

Boston & Maine Railroad Historical Society
19 *Incorporated* 71

NEWSLETTER

BUDDY WINIARZ, Editor • P.O. Box 2936 • Woburn, MA 01888

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— B&MRRHS CALENDAR —

NOVEMBER 9, 1996

Plans are afoot for a round table 7:30 PM discussion of "Days of Old on the Boston & Maine Railroad" with several of our senior members. We had one of these in early 1987 and the house was packed!

DECEMBER 14, 1996

The Society's **Annual Member's Night**. 7:30 PM at the Boott Mills Center. Please bring slides, video or movies for showing. A slide projector (Kodak Carousel for Standard 35mm cardboard or plastic mount) and video player (Standard VHS format) are provided, but if you plan on showing movies or slides of different formats, please bring your own projector. We recommend no more than 25-50 slides, a 200' movie, or a 15 minute video.

JANUARY 11, 1997

7:30PM at the Boott Mills Center (See directions below). Program not set at press time.

REMEMBER THE MEETINGS ARE AT 7:30 PM AND WILL BE IN THE BOOTT MILL COMPLEX.

DIRECTIONS—at the traffic light near the Mogan Center, take a right or left depending on which way you come down French St., go past the little guard shack, between parking lot and Boarding House Park, and over the trolley tracks and bridge. Into the courtyard bear to the right and go to the end. The doorway will be lighted and there is plenty of parking and security. Also look for signs.

*The Board of Directors, Officers and Staff of the
B&MRRHS wish everyone a Happy Holiday Season!!*

B&MRRHS WINTER STORM MEETING CANCELLATIONS

During the winter months, cancellation of B&MRRHS meetings will be broadcast on **WHDH AM Radio**—Boston, on the day of the meeting. (Sorry, WBZ Radio informed us recently that they will no longer be broadcasting cancellations for other-than-school events.) Also, notice of cancellation will be announced on the **B&MRRHS Answering Machine** at (617) 628-4053 *after 12PM* on the day of the meeting.

As always, if you do not hear the notice or are not sure of whether the meeting has been cancelled or not, *use your discretion*. Chances are, if you don't want to drive in it, we don't either!

ANNUAL REPORT OF THE B&MRRHS ARCHIVES COMMITTEE F.Y. 1995-1996

Nine monthly meetings of the Archives Committee were held at the Society's Archives at the Center for Lowell History in the Patrick Mogan Cultural Center in Lowell on Saturdays. A total of 185 hours of time were donated by 9 persons at these meetings. Many volunteer hours were also spent listing and cataloging accessions at other times. Special thanks goes to the following members of the Archives Committee for their assistance during the year: J. Leonard Bachelder, John B. Barr, Vincent Bernard, Steve Butterworth, John Goodwin, Ron LeBlond, Rick Nowell, Ellis Walker and Dave West.

Donations of materials were received from the following individuals during the year: Bruce Bowden, Bob Warren, Joel R. Havens, Mrs. Hope W. Baldwin, Sam Vaughn, George McCarthy, John C. Osgood, Laura J. Weaver, Alden H. Dreyer, John Barr, Joe Shaw, John R. Shreenan, Richard W. Symmes/Walker Transportation Collection—Beverly (Mass.) Historical Society, Kevin T. Farrell, Scott J. Whitney, John C. Hutchins, Rick Hurst, L. David Hallett, Bill Lawson, David Bonazzoli and Donald S. Robinson.

Much time was spent by the Archives Committee in organizing, cataloging and filing items donated. During the year we continued cataloging numerous newly-acquired paper items on computer instead of manually as in the past. Ron LeBlond volunteered hundreds of hours to take on the job of cataloging our collection of track plans. He has entered information on over 1240 plans on his computer, enabling us for the first time to index and retrieve these drawings by geographical area.

Over 85 pieces of correspondence were sent out during the year, including 29 inquiries that were answered. Other correspondence concerned acknowledgement of donations, purchase of archival supplies and other administrative matters. Assistance was provided by the committee to others for projects such as several books on railroad stations, information and photos for the B&M Bulletin and Newsletter, information and photographs for the Massachusetts Division of Forests and Parks, an architectural firm, and information to support several restoration efforts of former B&M railroad stations.

