

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

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

OCTOBER 1986*

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

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:
OCTOBER 15, 1986
READING DEPOT
RESTAURANT
READING, MA
7:00 P.M.

The B&MRRHS' 15th ANNIVERSARY!!!

October 1986 marks the 15th anniversary of the Boston & Maine Railroad Historical Society, and to celebrate, we will be holding a special dinner meeting at the Reading Depot Restaurant, and our featured speaker will be **Mr. George Drury**, of Kalmbach Publishing! Come and join us as we celebrate our 15th, John Alan Roderick reports that almost all the tickets are sold, so order yours **now** if you don't want to miss the social event of the year!
NOTE CHANGE OF MEETING DATE AND LOCATION!!!

NOVEMBER 8, 1986

National Model Railroad Month

November is National Model Railroad Month, and to commemorate, we will once again be holding our November meeting at **North Shore Model Railroad Club** in Wakefield, MA. Bob Foley and crew once again promise an exciting evening of operation as Boston & Maine power once again takes over the rails of the Chesapeake System! Be there! Railroad scale is HO. **NOTE CHANGE OF MEETING LOCATION!!!**

DECEMBER 13, 1986

Member's Nite/White Elephant Auction!

The B&MRRHS closes out the year with a new first: a **White Elephant Auction!** Get rid of that old railroadiana, models or magazines and help out the B&MRRHS. Full rules next month. Following the auction, a **Member's Nite** will be the entertainment, all members are invited to bring a maximum of 20 slides or a 200' movie. A projector will be provided for slides, but please bring a projector if you wish to show movies. This meeting will be held in Woburn!

JANUARY 10, 1987

From Rotterdam to Rigby!

Happy New Year! The B&MRRHS kicks off the New Year with a presentation by **Mr. Rodney Cowen** entitled "**From Rotterdam to Rigby**". Mr. Cowen's program will feature a tour of the Boston & Maine from one end to the other as it appeared in the late 1960's and early 1970's. This is an era that is often overlooked at our meeting presentations, and we are looking forward to January and Mr. Cowen's presentation!

THERE WILL BE NO MEETINGS IN WOBURN IN OCTOBER AND NOVEMBER!!!

WANTED: BULLETIN ARTICLES!!!

Of course, we are always looking for articles for our excellent **B&M BULLETIN**. One idea that has cropped up recently was features on former Boston & Maine branch lines that are still in operation, but no longer owned by the B&M. An example would be Scott's recent two-part **BULLETIN** article concerning the Green Mountain Railroad's former operations on the B&M's former Ashuelot Branch.

BOSTON & MAINE NEWS

At the B&M/MBTA Yard 14 as of mid-July 1986:

RDC's: 6913, 55, 6927, 6212, 6103, 6112, 6101, 6910, 6156, 6124, 6125, 6127, 6210, 6209, 6131.

Coaches: 8603, 2589, 8658, 8601, 2554, 2528, 8672, 2598, 2255, 2517, 2574, 2565, GO 9963, GO 1075, 2591.

Engines: 4261, 4263, 4268, 4264, 4266, 4254. (These are former MBTA/Penn Central passenger E-units, despite their matching B&M F-unit numbering. No, the **Conway Scenic** hasn't sent the **4266** to Boston!)

Notes: *RDC (Rail Diesel Car) 6212 was used as the B&M's office car.

*Coach 2255 is the last 8200-8300 series coach on the MBTA.

*E-unit 4263 has had its pilot removed.

From the Narragansett Newsletter.

**SALISBURY POINT STATION
DAMAGED BY ARSON**

Richard Nichols, president of the Salisbury Point Railroad Historical Society said the group is devastated that its treasured railroad station was set on fire. The historic depot sits in the rear yard of the Amesbury Bartlett Museum. Two Amesbury males have been charged following the recent incident. What makes matters worse is that the Bartlett Museum's fire insurance doesn't cover grounds or accessory buildings. That dismal fact leaves the association holding the bag. Nichols said a fire fund will have to be set up in the hope that the community will rally to the organization's aid.

