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APRIL 1986

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## B & Meeting

### NEXT MEETING:

**APRIL 12, 1986**  
**1st UNITARIAN**  
**CHURCH**  
**WOBURN, MA**  
**8:00 P.M.**

### Our annual joint meeting with the MBRRE!

April is our annual joint meeting with the Massachusetts Bay Railroad Enthusiasts, and this year, it's our turn to host them at Woburn. Entertainment will be provided by Mr. John W. Reading, who will present a program entitled "**Churchill, Chattanooga and Charleston.**" Anyone who was fortunate enough to have seen John's slides at last Member's Nite will want to see this feature length show!

**MAY 10, 1986**

### Steam, Diesel and everything in between!

Tonite's entertainment will be presented by Mr. Alan Wiswall, who will present a program entitled "**Steam, Diesel and Everything in Between.**" Make plans now to be there!

**JUNE 14, 1986**

### A Rutland Ramble!

The June meeting of the B&MRRHS will be held at the home of the Green Mountain Railroad in **Bellows Falls, VT**, as an all-day affair! To help us kick off this new endeavor, we are also inviting the **470 Railroad Club**, the **Mass Bay RRE** and the **Amherst Railway Society**. More details and ticket ordering information inside this Newsletter.

**JULY 12, 1986**

### A Pre-Convention Warm-up!

Due to construction problems, we will be unable to hold our annual meeting at Hampton, NH this year, instead we will be holding a Pre-Convention Warm-up at Woburn. Details will be announced soon!

**JULY 21-27, 1986**

### Minuteman '86 Convention, Boston, MA.

The joint NMRA / NRHS / RRE Convention comes to Boston. The B&MRRHS need your help! To volunteer, contact any Director, Officer or Committee person!

**AUGUST 9, 1986**

### Our annual trip to the Conway Scenic Railroad!

Tentatively scheduled, full details to be announced!

The Newburyport Branch in Peabody had some ballast work done recently. Also, freight service has returned to Gloucester since the bridge reopened.

An addendum to the Newsletter report on the November 29, 1985 Beverly inaugural train. The Boston Globe reported that both the engine, F40 1007, and the engineer, 39-year veteran Al Minahan, ran the first and last jobs over the bridge. The Beverly bridge swing span will be upgraded this spring when the existing hydraulic mechanism will be replaced with electric motors.

Work on the new station in Salem has been postponed nearly a year. Also mentioned in

the Salem News is a new station for Swampscott. The existing classic Eastern Railroad depot has recently been repainted. Maine Central U23B 282 operated the Peabody switcher on February 24, the job usually gets a GP9 or GP18. **From Steven Butterworth.**

**Amtrak SW-1's to Berlin Mills ...** Three Sw-1's were in the consist of Conrail's NHSE the morning of Feb. 3rd destined for the Berlin Mills; on Feb. 7th they were in Boston & Maine's WJBE as it passed through Whitefield, New Hampshire. The units are Amtrak 731, 741 and 745. Formerly PC 8428, 8530 and

8580. When built they were NYC 602, PRR 9150 and PRR 9200. Amtrak 731 and 745 were built in 1949, with the 741 being a year older, 1948.

..... **there's more** - some thief out there managed to steal the bell off of one of the three while it was in transit between Cedar Hill and West Springfield. The other two had theirs stolen somewhere between Springfield and the Berlin Mills. With the recent thefts from CV RS-11s and Seaview Trans. Co.'s Vulcan of bells etc. there's some real sick people out there that deserve to be caught and held accountable for their actions, be they railfans or otherwise. **From the Narraganset Newsletter.**

## PROPOSED B&MRRHS BY-LAWS CHANGES

The following changes to the B&MRRHS By-Laws have been proposed and accepted by the Board of Directors. This notice is notification that these changes will be voted on by the membership at the April Membership meeting. The first involves a change in the renewal procedure:

As everyone is aware, the Society's membership year runs from July 1 to June 30 of the following year. Under the present system, a new member joining in, say, November or February, receives the past year's membership materials, including Newsletters that may be up to four to six months old, and a **current** membership lasting less than a full year.