Members are again reminded that general inquiries and historical questions should be first directed to the Society's Historian, Harry A. Frye through the Society's Woburn Post Office Box. It is recommended that a stamped self addressed envelope be included with all inquiries as well. Questions regarding holdings of the Archives and research sources will be answered, as time permits, by volunteer members of the Archives Committee. Requests requiring extensive research cannot be dealt with by volunteer members of the Archives Committee due to time constraints.

I would like to express my appreciation to the members of the Archives Committee who volunteered their time during the year, and also to the Society's Board of Directors for its financial support of Archives activities during the year.

*Respectfully submitted,
/s/ R. Richard Conard, Chairman
Archives Committee*

BOOK REVIEW

THE MASS. CENTRAL:

QUABBIN'S PHANTOM RAILROAD by J.R. Greene.

Not to be confused with the B&MRRHS' *Central Mass.*, this 104 page 8 1/2"x11" softbound book chronicles the history of the Massachusetts Central Railroad which was the brainchild of James Stone intended to connect Boston with Northampton, Mass. The book receives its subtitle from the fact that part of line was built through two towns which were later flooded when Quabbin Reservoir was constructed in the 1930s.

The text includes profiles of some of the company's luminaries, which represent an interesting cross-section of personalities from the post-Civil War era.

The line was consolidated with the B&M in 1887 and was completed as that company's Central Mass. Division, now just a memory.

Illustrations are a bit on the sparse side, but the text is very readable, owing to the author's deep knowledge of the subject and extensive researching acumen.

This is a book which will interest both railfans and Bay State history enthusiasts. It is published by Athol Press. Copies are available directly from the author for \$14.95 plus \$3.50 S&H (MA Residents add 5%) by writing to: J.R. Greene, 33 Bearsden Road, Athol, MA 01331.

NOTICE OF ARCHIVES HOURS

The B&MRRHS archives are located in the Patrick Mogan Culture Center at 40 French St., Lowell, Ma. They are generally open Mon.—Fri. 9 to 5 and Sat. 10 to 3. Closed Sun. and holidays. For further information and to see if they are open call 508-934-4997 or 4998. This is in the same building as where we have our monthly meetings.

ATTENTION!!

Improperly-Collated B&M Bulletins

We have received several reports of mis-collated B&M Bulletins (Volume XX, No. 4). If you received a copy with missing pages or repetitive pages, please let us know, either by dropping a letter to the Woburn P.O. Box or leaving a message on the Society's answering machine. We will be having the printer replace the bad copies (of which there are probably only a handful). We apologize for the inconvenience. If you do have a bad copy, please do not discard it just yet in the event that we are required to send these back to the printer.

—JAR

THE INTERCHANGE

(A column for the membership to sell, buy and swap items of interest).

The Society has come into a collection of magazines from a past member and anyone interested please send a postcard or note to the Editor for information. Any proceeds for these publications will go to the Archives fund in memory of this late member.

Railroad Magazine	1948 to 1960
Model Trains	1957 to 1959
HO Monthly	1949/50
Railway & Loco HS Bulletins	#89 through 117
Model Craftsman	1934 through 1945
Trains Magazine	1941 through 1970

All of the above have full and/or partial years.

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Alden Dreyer offers to sell or trade his duplicate issues of "Our Service" (pre 1924 employee's magazine), B&M employee's magazines 1924-1960, B&M public timetables and B&M Bulletins. Wants select B&M annual reports, has dupes of some and lastly, a photo of the Greenfield, Ma. roundhouse which disappeared in 1919. (It was located near Greenfield West Interlocking north side). Call or write to Alden at: 413-625-6384 or 91 Reynolds Rd. Shelburne, MA. 01370-9715.

#####

Trevor Marshall is looking for photos and/or drawings of the B&M station and coaling facility, circa 1951, at Claremont Jct. He may be contacted at: 2135 Monson Crescent, Gloucester, Ontario Canada K1J6A7 concerning costs and information.