The Historical Society bought the railroad station, dating back to the 1870's, from Amesbury resident Ronald Greenwood. The historic depot, built by the Eastern Railroad, was originally located just behind the McDonalds on Route 110 in Amesbury.

During the last couple of years, the railroad members have gradually restored the small station and collected railroad memorabilia for display at the site. Now much of that hard work has been destroyed.

The outside wall on the east side bore some signs of a fire, with charred wood just peeking through the yellow exterior paint by the window's edge. Inside, the signs were more evident. Nichols pointed to the large gaping hole in the ceiling, the charred window, another large hole in the wall and the water damage throughout the interior ceiling. The smell of smoke and charred wood permeated the structure.

Fire Chief Arthur Gaudet said the damages will amount to about \$1000 to \$1500. The Chief said the fire was "definitely set", by matches without the use of an accelerant.

The whole inside will have to be redone, to remove the smoke odors. In other needed repairs, workers will replace three layers of sheetrock, wash and resand the floors and rebuild a burnt display case. The station will have to be repainted as well, to hide the smoke stains.

Two items were stolen, according to Nichols. One was an Eastern Railroad plaque, valued at \$1200 and \$1500. Though water damaged, the item is now back in the hands of the Society. But a real railroad lantern, valued at \$500, has not been returned.

Also destroyed were about 500 maps that the society had planned to sell.

Fortunately, all of the society's valued documents are on display at the 4 Water Street headquarters and Archives. **From Richard Nichols.**

FIRE DAMAGE 9/5/86

SALISBURY POINT STATION:

- Smoke & Water Damage: Servpro Industries Inc. Clean entire 11x20 room & deodorize room Total Cost \$311.55
- Fire Damage: Removal of damaged wood trim, damaged sheetrock, double hung window unit, wood bench (benchwork), front door, wainscoting & chair railing, window beads. Re-primer & paint entire inside due from smoke & water damage. Re-furnish building to its original appearance. Job Estimate by Gilbert P. Cartier (Carpenter) Total Cost \$3,400.00
- Articles lost or damaged by fire, smoke &

water:

- 2x8 foot model layout Value \$50.00
- Three section of L.G.B. track 20.00
- Five 11x14 prints 30.00
- Five 11x14 picture frames 20.00
- Nine Minuteman Steam Books 63.00
- One Hundred Railroad Magazines 30.00
- One case of 1,000 plaistic 10oz. cups 15.00

Total Cost \$228.00

- Articles Stolen:
 - Eastern Railroad (Poster in Frame) dated 1873. Returned by Amesbury Police 9/7/1986. Water damaged with paint lifting off glass.
 - Carbion Lantern: Built between 1914 & 1920. Value between \$300 & \$500. Carbion lantern has not been returned.

Grand Total \$3,939.55

Sincerely,

Richard Nichols
President

Mail Contributions To:

**Fire Fund
Salisbury Point Railroad
Hist. Soc. P.O. Box 499
Amesbury, Mass. 01913**

Help Preserve Our Railroad History.

**NORFOLK SOUTHERN
QUITS CONRAIL EFFORT**

With its \$1.9 billion bid for Conrail stalled in the House, Norfolk Southern Corporation says it is all but abandoning its effort to acquire the railroad rather than pursue a "kamikaze mission." In interviews, Norfolk Southern executives made their strongest statements yet that their push to acquire the government-owned Conrail was unlikely to succeed in Congress, despite the backing of Transportation Secretary, Elizabeth Dole. Instead of devoting more time to promoting their offer, the officials said they were turning their attention to other legislative matters, including trying to prevent a rewriting of the 1980 railroad deregulation act.