Now that the B&MRRHS' computer is now operational, the B&MRRHS has the ability to change this system to one that will provide a full year of current membership to each member for his/her dues. For instance, if you join or renew in August, then your membership year would run from August 1 to July 30. On your mailing label would be the date of expiration. Such as 8/87. In addition, approximately two months before your membership expires, you will be sent a card and/or renewal form.

The advantages of this system will include the simplification of the Membership Secretary's job, a more current membership package, and more effective gift memberships.

The second involves an attendance policy for B&MRRHS Board of Directors members and Officers.

A proposal for a set of guidelines governing attendance at B&MRRHS Board of Directors meetings by Directors and Officers. This is a guideline for allowing the Chairman or other Directors to enable the B&MRRHS to operate.

1) All Directors and Officers are expected to attend a **minimum** of six BOD meetings (either in Woburn or whatever our normal meeting place should become in the future) or satellite meetings per fiscal year.

2) Two alternates will be appointed to fill in for absent BOD members. These alternates will be determined during the election, the two highest vote counts after all open BOD positions are filled will become alternates. In the occasion that there are no extra candidates, or that these candidates decline to become alternates, the BOD shall be empowered to appoint its own alternates. An alternate's term will be one year. Alternates can also vote their heart, they do not have to echo the Director they may be replacing.

3) All Directors and Officers are expected to notify the Chairman of their inability to attend any BOD meeting. Alternates are expected to attend all BOD meetings. In an event of an emergency, the Director or Officer will be expected to notify the Chairman as soon as possible following the BOD meeting. Failure to notify the Chairman will constitute an unexcused absence.

4) Following six unexcused absences per fiscal year, the Chairman will contact the Director or Officer by registered mail, requesting that they attend the next BOD meeting to state his/her intentions, and/or submit his/her resignation.

5) Six unexcused absences shall constitute just cause for removal from the BOD or office, if the provisions of Item 4 have not been met.

6) A Director may request a sabbatical period of up to one year at any time, during this time an alternate will fill his position on a regular

basis.

It was generally felt that there was no need to include department heads under this proposal, since they serve at the discretion of the BOD anyway, and any problems can be dealt with as needed. Department heads, should, however, make every effort to attend BOD meetings, or submit a written report on a monthly basis should they be unable to attend.

**Hillsboro Branch** - The Boston & Maine wants to abandon the last 18 miles of its Hillsboro Branch, between Wilton and Bennington, NH, a move opposed by the Monadnock Paper Mills as Bennington, NH. That mill is a historical property, and New Hampshire's historical preservation officer asked the ICC to perform a study of the impact of the line's abandonment.

The mill dates back to 1782, and paper has been made continuously on the site since 1819, output having increased after the carrier reached the mills in 1970, and the ICC's section of energy and environment concluded that "the mills has great symbolic value as a way of life for the community." The section also concluded that the shut-down of the rail line could doom the plant's long-term viability, costing it up to \$160,000 a year on sales of about \$30 million.

Among alternatives is rehabilitation of the line with \$1.67 million in state funds (to be matched by \$330,000 in shipper funds), although B&M thinks an additional \$2 million would be needed. The segment from Nashua (where the branch starts out from the Boston-to-White River Junction main line) to Milford, near Wilton, may also need rehabilitation. Another possibility is a 15-year-lease at \$16,000 a year to allow a shippers' association to operate the line. Other operators are possible also.

New Hampshire's governor, John Sununu, has expressed an interest in maintaining service to the mills, and officials of Guilford Transportation Industries have indicated a willingness to work out alternatives. **Traffic World via Mile Lennon and the 470.**

The Pioneer Valley Railroad has confirmed that it will operate a very interesting excursion for Mass Bay RRE. Equipment will be coached from the Holyoke Heritage Park Railroad (ex-DL&W multiple unit trailers) along with the Pinsky Railroad Company's official car, the **SAMUEL PINSKY** providing premium service. We will cover the **entire** Pioneer Valley route, between Westfield and Easthampton and between Westfield and Holyoke. This trip will operate one day only, Saturday, May 3, 1986.

These two routes are former New York, New Haven and Hartford lines, the Canal Line to Holyoke and the Williamsburg Branch to Easthampton. Regular passenger service on these lines was discontinued more than fifty years ago. This excursion will give an extraordinary opportunity for railfans as well as the general public to ride over this "ultra-rare" mileage.