#####

Howard Lucas is looking for postage meter impressions that include railroad related images in the advertising slogan. Originals are not needed but he does seek gratis photo-copies. For other details he may be reached at: 3702 North Fairfield Lane Dale City, Va. 22193 or 703-257-8210 (w) 680-9502 (h) 257-8343 fax or E-mail: 74354.751@compuserve.com

#####

Wes Brown has a Westside Model ATSF/B&M 2-8-4 Berkshire in original box, purchased 4-86. Remotored-cam, primer paint, extra parts and fully operational for sale at best offer. Wes may be reached at: 7821 Scottwood Ter. Charlotte, N.C. 28212-4853.

NEW RAIL TRAIL PLANNED

Ayer, Ma.—If all goes as planned, hikers, bikers and horse riders will some day be able to take off from Ayer on an eleven-mile "rail-trail" that will begin in Ayer and run through the towns of Groton, Pepperell and Dunstable, ending at the New Hampshire state line.

Ayer merchants are enthusiastic, according to Director of Economic Development, Diane Sullivan. Planners are hoping that the facility will bring thousands of visitors to the town, where businesses are feeling the effects of the loss of Fort Devens.

The "gateway" to the trail would be located at the beginning of an old rail bed that can be seen just past P.N. Laggis, the last retail store on the right on Main St. Plans include parking, benches, rests rooms, and perhaps a visitors kiosk at the entrance. Sullivan also added that informational panels telling trail users of rare vegetation and other species they might see along the trail. This would be the first such trail in Massachusetts to have both hard and soft surfaces, allowing for a variety of uses including wheelchairs, stated Danny O'Brien of the state Dept. of Environmental Management (DEM).

DEM paid the Boston & Maine Railroad \$750,000 for the right-of-way in 1987. According to *The Rail Lines of Southern New England: A Handbook of Rail History*, by Ronald Dale Karr, the B&M abandoned the Ayer-to-Hollis spur of its Worcester and Nashua passenger line in 1982. The Hollis-to-Nashua portion had been abandoned in 1942. The right-of-way now serves as a recreational trail.

The predicted price tag for improvements to the trail is \$2.6 million. According to Sullivan, DEM is coordinating the funding of the construction and has garnered \$1.6 million so far in funds. This is also one of six Central Mass. Enhancement Projects planned for the state. At the present there is no name for the trail but it is known by the "DEM-designed rail trail."

(Harvard Post)

"FLYING YANKEE" RESTORATION GROUP FORMED

An organization calling itself the "Flying Yankee Restoration Group, Inc." was officially chartered in the State of New Hampshire on October 4, 1996 to oversee the fundraising and logistics necessary for restoration of former B&M streamliner No. 6000.

Principals of the corporation include Bob Morrell, who sold the train set to the State of New Hampshire for \$1.00 earlier this year. Other individuals who are involved in the endeavor are Jerry Hebda, president of the Green Mountain RR Corp. of Bellows Falls, Vt., Michael Channey, CEO of the New Hampshire Historical Society, Paul Gray, Chef of Parks and Recreation for the State of New Hampshire, Jim Marshall of the New Hampshire Department of Transportation, and Everett Howland, a retired Boston & Maine Railroad official and now involved with the Plymouth & Lincoln Railroad.

Details of the group's plans to accomplish the restoration will be forthcoming.

(Thanks to Scott Whitney)

RDCs DERAIL IN LINCOLN

LINCOLN, N.H.—Six railroad cars that have for years sat on storage tracks apparently caught the fascination of three local boys, who allegedly released the brakes of the cars and sent them on a run down a stretch of track and derailed on the Kancamagus Highway. The derailment happened just a short way from the traffic light at the intersection of routes 112 and I-93 at exit 32.

"Normally that's a busy intersection," according to Police Chief Mike Pelletier. "We were very lucky there were no injuries or fatalities," he added. For some unknown reason there was no traffic or pedestrians in the area.

The local youths turned themselves in to police at the scene of the derailment. The three had not been charged at the moment but they do face a misdemeanor charge of reckless conduct according to Chief Pelletier. "They were really shaken," he said. "They didn't realize what they had done."

The train cars, former Boston & Maine Railroad RDCs, had been parked about a quarter mile above the intersection, behind McDonalds. While the land seems to be level, there is a gradual decline between the two points. "If you ride a bike, you can feel that incline," said Pelletier.

According to witnesses the cars were rocking from side to side, a trait of the RDC, and when they derailed there were large clouds of dust.

