also weighed heavily, (no pun intended) most commercial flyers are heavy, glossy stock.

We could not, legally, anyway, "pick and choose" who we enclosed flyers for. We have not problem with most books and other products that might be of interest to B&MRRHS members, such as models, but we did not wish to get involved with "Jack's Hobby Shop Super Sale" type flyers. Flyers such as this would be in poor taste for a historical society to enclose in their mailings. "Time value" flyers also

presented a problem.

Finally, and most important, it was very possible that the B&MRRHS could be implicated in customer dissatisfaction complaints. The Society has much better things to do with its time and money than handle complaints that we have nothing to do with, nor do we wish to have to institute "policing" activities.

We will, however allow the following procedure: Commercial advertisers may submit "press releases", no more than two column inches after typesetting (this translates to approximately one-half page of typewritten text). Any releases longer than that will be edited by us, and we will claim no responsibility for content. Also, the B&MRRHS will not endorse any products. All "press releases" will also be printed in the Newsletter on a space available basis.

We regret any inconvenience that this policy might cause, but we feel that it is in the best interests of the B&MRRHS to remain as non-commercial as possible.

**MAINE CENTRAL TO CLOSE WATERVILLE SHOPS**

Repair shops at Maine Central's Waterville yard will be closed within 90 days, affecting 80 jobs at the Waterville, an official of the railroad's parent company said. "We expect to mothball the shop within 90 days," said F. Colin Pease, vice president for

government affairs for Gullford Transportation Industries, North Billerica, MA. A decline in the railroad's business was blamed for the closure.

Pease said the biggest contributing factor for the decline was the sluggish paper industry. Gullford's business was down 40 percent this year, and the Maine Central's declined even further, an estimated 55 percent he said. "We have to keep our costs down. When you have a reduction in business, you have to cut expenses." Pease said the closure also means a reduction in heating and maintenance costs. He also said that other engine and repair shops similar to those operating in Waterville, will be closed in New York and Massachusetts. He declined to say how many jobs are at stake in these two states. "But more than in Maine" he said.

Pease said he expects that some of the Waterville-based employees would transfer to similar jobs elsewhere. "We will try to relocate these employees," Pease said. Pease hopes, however, that the sluggish railroad economy can be turned around with the company's proposed purchase of 450 miles of track to provide service from Maine to Chicago and St. Louis. Two months ago, about one-fourth of the permanent machine shop employees at the Waterville yard lost their jobs. **From the Portland Press Herald. From -Bill Frappier and Mike Lennon.**

### TIME'S UP!!!

**Remember back** a couple years ago when we told you that the 1986 NMRA/RRE/NRHS Convention in Boston was not that far off? Well, guess what! The 1986 NMRA/RRE/NRHS Convention in Boston is now only a few months off! The Boston & Maine Railroad Historical Society will be an active participant, and to be so, we need your help!

We will be in need of people to man our display and sales table during the week long convention. We have tentatively set up a schedule where a rotation approximately every three hours as not to overwork the volunteers, and allow everyone to take in the festivities too. But to do this, we need a good turnout of volunteers, so we're counting on **you** again. Even if you can only work one three hour shift sometime during the week, it would be a great help!

A committee has been set up to handle scheduling and displays, chaired by Jeff Ursillo and Dennis Adams, and you can sign up to help out, or express ideas or opinions at the Newsletter address. A sign-up form will be enclosed in next month's Newsletter, but don't feel that you have to wait until next month to sign up!

Everyone who signs up will be put on a mailing list, and we hope to get out at least two mailings between now and June, followed up by a final mailing about two weeks before the show, with final scheduling. We would like volunteers to dress appropriately, **no** jeans, shorts or T shirts, please, but we realize what Boston can be like in July, too. The major point is that we would like to make a professional presentation, both display-wise and people-wise!

This is an exceptional opportunity for the B&MRRHS to gain national exposure, and the B&MRRHS is **your** Society! Please help out, you'll have a great time!

### Massachusetts Bay Railroad Enthusiasts, Inc.

requests the honor of your presence at the Annual Dinner in the Depot, Wednesday evening, April 2, 1986. Our special guest this year will be Mr. Jim Boyd, editor of *Railfan & Railroad Magazine*.