Coach fare \$44.95 (special reduced price, \$39.95, before April 24), premium service, \$64.95 (\$59.95 before April 24). For ticket orders or more information, please send a stamped, self addressed envelope to: Mass Bay RRE, Box 136, Ward Hill, MA 01830.

The B&MRRHS extends its deepest sympathy to Director Dave Lamson and family following the recent passing of his mother.

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**Congratulations** go out to Director John Alan Roderick and his wife, Heather, on the birth of their first child, Amanda Marie.

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In conjunction with the Minuteman '86 Convention in Boston, MA, there will be a display of prototype equipment at the Conrail yards in Braintree, MA on Tuesday through Sunday of the Convention week. And there is a need for people to man the display areas. Should you wish to volunteer, contact Bob Quagan, 115 Maple Street, Wenham, MA 01984.



**We have a roster of former Detroit Edison diesels bought by Guilford and assigned to the Maine Central, courtesy of Wayne Allen and Don LeJeune. Photo by Don LeJeune.**

Detroit Edison	003,	an SD-40,	will become Maine Central 600	(built 4/70)
Detroit Edison	004,	an SD-40,	will become Maine Central 601	(built 4/70)
Detroit Edison	006,	an SD-40,	will become Maine Central 602	(built 4/70)
Detroit Edison	014,	an SD-40,	will become Maine Central 603	(built 7/72)
Detroit Edison	017,	an SD-40,	will become Maine Central 604	(built 7/72)
Detroit Edison	012,	an U30C,	will become Maine Central 640	(built 2/72)

**BOSTON & MAINE RAILROAD  
HISTORICAL SOCIETY MEETING ON  
JUNE 14, 1986**

This Meeting will be held at the home of the Green Mountain Railroad on Bellows Falls, VT as an all day affair.

614 is a number most of us in the railfan world are quite familiar with. It also happens to be the date of our first ever outing at the Green Mountain Railroad. To help us kick off this new endeavor we are also inviting the 470 Railroad Club, the Mass. Bay Railroad Enthusiasts, and the Amhearst Railway Soc.

Featured on this day will be reduced fare for all organization members and their guests and guaranteed seating (if enough tickets are sold we will reserve seating in one or both of GMRC's original Rutland coaches). In order to offer these great opportunities, we must ask that all tickets be ordered in advanced at the group rate of only \$5.50. Advance ordering will also secure a seat at one of our slide shows during the day where we will be able to view the latest "Developments" from the Nash/Ludlow negative collection. This collection which was recently donated to the B&MRRHS by the Green Mountain Railroad is a fantastic assortment of views of the B&M, NYC, CV, RUT, D&H, and other area railroads from the late 40's to mid 50's. We promise that this latest group of slides will be made from the very best of the collection and will keep you all well entertained. To top things off there will be various GMRC locomotives on display in and around Bellows Falls.

In order to accommodate everyone, we ask that you choose one of the following train/slide show combinations but be warned! Choices are on a first come basis as we will be showing slides in a coach and seating is limited! If response is overwhelming we will show slides on into the night if need be. Select one of the following:

- 11:00 train/1:45 slide show
- 11:00 train/3:30 slide show
- 11:15 slide show/1:30 train
- 1:30 train/3:30 slide show

If you don't have any particular preference at which combination you'd like, please let us know this also. Your ticket will be marked with your train/show combination and along with your ticket you will receive a GMRC timetable and a railfanning map of the area.

To order please send a SSAE envelope along with a check in the amount of \$5.50 payable to Green Mountain Railroad Corp. to:

Scott J. Whitney  
25 Maple Ave.  
Claremont, N.H. 03743

All orders must be received prior to June 1st and don't forget the SSAE!

**800 JOBS ABOLISHED BY MAINE CENTRAL**

A union official representing 700 of some 800 Maine Central workers charged the railroad with "union busting tactics". The accusation came after news was forwarded to union officials by railroad workers that the railroad had abolished 800 union MEC jobs. The 800 jobs were abolished within 24 hours after the strike. F. Colin Pease, vice president for government affairs of Guilford Transportation, confirmed. What job abolishment means was not clear. Pease said the workers weren't fired or laid off, and that the abolishment was not a lock-out.