Four of the cars were removed from the sight by an engine from the Hobo Railroad while workers continued well into the night to reraill the remaining two cars. The derailment happened in front of the White Mountain Information Center and kept eight carloads of tourists and employees of the center from leaving the parking lot.

(Union Leader 8/21/96)

CONRAIL AGREES TO \$8.4b TAKEOVER BY CSX

BOSTON (10/15/96)—The Northeast's dominant freight railroad, Conrail Inc., has agreed to be bought by Virginia-based CSX Corp., in a deal that would create the nation's third largest rail system, reaching from Boston to Miami and New Orleans.

The sale, for \$8.4 billion in cash and stock, must undergo up to a year of regulatory and legal review and could be challenged by a rival carrier, Norfolk Southern Corp., and unions concerned about the fate of 52,000 people now on the Conrail and CSX payrolls.

Conrail's 11,000 mile system now extends from Boston west to Chicago and St. Louis and south to Philadelphia and toward Cincinnati. Conrail also has track in Quebec. CSX has 18,645 miles of track in the south, east, Midwest and Ontario.

Currently there are 400 Conrail employees in Massachusetts with 140 in Boston said a spokesman and the railroad could not predict if those numbers would change due to the merger.

Some Boston area shipping interests welcomed the prospect that a combine Conrail-CSX system could move goods faster to the south, possibly forcing down high rates now fetched by truck companies, because of their speed, dominate the market.

"We should see rail transit times diminish considerably once these two railroads get together," William F. Mix, a Lexington-based transportation consultant predicted.

CSX strong experience not only in rail but trucking and ocean shipping could be a big boost to the Port of Boston, said Mass. Port Authority director Ralph Cox.

Sea-Land, a CSX owned shipping line could make strong use of Boston's port facilities. But he also acknowledged that a merger could increase competition for exports to Europe from the Midwest. A choice of eight East Coast ports would be available—Boston, New York, Philadelphia, Baltimore, Norfolk, Charleston, Savannah and Jacksonville. Conrail offers the first three.

CSX chairman and chief executive John Snow said that a merger could benefit passenger travel on Amtrak trains that now use Conrail lines between Washington and Philadelphia by routing freight trains over a parallel CSX route.

"This merger is about growth," Snow said. He said a combined CSX-Conrail system could steal business from truckers by linking two north-south systems that now have no connec-

tions east of Cincinnati. He predicted initial operational savings of \$550 million a year, but declined to say where or how. A spokesman for the Brotherhood of Locomotive Engineers said that his union would "vigorously defend" its jobs.

Norfolk Southern, which competes head-on with CSX in the south and was earlier reportedly interested in buying Conrail, said it hasn't ruled out any options, including a competing bid.

Under the merger proposal, Snow would become chairman and chief executive of the new holding company and David M. LeVan, Conrail's chairman and president would be president and operating officer. After two years, LeVan would become CEO and Snow would remain chairman for two more years.

The new company's headquarters would be in Philadelphia, Conrail's home now. CSX is based in Richmond, Va. No new name has been decided as yet.

The deal proposes to give 40% of Conrail shareholders \$92.50 worth of cash for each of their shares. The other 60% would be acquired for stock at a ratio of 1.85619 CSX shares for each Conrail share.

Conrail stock rose almost 20% on the NYSE closing at 85 1/2% while CSX shares fell 2 1/2% to close at 46 1/2%.

(Boston Globe)

(Ed. Note—what sort of ramifications will this have on New England railroading?)

Rail Coupling

	CONRAIL	CSX
Headquarters	Philadelphia	Richmond
CEO	David LeVan	John Snow
Revenue (1995)	\$3.7 b	\$10.5 b
Profit	\$264 m	\$618 m
Employees	23,510	47,965
Route miles	11,000	18,645
Service area	Ma., Ct., N.Y. D.C., 8 other states	20 states in the East, Midwest & South; Ontario and Quebec.

THE ABANDONED TRACK

(This will be a column that deals with past events of the Boston & Maine Railroad, which can include photos)

65-MILE PASSENGER LINE TO BE DROPPED

A sweeping reduction in train service and waiting station accommodations is proposed in a petition filed yesterday with the P.U.C. by the Boston & Maine RR. The road seeks authority to discontinue passenger train service between the Oakdale and Northampton stations, a distance of 65 miles and to abandon 16 stations along the route.