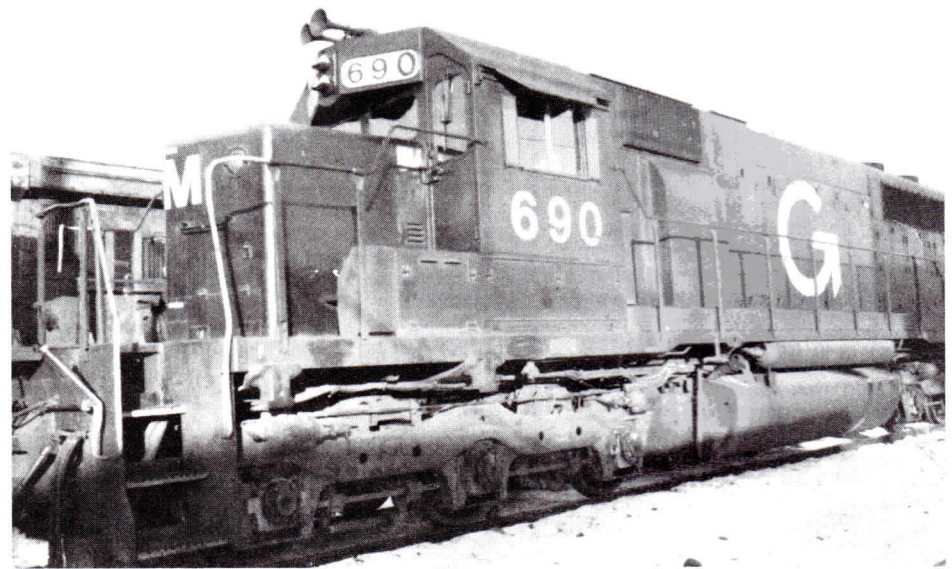
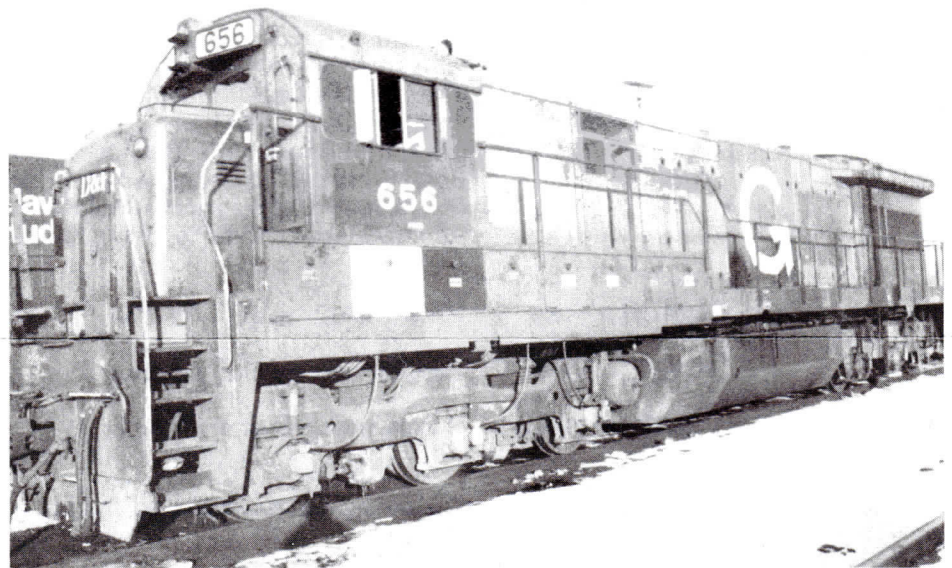
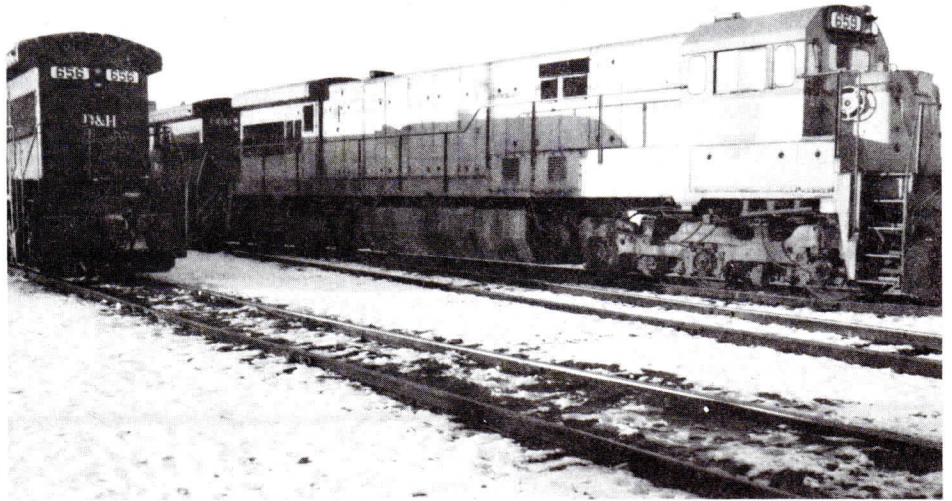
Mr. Boyd has spend virtually all of his working life in the railroad industry, starting as a brakeman for the Illinois Central, later as a field service representative for the Electro Motive Division of General Motors, and in more recent years editing *Railfan* since its very first issue in 1974.