Some \$10 million may have been spent so far on lobbying and financial consultants in NS's bid to acquire Conrail, according to Jim Granum, NS's assistant VP for public affairs. "The burden of getting something through Congress is a lot harder than defeating it," Granum said. It being clear that Norfolk Southern won't succeed, the firm is not intent on being a spoiler, he said. NS might not oppose legislation calling for a sale of Conrail in a public stock offering - as long as the measure did not become a "Christmas tree" on which lawmakers could hang certain other railroad-related provisions. "We don't have the attitude of 'I can't get it, but I don't want anybody else to have it,' Granum said. "We have been in Washington a long time. It's a very gentlemanly company. We're not going to alienate Congress on a futile, Kamikaze mission."

Norfolk Southern has formally withdrawn its offer. It wants to remain a player in the Conrail matter, and believes there is always the chance that "the good fairy might still tap you on the head," he said.

In February, 1985, Mrs. Dole selected the NS's offer from among 15 bids for Conrail, which began operating in 1976 using the rail properties of six ailing railroads. Norfolk Southern's offer won Senate approval one year later, but the bid stalled in the House. **Narragansett Newsletter.**

The Boston & Maine's Cheshire Branch is almost entirely a memory now, as most of it except for short stretches at South Ashburnham, Keene and North Walpole. The remaining track north of Keene to North Walpole (Cold River Station) was removed this past summer.

Another notable piece of track to be torn up was the connecting track that ran from Boston & Maine's "Fitchburg" yard in North Walpole (now the Green Mountain's North Walpole yard) to the B&M's North Walpole yard on the Connecticut River Route. This track was used by freight trains as a means of avoiding the Bellows Falls station when they ran via the Cheshire branch to White River Junction, VT.

The Baltimore & Ohio Railroad Historical Society has graciously donated copies of original drawings of Boston & Maine mountain-type locomotives that Mr. Gary Schlerf discovered while he was doing research on B&O mountains. As you may remember, the Baltimore & Ohio purchased some of the R1 4-8-2 locomotives that the Boston & Maine had a surplus of.

We thank the Baltimore & Ohio Historical Society for their very generous donation to our Archives.

HELP WANTED

Looking for photos/plans/any information to be used in commercial book, along with floor diagrams, front and side elevations. Contact: Ralph L. Barger. 6168 Camelback Lane, Columbia, MD 21045 (301) 997-3056.

November 16, 1986

Bedford, NH - Bedford Village Depot Boomers Fourth Annual Model Railroad Exhibition at McKelvie Middle School, Liberty Hill Road at Gault Road, 10 am to 4 pm, displays, demos, all scales, modular layouts. Donations accepted at door. Info: Thomas A. Wright, 2 Highland Avenue, Goffstown, NH 03045 (603) 497-3498

We have three corrections and one addition to the railroad frequency list that we published last month. The typos were transposition, and we should have caught them when we proofread.

B&M Dispatcher 161.520
B&M Car Knocker 160.230
Conrail Road 160.800
Add:
Green Mountain 161.355 Channel 5

We remind anyone who may be moving to be sure to submit a Change of Address notice to the B&MRRHS as soon as feasible. This also applies to those who might change their address during the winter months. If you don't send us the notice, it may be months before your B&MRRHS publications catch up with you, not to mention the additional expense to have your things returned and then remail them. Remember, Change of Address notices are your responsibility!

B&MRRHS VISITS THE CONWAY SCENIC RAILROAD!

On Saturday, August 9, 1986, the Boston & Maine Railroad Historical Society descended on North Conway, NH and the Conway Scenic Railroad. This summer's history of bad weekends spared us, with the exception of a brief passing afternoon shower. Considering the way the summer has gone, it was just about perfect weather!

Highlights of the day included the operation of Boston & Maine F7A 4266 on a mixed train to Conway, which made a couple of extra runs up the hill into North Conway, much to the delight of the railfans present, and, as usual, some caustic comments from the golfers trying to tee off next door. Maine Central 2-8-0 501 is looking nothing short of spectacular, thanks in no small way to the work of Roger Robar and Bob Allen and other members of the 470 Railroad Club.