The P.U.C. said there will be a public hearing on Thursday, January 14, 1932 at 2 o'clock on the petition.

The petition of the railroad is as follows:

"Respectfully represents the B&M RR that it desires to discontinue passenger train service along that portion of its line between Oakdale and Northampton stations and asks that the department approve the discontinuance of the service now afforded at Oakdale and Northampton stations, eastbound, by trains #3112 (weekdays) and #3150 (Sundays), and westbound by trains #3117 (weekdays) and train #3155 (Sundays): abandonment for passenger purposes and the discontinuance of passenger train service at the following stations located on said portion of its line:

"Quinapoxet, Jefferson, Muschopauge, Rutland, West Rutland, Coldbrook, Barre, Barre Plains, Wheelwright, New Braintree, Gilbertville, Ware, Bondsville, Belchertown Amherst and Hadley."

(Boston Globe 12/9/31)

ENGINE JUMPS TRACKS IN NASHUA

NASHUA, N.H.—A railroad engine parked near the roundhouse of the B&M railroad last night left the Temple St. end of the tracks after it had started moving in reverse. The rear carriage of four wheels under the coal carrier sank into the ground and a crew of workmen were busily engaged today jacking up the carrier to place it back on the tracks.

W.J. Knowles, yard superintendent, said he had not determined the cause of the accident, but he was investigating today. No one was in the engine at the time it started, it was reported.

A large crowd gathered and several officers had to do traffic duty for some time.

(Manchester Leader 6/15/1938)

SUNCOOK RR SUES B&M

CONCORD, N.H.—Suit was brought Friday in Merrimack County Superior Court by the Suncook Valley Railroad against the Boston & Maine RR for \$146,575, it was disclosed by Morse and Grant, a local law firm, general counsel for the Suncook Valley road. Atty. Maryland H. Morse stated that the suit was entered as a special plea, and counter claim against the B&M, which is suing the Suncook Valley railroad in three actions totaling approximately \$37,000 for money allegedly due on back bills.

The Suncook is suing the B&M under an agreement made May 25, 1936, by which the B&M leased the Suncook Valley and the seven-mile track of the so-called Suncook Loop. The lease, according to a spokesman for the Suncook Valley, gave the small railroad the right to "all tolls and revenues," accruing from the loop.

The smaller road is now attempting to recover \$146,575 in tolls and revenues from its leased track as, according to the charges in the suit. The B&M has continued to do business over the leased track, despite the term of the lease.

(Manchester Leader 4/7/1945)

(The above articles are from a donation by Ron's Books in N.Y.)

HAPPENINGS AROUND THE SYSTEM

OPAL FAUGHNAN 1931-1996

We are saddened to learn of the recent passing of B&MRRHS member Opal Faughnan following a brief illness. She and her husband Bill, a retired B&M clerk-operator, were regular attendees at many North Country Railroad events.

Opal shared a deep railroad interest with her husband. She was also an advanced class amateur radio operator (call numbers KB1AZG).

In addition to her husband Bill, she is survived by two sons, four daughters, five brothers and seven sisters as well as a number of nieces, nephews and cousins.

We extend our deepest sympathies to the Faughnan family on their loss.

Springfield Terminal crews have been busy rebuilding the North Chelmsford grade crossing on Middlesex St. +

Maintenance crews were busy replacing ties at the Industrial Park Rd. grade crossing on the Saco Branch. +

The MBTA is constructing a MoW yard at Castle Hill Yard in Salem, Ma. It is a relocation of the equipment presently stored on Bridge St. at the site of the old North St. freight yard. +

The first and second shifts were abolished at Tower H on Sept. 3, 1996. +

August 24, 1996 saw history when the last of the air-operated power switches were converted to electric power. +

Original Springfield Terminal #1, a GE 44-tonner is being cut up at Claremont Jct.

(Rumors & Sightings on & Around Springfield Terminal, on the "NET" at terwilli@tiac.net for those who may want a monthly dose of Guilford News)

SIDINGS...

RIGBY YARD, ME.—As of September 8, 1996 the Enginehouse, Turntable, and Fuel Terminal at Rigby Yard were retired by Guilford. Along with this was Tower #1 in the south end of the yard (west).