In addition to describing events from his extensive experiences as a "professional railfan," Jim will bring his professional quality tape-slide presentation with music: *Railfan Magazine's* Tenth Anniversary show - "Who Says Steam is Dead." This is a widely acclaimed show by one of America's best known railfan photographers, depicting steam locomotive restorations which have taken place since *Railfan Magazine* was founded in 1974.

As in previous years, the dinner will take place in the former Boston & Maine Maiden Depot, the beautifully restored Summerside Lodge, located at 53 Summer Street in Malden Center.

The advance reservation price for orders received by March 24 is only \$12.50 for a delicious, "family style, eat-all-you-wish" roast beef dinner!! After March 24, the price increases to \$14.00. Cocktail hour (cash bar) from 6:30 pm to 7:00 pm. Dinner will be served at 7:00 pm **Sharp**.

Mass Bay RRE is a Massachusetts non-profit educational corporation. Mail ticket orders to: Mass Bay RRE Box 525, Bedford, MA 01730



Don LeJeune sends us these photos of Guilford's six-axle power, photographed at East Deerfield yard recently. More and more six-axle power is showing up on the property, most has stayed west of Lawrence, however a smattering has been spotted heading east to Rigby and Waterville for painting.

## B&MRRHS INFORMATION BOOTH

I have a slide that shows B&M GP38-2 #212, yet I haven't seen it on any recent rosters. Was it wrecked?

No (although there are some that would disagree). During the Bicentennial locomotive repainting craze in 1975 and 1976, the 212 was renumbered 200 and decked out in red, white and blue garb. The 200, at last sighting, anyway, still sported blue-backed number boards. I believe it also received a new air-horn, can somebody verify this? You have a somewhat rare slide there, take care of it!

**What happened to the Boston & Maine's "American Flyer" passenger cars?**

The "American Flyers" cars, 4585-4614, Pullman (Osgood-Bradley plant), built 1934-1937, were sold to the Long Island Railroad in 1958 and 1959. Only one, ex-4609, was retired by 1974. Their current status is unknown, can anyone advise?

**Did Alco's "Black Maria" demonstrators ever operate/demonstrate on the Boston & Maine?** We suspect they did, can anyone provide photographic evidence?

**When was the Wolfeboro Branch abandoned by the Boston & Maine?**

The Wolfeboro Railroad acquired the branch on December 19, 1972.

**Why the "strange" names on some Boston & Maine depots, especially those in the same town?**

Though some B&M depots had been renamed prior to 1908, the wreck at Pike, NH on March 20, 1908, caused by the inadvertent omission of "East" by the Plymouth dispatcher when giving order for two opposing trains to meet at East Haverhill, NH, was the impetus for the wholesale renaming of B&M depots. Stations that differed only by East, West, North or South or other adjectives and were on the same line were renamed. The renaming sometimes reflected an older name for the section of town (i.e. Cardigan). As a last resort, some scenic feature might be used (i.e. Riverbank, Pow Wow River).

**I just read about "trackage rights" in the B&MRRHS Newsletter, but what are "trackage rights"?**

"Trackage rights" means that one railroad allows another railroad to use some of its track for some consideration, either monetary or trackage rights for the first line. The owning railroad does maintenance and dispatching, and the railroad with trackage rights uses its own power and equipment. This arrangement often allows a railroad to abandon parallel trackage, it being less expensive to obtain trackage rights than to maintain a separate line. Unless traffic rights are granted, the using railroad cannot accept or deliver freight to the line where it has trackage rights.

**Best wishes** for a speedy recovery go out to B&MRRHS Historian Harry Frye, who recently suffered a shoulder separation, and at press time was waiting to find out if surgery was needed. Very few people put their heart and soul into anything the way Harry puts his into B&MRRHS! Get well soon, and avoid the knife!