In the afternoon, the Intervale Extra departed, and attention turned to the Supper Chief (undoubtedly now considered to be one of the most famous "name trains" in New England railroad history), with Dwight Smith's beautifully restored observation car "Gertrude Emma" bringing up the rear (and B&M 4266 on the point!). Upon the return of the Intervale Extra, the Supper Chief departed for Conway and a delicious ham-and-bean supper once again put on by the ladies of the Congregational Church. After drawing for a couple of door prizes and the presentation of a display board featuring the restoration of B&M 4266 to Dwight Smith, we boarded the Supper Chief once again and returned to North Conway and a great presentation by H. Arnold Wilder. A night photo session featuring B&M 4266, Maine Central 501 and the Gertrude Emma finished off a spectacular day.

Thanks again go to Dwight Smith, for his most gracious hospitality in hosting these meetings; to the Conway Scenic Personnel, who work while everyone else plays; to the ladies (and men) of the Church in Conway for their delicious meals; and finally to all of you from the various railfan organizations, who come out to make these events the great times they are! Like they say on TV, it doesn't get any better than this! See you next August!

B&M STEAM TO BE SAVED IN TWO PLACES

An almost impossible thought in this day and age, but one that is proving to be true. Two items of Boston & Maine steam are going to be saved!

First and most notable is ex-B&M 0-6-0 444, which as we write this may be on its way to Dunkirk, NY, where it was built. As this is written, the 444 was still at the Fletcher quarry (the same quarry which spawned the 410) where it has resided these many years. The locomotive was slated to be moved to a convenient sight to be loaded aboard Trailer-Train flatcars to be shipped. The city of Dunkirk has been looking for quite a while for a locomotive to be put on display that was built there. Several units were looked at, and finally B&M's 444 was selected. And now, item two... Since Steamtown left Vermont and left several pieces of rolling stock behind to be auctioned off, we have the makings for another Boston & Maine steam story. Years ago, Nelson Blount acquired a locomotive from Eastern Gas and Fuel. The locomotive was not so unusual, but the tender was. At some point in

its life, EG&F's #4 lost its tender due to an accident or just plain old age, and enter Boston & Maine 1364, a B-15 mogul. 1364's tender was apparently in good enough condition that it was used to replace the original tender of #4. Well, to make a long story short, the old 4/1364 is headed for a new home on display at Gorham, NH. Admittedly, not a P-2, or an Rld, but in 1986, we'll take it!

Don LeJeune sends us an updated stored motive power listing, effective mid-August, 1986:

The following units are currently stored, some units may be sold or in the process of being taken apart for parts:

Boston & Maine:

322, 325, 336, 1210, 1222, 1556, 1557, 1558, 1559, 1561, 1565, 1569, 1571, 1572, 1574, 1576, 1700, 1701, 1702, 1727, 1737, 1739, 1740, 1749, 1850.

Delaware & Hudson:

414, 418, 419, 501, 503, 504, 505, 507, 508, 754, 755, 756, 757, 760, 4099, 4103, 5007, 5008, 5009, 5012, 5013, 5014, 7316, 7403.

Maine Central:

260, 262, 284, 408, 409, 566, 578, 579, 593, 802.

IN AND AROUND SALEM, MASS.

The Marblehead Branch has been cut in half as the crossing at Canal Street has been removed in a repaving project. The only customer affected is a Sylvania plant which has not shipped by rail in four or five years. Boston & Maine SW-1, reported stored in the March 1986 Newsletter, is alive and well and working as the Salem-based switcher since

July.

The area of the wye track in the photo of the new station has been filled in to grade the surrounding lot. There is much concrete work parallel to the main line.

Two new bridges in Swampscott are being built and trains run single track, with a flagman riding the train as a "human staff".