MILFORD, N.H.—Peter Leishman, owner of the Milford & Bennington RR, was injured on 9/24/96 when an 18-wheeler truck backed over the tracks in the path of an on coming train. The driver of the truck apparently did not hear the trains whistle as he was backing out of a parking lot. The collision knocked the engine off the tracks and did not impede traffic. State police were handling the investigation.

(The Nashua Telegraph)

SPRINGFIELD, MA.—The city of Springfield is hoping to get a grant of \$750,000 to renovate Union Station. Plans call for the station to be a transportation center for trains, buses and taxis along with retail and office use.

(Atlantic States Ltd.)

WASHINGTON, D.C. —The Senate is ready to step in with extra money to help continue four Amtrak passenger routes including the Lake Shore Limited, between Boston and Albany. A spending bill that would allocate \$22.5 million to keep the trains running until May of 1997 was drafted by the Senate Appropriations Committee.

Also \$115 million has been approved for Amtrak's Northeast Corridor Improvement Program. This is for the electrification between Boston and New Haven.

(Boston Globe)

AMITE, LA.—A passenger train crossing a highway collided with a tractor-trailer on 9/14/96 killing one person. The accident happened on Louisiana Highway 51 between Amite and Independence.

(Boston Globe)

ALCO LOVERS—Mass Central RR Corp. has acquired ex-Arkansas & Missouri ALCO C424s # 4240 & #4243 and C425s #4258 & #4264. They have been sent to the New Hampshire Central facilities in Columbia, N.H. for work and painting into an orange and black Mass Central scheme. Time will be spent on the NH Central before heading to Ware and Palmer, Ma.

(Atlantic States Ltd.)

PORTLAND, ME.—Negotiations for Amtrak's Boston to Portland service have resumed, according to Amtrak officials. Still at odds are who will pay for track maintenance and liability in case of accidents.

(Boston Globe)

WORCESTER, MA.—A Worcester man was in serious condition after being struck by a Conrail freight train while he was walking along the tracks near Strafford St. on 10/16/96. Stephen Kaune, 54, was walking east when he was hit by an eastbound

train according to Worcester police. He suffered a severely fractured arm and was awaiting surgery.

(Boston Globe)

WALDEN HEIGHTS, VT.—The death knell for the B&M's former subsidiary, St. John & Lake Champlain RR, recently known as the Lamoille Valley RR, was sounded when an overpass on Vt. Rt. 15 was removed. The death of a motorists at the site of the overpass this past winter prompted Walden residents to petition the state for its removal. Rail service has not operated on this section for some time due to a washout in Hardwick. Talk in the past several months has been to convert the railbed into a recreational trail by the state of Vermont who happens to own the line. Plans also call for the replacement and widening of the overpass if a viable rail plan arises in the future.

(Donald Valentine)

Ed. Note: Don also sends along the news that he has been working with volunteers on the former Montpelier & Wells river RR roadbed between the site of the Fairmont station in East Montpelier and Plainfield. Most of the roadbed is owned by the state of Vermont and grants have been obtained to convert the roadbed into a major portion of a cross-state trail. A major washout has been filled in and another is being worked on and money has been allocated to replace at least one bridge over the Winooski River. Interpretative displays are being planned at certain points of the trail.

KALSIPELL, MT.—A mother grizzly bear, furious that two of her cubs were struck by a freight train and killed, responded by charging other trains in maternal rage and forcing rail traffic to halt across northern Montana. One had been crushed and the other so badly injured that wildlife officials put it down.

Tim Manley, a bear specialist with Montana parks, said the sow and cubs were probably scrounging for grain that trickles out of cars when a Burlington Northern freight struck them in the early morning.

Train traffic was halted when the sow continued to attack other trains. Manley boarded a train and went to mercy kill the injured cub and after that the mother bear departed.

(Boston Herald)

Did you know that an 18-year-old brakeman, Sidney William Smith Brigham was accorded a special grave at Woodsville, N.H.. This has been a puzzle stumper for many a Boston & Maine railroaders. All that is known is that he was killed in Boston on a Passumpsic railroad car about 150 years ago! Any insight to this puzzle?

(Railroad Magazine)

WATERBURY, CT.—The state's newest tourist attraction chugged through western Connecticut on its inaugural run, carrying about 100 passengers along 10 miles of track between Waterbury and Thomaston.