**Special thanks** go out to Eric Haartz, of Acton, MA, for his recent donation to the B&MRRHS! THANK YOU!

## OSSIPEE RAIL LINE MAY HAVE A FUTURE

The fate of the Ossipee to Rochester railroad line, used principally by the Ossipee Aggregates, may have a light at the end of the tun-

nel, said the company's attorney, but it remains unclear.

There is a future for the line, currently under the supervision of the Boston & Maine Railroad Company, a subsidiary of Guilford Transportation, but the questions of who will own it, how it will be run and who will pay for it are stumbling blocks to the negotiations, according to attorney Christopher Gallagher. If the negotiations go well, the two parties, B&M and Ossipee Aggregates, will end their relationship and the local company will enter a leasing arrangement with several other shippers along the line. Technically, the railroad would be operated as an industrial lead, as opposed to a railroad. The lead status would place the operation under fewer restrictions, but it wouldn't change the function of the railroad.

Gallagher said that Ossipee Aggregates were trying a three-step process: to work with the B&M on the rail and the transferral of ownership; to make the line financially desirable; and to make it feasible economically. The last goal will not be possible without state aid. **From the Carroll County Independent. Submitted by Marion Hansen via Mike Lennon.**

## OWNER SELLS WOLFEBORO LAND TO INVESTORS

The financially struggling Wolfeboro Railroad is being divided and sold to separate buyers, its owner said. For an undisclosed price, a group of investors, led by Wolfeboro realtor Lee Turner, is buying railroad land at the rear of the town-owned lot on which the Wolfeboro station sits. Turner said he and the other investors have no firm plans for the land.

Wolfeboro Railroad president Dwight Hilson said the sale of the remaining railroad property stretching out to Sanbornville is also pending. Hilson said two buyers have expressed an interest in the remaining land, and one wants the railroad's engine and cars. He said it isn't clear if a new owner would continue to operate the railroad as a tourist attraction. Hilson put the railroad up for sale last year when he found out it wasn't economical to run a day trip for summer tourists. **From the Manchester Union Leader. From Richard Kelley and Warren Reeves.**

## MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

MBTA officials want to save commuter rail labor costs and one option they're considering is a takeover of commuter rail operations from the Boston & Maine Railroad in 1987. MBTA spokesman Timothy Gens said dropping the B&M as its commuter rail contractor was not in the cards, stating that the transit system management is only "looking for more efficiencies." Eugene Sullivan, MBTA rail operations director, said a Nov. 4 wildcat strike by B&M operating personnel came just at the start of negotiations between the MBTA and B&M for a contract that expires next December and bargaining between the railroad and its unions. MBTA officials are looking to state mandated management options for its own system as a guide to savings on the B&M contract, worth \$50 million per year. Some 800 B&M personnel work the commuter rail system, with engineers averaging \$40,000 per year and senior personnel earning considerable "over-miles", Mr. Sullivan said.

One issue cited by Mr. Sullivan is the railroad's paying conductors and engineers on a mileage basis rather than hourly. The authority pays rapid transit operators by the hour. Mr. Sullivan suggested that the B&M might set up two rosters to separate commuter rail

and freight staffing. B&M spokesman Dennis Coffey said the hourly pay rate may be on the bargaining table but that a dual roster would remove flexible staffing. He predicted that both the labor negotiations and commuter rail contract talks would be achieved successfully. **From the Narragansett Newsletter.**

**In reference** to the Alco RS-3 drawings that were in Modeler's Notes #5, if you would like an 8½x11 enlargement of the drawings, send a stamped, self-addressed envelope to Bruce Bowden, and he will produce them for you at no charge. (but not without the SSAEI). Bruce's address is in Modeler's Notes.

**Yes, indeed,** it's time again for another of our famous Newsletter contests! The winner will receive a 16x20 inch color enlargement of the Guilford/Boston & Maine power rolling under Starrucca Viaduct as featured on the back cover of the January Newsletter. Here's the questions:

**What regularly scheduled Boston & Maine freight train, in recent years, originated in Boston? Explain in detail, please.**

Obviously, this question is a little more complicated that it looks, so think **very** carefully! In the event of duplicate correct entries, the winner will be determined by drawing at the March B&MRRHS membership meeting. The winner will be announced at the March membership meeting and in the April Newsletter, along with the answer. Good luck!