Since the onset of the strike, workers reported being telephoned by the company and notified that their jobs had been abolished. Ernest Phillips, general chairman of the United Transportation Union, which represents 700

of the 800 Maine Central workers, said he was worried. "We don't know what it means. This is the first time the Maine Central has ever abolished jobs, and there have been strikes against the railroad before." "It seems to be a union busting tactic. UTU members do not have a strikeable issue with the railroad. We are honoring the picket lines manned by the Brotherhood of Maintenance of Way Employees. Our 700 members are victims of the railroad's action", Phillips said.

Pease denied the union busting charges and said he didn't know if the railroad had abolished jobs before. "The union workers left. They have refused to come to work. They have made the decision not to work. We have an obligation to our customers."

The abolishment question surfaced when U.S. District Court judge Gene Carter denied Maine Central/Guilford's request for a preliminary injunction that would force striking maintenance employees to return to work in a dispute involving job security. In denying the railroad's request, Carter rejected the argument that the strike was illegal because of the union's failure to make every reasonable effort to reach a settlement before walking off the job. Of the unions position on job protection and security. Carter said: "It may well have been precipitated by a harsh bargaining stance on the part of the railroad." Noting that no evidence about what actually took place during the negotiations was presented to the court. **From the Morning Sentinel. From Mike Lennon.**

In the October 1985 Newsletter, someone asked the reason for the odd numbering system of the Boston & Maine Alco RS-2's and RS-3's.

The original scheme was for freight engines (no boilers) to be numbered starting at 1500, and passenger engines (with boilers) starting at 1530. The 1500-1504 and 1530-1545 followed this plan. Then it was decided to add boilers to the 1501-1504, so the later boiler equipped units used the numbers 1505-1519. Only the 1500 never received a boiler and also never had M.U. control. **From Laurence I. Beake.**

**INTERCHANGE**

a column of opinion ...

**SPRHS/B&MRRHS Trains Unlimited Show a great Success!**

The first annual "Trains Unlimited" show, held on March 1, 1986 at the Amesbury Middle School in Amesbury, MA was an overwhelming success! The show brought an attendance of 884 people through the door, not at all bad for the first time out!

The show was very successful for the B&MRRHS too, as the Society took in over \$550. at our sales table, including selling three of the Society's remaining brass models.

Trains Unlimited show featured many door prizes, most donated by the dealers that attended, and the grand prize of a Panasonic Video Cassette Recorder was won by Mr. Sidney Holman, of Quincy, MA. Congratulations to Mr. Holman!

A fine time was had by all that attended, and even though the turnout of B&MRRHS volunteers could have been better, we'll all be back next year! A full report will follow as soon as we have it!

I am writing a book on the history of campaign whistle-stop trains and I would appreciate knowing whether you or your readers have any recollections, anecdotes, or memorabilia about any politician who used the railroads when he campaigned.

If so, I would like to interview you for my book, or at least receive any information that you might have.

For your information, I am a member of the American Political Items Collectors, have served as press secretary to various members of Congress and political campaigns, and recently organized a whistle-stop tour in the Midwest.

Sharing your knowledge of or reminisces about this nearly forgotten way of campaigning for office would be greatly appreciated not just by myself, but by political historians, American history buffs, and the general public. I look forward to hearing from you or your readers. **Edward Segal, 2515 K Street N.W., Washington, D.C. 20037.**



General Motors EMD SD60 (3800 hp) Demonstrator Set EMD 1,2 and 4, arrived on the Guilford system on December 3, 1985 and were available for use through December 13, 1985. The units were being run mainly from East Deerfield, MA west to the Delaware & Hudson. They did "stray" east to Ayer, MA once. On December 4, they were on the Bow, NH coal train. They were cut off at Ayer, upon their arrival. They were the trailing units. The units sat in Ayer the day before they went west. So, this was the "easternmost" point on the B&M that they reached. On the day I saw and photographed the engines, they were heading west on POPY with 111 cars. These 3 units were sold to Conrail, as I understand it, they were painted Conrail blue the first week of February 1986. Photo and story by Ed Felton.

We are happy to announce our first cars in a line of special run HO model railroad car kits. All cars are to be accurate lettering on the proper cars. A minimum of two car numbers will be offered for each car and more will be offered on many.

The first car will be the Boston and Maine Railroad PS-1 box car as delivered in four numbers (two first run and two second run). The cars will be available in March 1986.