The museum-on-wheels was offering rides along the upper Valley line on Saturdays and Sundays through October. Members of the Railroad Museum are busy restoring about 70 old cars, cabooses and engines. The 350 member group revived

the old Naugatuck Railroad Co. last year and hopes to run a better schedule come the spring of 1997.

(Boston Globe)

DOVER, N.H.—Work has been ongoing at the Central Ave. railroad crossing with an inverted guardrail being installed on the southside of the rail and a Nelson Chair being installed on the northside.

OXFORD, MA.—A 30-year-old man was struck and killed while sitting on the tracks despite horns and flashing lights used by the Providence & Worcester train crew to get his attention. Scott Germain of Oxford was pronounced dead at the scene. The 2 locomotives with 29 cars was bound for Worcester and were just south of Sutton Ave. when the accident occurred. State police were investigating the incident.

(Salem Evening News)

PORTSMOUTH, N.H.—A boxcar on the railroad tracks behind Gary's Beverages on Deer St. was set ablaze on 9/24/96. Fire officials said someone set fire to several wood pallets in the steel boxcar. It was quickly extinguished and the debris shoved out of the car and onto the pavement.

Although there was no danger of it spreading, "it was cause for concern only because you have people setting fires," said fire Captain Val Pamboukes. He said the owners of the boxcar, Boston & Maine RR, were notified.

(Foster's Daily Democrat)

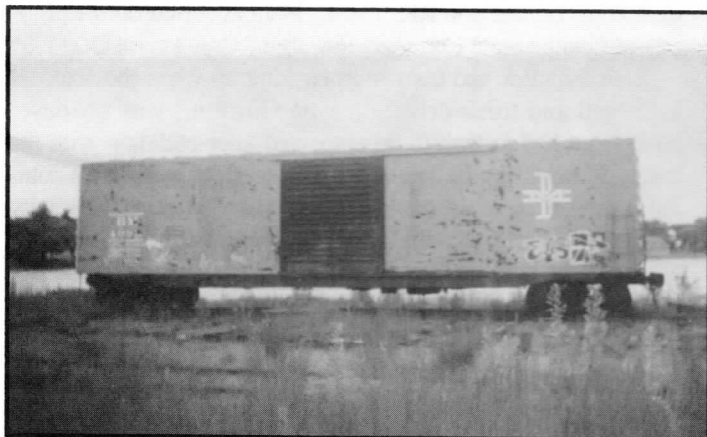


Photo by Matt Menzi taken 8/96 at Portsmouth yard. This is a "bluebird" boxcar #4035.

In response to my question of the colors of the hard-hats worn on the B&M, here is an explanation:

- White—Supervision from any department.
- Red—Maintenance of way forepersons.
- Blue—Car department people.
- Yellow—Maintenance of way workers.
- Gold—Probably the property of a protester!

There may have been rugged individuals who wore their own version that was not regulation in color. Train crews usually grabbed whatever was available to avoid being reprimanded. The important thing was to wear the hat and proper color was not rigidly enforced.

(Thanks to Alden Dreyer and associates)

STRAFFORD, N.H.—Linwood Potter, 79 of Lancaster, N.H. was killed when the dump truck he was driving was struck at a private crossing by a St. Lawrence & Atlantic freight train. Mr. Potter was hauling corn to a local farm when the two engine and forty-four car train collided.

(WMUR-TV 9)

Can you believe how wasteful the state of Massachusetts (or any other state) can be? North Shore business and political leaders want a new rapid system to serve Lynn, Salem and Beverly. What they got with a recent meeting with U.S. Rep. Peter Torkildsen was word of another study at a cost of \$100,000.

(Salem Evening News)

While in Lawrence recently I noticed a trail of "yellow" between the rails from the South Union St. bridge to the site of the former tower near the M&L branch junction. Seems that a hopper carrying corn had a leaky valve on the bottom of the car and a trail was left along the tracks. I noticed that the local bird population was having a feast for themselves.

For those interested in the B&M wooden coaches, and at least one baggage car, at Strasburg RR, check the past issues of the Bulletin of the serialized passenger car list. About 12 cars went down there between the mid 50s and early 70s.