## A BLAST FROM THE PAST!

MONDAY MORNING, AUGUST 27, 1838

### OPENING OF THE EASTERN RAILROAD

An important section of the Eastern Rail Road, between Boston and Salem, will be opened this day, in due form. A train of cars will start from Salem this morning containing the Directors and Stockholders residing in that vicinity, and their invited guests for Boston: at Lynn, another portion of the stockholders will join, and thence all pursue the route to Boston.

Returning, the cars will take the same company and such of the stockholders as reside in this vicinity, who may wish to join, together with their invited guests, and at 12 o'clock will start for Salem. The whole company have been invited to partake, at Salem, of the hospitalities of that city, and afterwards, the train will return to Boston with the company. The details may be expected in our next paper. Thus has another important section been completed, of the grand chain of internal intercourse projected between the East and the West. An excellent Rail Road is now finished between Salem and Worcester, on which a trip may be made in three hours. In course of the next year, the line will probably be extended Westward as far as Albany, where it will be connected with the Hudson river, the great canals and numerous railroads of the State of New York, the great Lakes, and the immense rivers of the West. In course of the same time, we trust that the line will be extended Eastward as far as Newburyport, with the prospect of a speedy continuation still farther onward "down East." By these means, will the people of the whole Eastern section of our country, be enabled to exchange intercourse in the most easy and rapid manner, with their fellow citizens throughout the Western country.

The enterprise displayed in the speedy completion of the road to Salem, is highly honorable to the citizens of Boston and Salem, and other towns Eastward of Boston.....  
**From Bob Warren**

## BOSTON "T" EQUIPMENT

The "T" Commuter Rail system is facing a serious problem: the lack of equipment. Currently, daily service required 137 cars; however, the Authority has only 147. How did this shortage happen? When the MBTA purchased the equipment in the mid-seventies, the railroad was virtually bankrupt. For 12 years, no money had been available to maintain equipment and the MBTA was faced with the immediate task of upgrading the equipment. In 1978 the T purchased 60 Pullman cars and in 1982 rebuilt 32 Budd cars.

With this new and rebuilt equipment, daily service improved and patrons began returning. As on-time performance increased, so did the number of passengers. This would, however, prove to be a mixed blessing. In 1984, the MBTA received state subsidy to increase south side service during the Southeast Expressway reconstruction project. This resulted in 1000 additional passengers each week. It was rapidly becoming apparent that without additional equipment, the T was becoming a victim of its own success. In order to alleviate the increasing overcrowding the MBTA tried to find solutions. Another Budd rebuild program was considered but the price had nearly doubled from \$435,000 to \$719,000 - as much as a brand new coach. The MBTA found there were no cars - new or used - available. The one exception was the Government of Toronto which had 53 cars available for lease. They went into service in March, but, due to safety problems the cars were returned several months later.

Last August, the MBTA voted to purchase 34 new commuter rail coaches from Messerschmitt-Bolkow-Blohm of Donauworth, West Germany. The total cost of the cars is \$23.3 million. The new MBB cars are designed like the Pullman cars but with larger windows. Each car will seat 94 to 96 passengers. **T Commuter Rail News via The 470**



Guilford SD-39 awaits clearance in East Deerfield yard to head west. Unit is ex-Norfolk & Western, formerly Illinois Terminal. Photo by Arnold Greenleaf.

**A new book** entitled *Vermont's Granite Railroads: The Montpelier & Wells River and the Barre & Chelsea* will be released in early December.

The authors of *Vermont's Granite Railroads*, Robert C. Jones, Whitney J. Maxfield, and William G. Gove, are all Vermont residents with a love for Vermont's history and Vermont's short line railroads.

For over a century, short line railroads have served the people of Vermont and their world-famous granite industry. The Montpelier & Wells River, the Barre & Chelsea, and allied

lines (including the steepest adhesion railroad east of the Mississippi) have moved everything from Poultry to granite monuments, and they've occasionally needed all their Yankee ingenuity to do so. *Vermont's Granite Railroads* chronicles the development and year to year life of this rail network--with all its quirks, accomplishments, hardships and tragedies. *Vermont's Granite Railroads* will be released in hardcover for \$34.95. It will be available at local bookstores, or direct from the publisher: Pruett Publishing, 2928 Pearl St., Boulder, CO 80301. (303) 449-4919.



# Boston & Maine Railroad Historical Society

*Incorporated*

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

ADDRESS CORRECTION REQUESTED

PLEASE FORWARD

FEBRUARY 1986

FIRST CLASS MAIL  
NON-PROFIT  
ORGANIZATION

DEADLINE FOR MARCH NEWSLETTER IS FEBRUARY 8