The next cars to follow will be:

Boston and Maine DF Loader, Blue car in the 800-900 series, Bangor and Aroostook, Red car, in the 9000 series, Maine Central, Green car, in the 9000 series.

The cars are manufactured by Robbins Rails, and paint schemes are exclusive with **Windsor Terminal**.

ONE CAR — \$7.95

TWO CARS — \$14.95 (Different numbers)

**Windsor Terminal Railroad Company**  
Post Office Box 674  
South Windsor, Connecticut 06074

#### YANKEE CLIPPER RAIL

Experience the almost forgotten pleasure of a rail cruise, surrounded by Art Deco elegance, with your every desire catered to by a white-coated porter and steward. Recapture the thrill of relaxing on an open rear platform while the countryside rushes by. All this and more can be yours as you travel aboard **CARITAS**.

**CARITAS** is unique — plush and sleek like the great railroad cars of the 1930's and 40's, yet up-to-date in every way — fine meals and beverages prepared on board, with all of the traditional amenities.

We will leave Boston's South Station on the rear of AMTRAK's **Colonial** (Tr #95) at 7:20

am both on Saturday and on Sunday, May 10 and May 11, 1986, enroute to New York, along AMTRAK's 120 mph Northeast Corridor. This is the former New York, New Haven and Hartford Railroad's famed "Shore Line Route," which is within sight of the coast for most of the length of Connecticut. We will arrive at Penn Station New York a few minutes after noon. You will have five hours for shopping, dining, or simply strolling about Manhattan. Or, you may stay aboard **CARITAS** while it is turned at Sunnyside Yard in preparation for the return journey. **CARITAS** will depart from Penn Station on the rear of AMTRAK's **Bay State** (Tr 642) at 5:15 pm, travelling the Inland Route via Hartford and Springfield, returning to Boston's South Station at 11:25 pm. Your "share of expenses," including breakfast and dinner, and round trip aboard **CARITAS** is \$139 per person. What better way to celebrate MOTHER'S DAY than a luxurious trip to New York? Please send the coupon and your remittance to: **Yankee Clipper Rail Tours, P.O. Box 634, Boston, MA 02151.**

I am News Editor of "Locomotive & Railway Preservation," a new magazine devoted to rail preservation. I would like to invite the members of the B&M Historical Society to become contributors.

We are always in need of photos and information of any existing steam locomotive, preserved or endangered diesel, electric locomotive, trolley, rolling stock or structure. L&RP will deal mainly with the present, but photos that illustrate the history of these items are welcome also. Items that we desire concerning the Boston & Maine might include photos of all six remaining steamers, the remaining F units, existing passenger cars, preserved depots, etc. We are especially in need of pho-

tos of 0-6-0s Nos. 410 and 444 and any possible underwater photos that might exist of 4-6-2 No. 3666.

We prefer black and white 5"x7" (or larger) prints. Color slides can be utilized as well, but color prints can not. We will pay \$10.00 for each photo that appears in the magazine; unused photos will be returned. **Bob Yarger, L&RP, P.O. Box 5, Huntington, VT 05462.**

**Rail Scene**, P.O. Box 742, Bayonne, NJ 07002 announces t-shirts, sweatshirts, hats, and jackets in the following roadnames - B&M Maroon/Yellow "Minuteman", B&M Blue w/white/bk herald, and GUILFORD-B&M, MEC, D&H in Guilford grey w/white/orange logo. A free catalog of over 250 different railroad, airline, and auto logos will be sent FREE to B&M Society members. Send for your catalog today.

#### A REAL STUMPER!

It appears that we've finally done it! In our February Newsletter, we printed our most recent contest question, and as of press time for this Newsletter we have received only a handful of entries, and none have been correct so far!

So, we'll extend the deadline one month, to the April membership meeting, and for the record, here's the question again:

**What B&M freight train, in recent years, originated in Boston, MA?**

Remember, this question is obviously more complicated than it looks, so think carefully!



# Boston & Maine Railroad Historical Society

*Incorporated*

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

ADDRESS CORRECTION REQUESTED

APRIL 1986

FIRST CLASS MAIL  
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DEADLINE FOR MAY NEWSLETTER IS APRIL 12