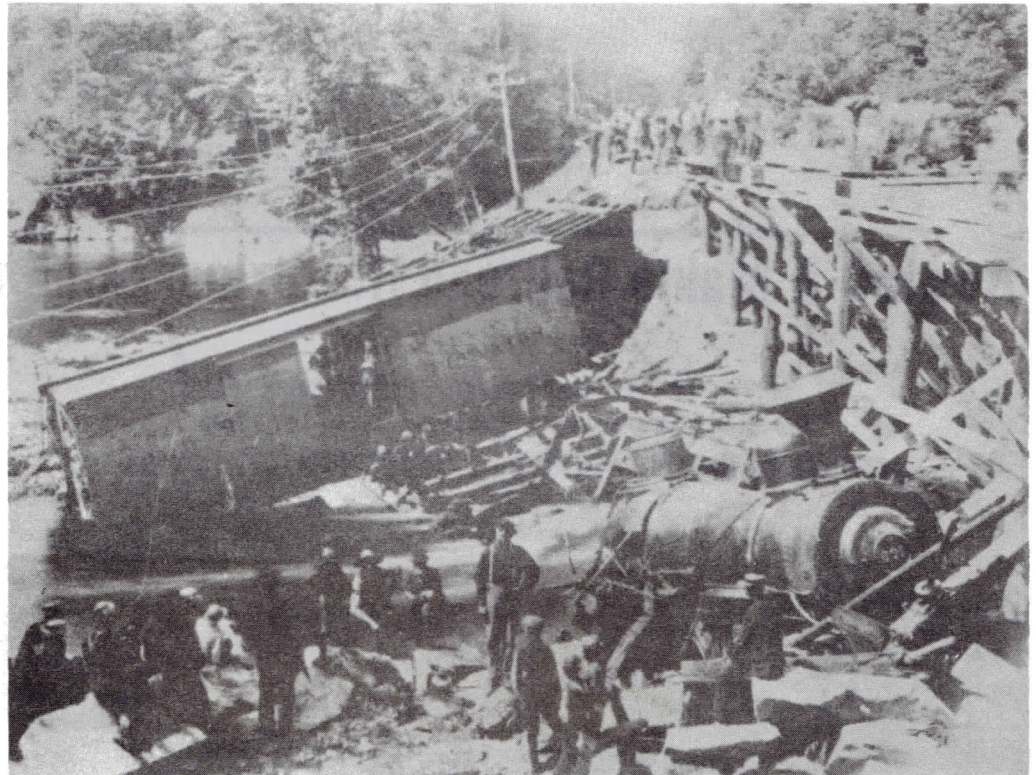
Nissen Bakery in Lynn is without service because of the single iron. **From Steve Butterworth.**

We had several people answer the question of the locations of the Anderson Station and Conicut Station as posed in a recent Newsletter. Herewith, the answers, a composite of many of the letters. Many thanks to all who responded!

Anderson Station: On the Worcester, Nashua & Portland, was 6.19 miles east of Nashua's Union Station, or conversely, 3.95 miles west of Windham Depot. Anderson was changed from West Windham during the station-rename program carried out by the B&M. It is now a gift shop, and has been moved from its original location.

Conicut Station: Listed as having been on the Passumpsic Division, was 3.91 miles north of Bradford, VT, or 3.01 miles south of Newbury, VT. Information from: **D. Soeldner, Carroll Webber, Thomas Underwood and others!**

Strange Sightings Department: The Central Vermont is laying down a fiber optic cable along its entire mainline, and has had a Grand Trunk SD38AC on the accompanying work train.



Bob Shaw sends us another mystery photo to identify. Bob thanks all who responded to the last one, and hopes that the membership can shed some light on this one. The number on the locomotive is 501. The boxcar is lettered for the New York Central & Hudson River Railroad, and the location is unknown. Our resident expert, Chandler Cobb, has speculated that it may be on what is now Route 125 near Wheelwright Pond just below the Lee, NH traffic circle. Can anyone confirm, and/or tell us more about the photo? Many thanks!

AMTRAK OKAYS CLAREMONT, NH STOP

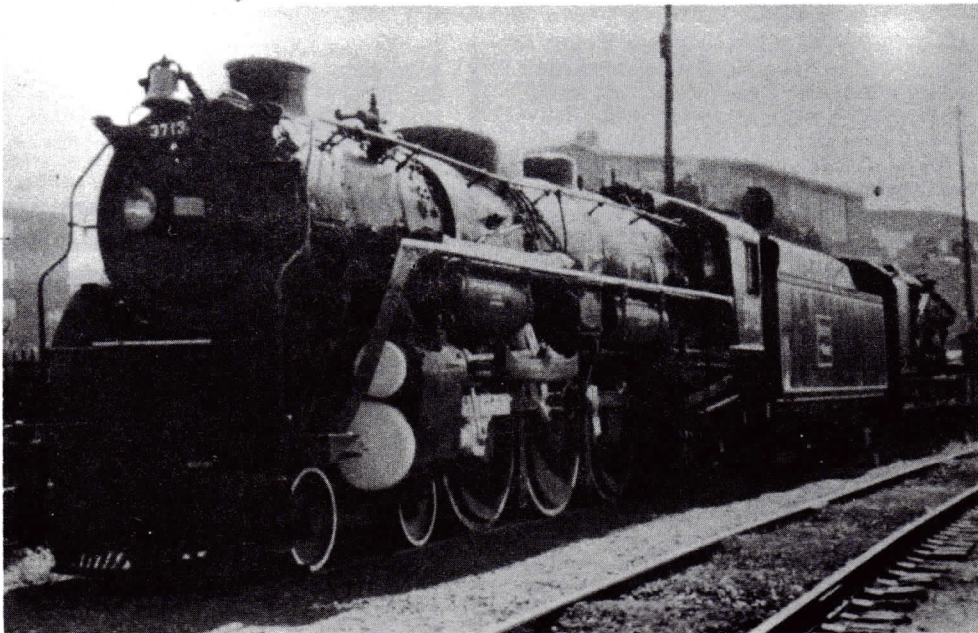
If officials can find a site for a platform, Amtrak Montrealer train service may begin stopping in Claremont, NH. Mayor Robert Porter said he and others are interested in getting the service, and the process has been on-going for about a year. Amtrak refused to consider the suggestion until the political help of Gov. John Sununu and Sen. Warren Rudman was enlisted.

Presently, the closest Amtrak stops to Claremont are in White River Junction and Bellows Falls, Vermont. Claremont would be the first Amtrak stop in New Hampshire.

What the city needs is a site for the train to stop. The old train depot was recently sold and has become a restaurant. Alternate sites are under consideration. Amtrak schedules change once a year, and in order to catch the October schedule changes, the platform site must be secured.

D. Soeldner reports that the tracks of the defunct Manchester & Lawrence division located south of Route 111 in Salem, NH were ripped up this past month, about one and one-quarter miles of track so far.

Before we sign off for this issue, we have a tid-bit from the rumor mill. Can anyone tell us whether or not there is any truth to the rumor that the Piscataqua River in Portsmouth, NH is to be widened again, and that B&M 3666 is once again in the way? They thought about raising the Titanic, didn't they?



From member Robert Wilner comes this beautiful piece: "Up until the end of 1943, I saw every one of the B&M 3700's and 4100's many times over, as they powered their trains through Williamstown and North Adams. I've seen Boston & Albany, New York Central, and Pennsylvania steam, also Southern Railways 1401 on display at the Smithsonian, along with hundreds of photographs of steam throughout the years."

"Never have I seen anything, anywhere, called a Pacific, that was as beautiful as those 10 B&M P4 3700's. here is a photo of this "Princess of Pacifics" that I took in Scranton, PA on Tuesday, July 15, 1986. Even minus her smoke deflectors, classification lamps, drive rods, red and silver lettering and 200 plus pounds of steam pressure, she is still the most elegant lady of all!"
No argument, sir!



Boston & Maine Railroad Historical Society

Incorporated

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

FORWARDING AND ADDRESS CORRECTION REQUESTED

OCTOBER 1986

FIRST CLASS MAIL
NON-PROFIT
ORGANIZATION

Just as we go to press (literally) we have learned that the MBTA has selected AMTRAK to operate its commuter service starting January 1, 1987. Full story next month!