(Carl Byron)

Carl also sends along this tidbit:

In the mid-1920's an uncle of his and some friends were crossing the bridge in Buckland, Ma. (Rt. 12—see last Newsletter) when a train approached and the youngsters had to hightail it off. Just after "chugging" across the span the engine and tender derailed, destroying the bridge and leaving the youngsters quite shaken and staring at the empty abutments. The concrete abutments now being replaced were installed at that time.

CONNECTICUT—The "Connecticut Cluster" of Conrail trackage has been sold to Rail-Tex and the new short line is the Connecticut Southern Railroad, to be based out of Hartford. Although the line will share office space at St. Albans, it will be independently operated. Service began on Sept. 22, 1996 from Springfield, Ma. to Wallingford, Ct.. Conn Southern will service East Hartford, Manchester, East Windsor, Suffield and Windsor Locks for a total of 78 miles of trackage. "Conrail chose Rail-Tex as the buyer of the lines because customers served on other Rail-Tex owned lines have expressed increased satisfaction with the service they receive." (Any railroad we know that could take a lesson from Rail-Tex???)

(Atlantic States Ltd.)

A REMINDER...

Remember the deadline for the JANUARY-FEBRUARY, 1997 issue of the Newsletter is November 30, 1996. Please send all items for the Newsletter to the Woburn PO box in care of "Newsletter."

(BW)

BENNINGTON DREAM SLOWLY DIES

Bennington, N.H.—Stephen Skubik had a vision for the town of Bennington that included restoration of a railroad trestle, tourist train rides and a museum. But all that seems to remain is memories and hopes of such a project. But the combined forces of time and a lack of money proved too much to overcome.

A state park in Bennington would of had museums dedicated to New Hampshire's history of the paper industry, covered bridges and railroading. An exact replica of the covered bridge on the rail line, which was built in 1877 and destroyed by fire in 1965, was to be the centerpiece of the dream.

Skubik and David Glynn, president of the Bennington Historical Society, went to Concord looking for funds for the project but were told there was no monies to be had. When Skubik got sick and went to Florida the whole idea stalled and since that time town selectmen felt that it could ask town people for the amount needed. It would cost millions, said William Reid, the town administrative assistant.

(Condensed from Keene Sentinel)

[This was covered about three years ago in the Newsletter-Ed.]

THE BOSTON & MAINE IN MONTANA???

The "Charlie Russell Chew-Choo," a dinner train in Montana, sounds more like it is on the old Boston & Maine Railroad. Five former B&M RDC's, which are motorless, were purchased from the North Shore Scenic RR in Duluth, Minn. this year. Four of the cars are rare RDC9 models, 94-seat capacity that were intended for mid-train use and built with no control cabs. The fifth, #6138, is a 90-seat RDC1 and still has its motor.

Three cars, #6909 the Tischler Creek, # 6916 the French River and #6138 the Knife River have had their seats removed and tables set up for dinner train service. Two other cars, #6926 the Talmadge River and #6918 the Lester River are stored at the end of a 1391-foot wooden trestle awaiting further use for spare parts or expansion service.

The three and a half hour ride passes through Danvers and through the 2014-foot "Sage Creek/Hoosac" tunnel. Surely these two sites are shades of the B&M, although they had nothing to do with it. Cost is \$69.00 which includes the trip and a catered dinner, no gratuity. Reservations are recommended and for information contact : Main Connection Travel P.O. Box 1123, Lewiston, MT. 59457 phone 406-538-2527 or 1-800-735-7886 or the Lewiston Chamber of Commerce at 406-538-5436.

(Condensed from an article in the Nov. 1996 issue of Railfan & Railroad)

NEXT ISSUE

The deadline for the Jan/Feb. issue of the Newsletter is November 30, 1996. This is due in part because of the holidays and mailing situation at this time of year. Please send all items to the Woburn PO Box in care of "Newsletter."

TRAIN & CAR COLLIDE

Peabody, Ma.—On Sept. 20th a 79 year-old man was critically injured when he tried to drive into an oncoming train. According to witnesses, Raymond Poti, of Peabody, drove around cars that were stopped at the flashing lights at the grade crossing on Rt. 1 by the Lowell St. exit. There are no crossing gates but train crews activate the lights when they arrive at the crossing. According to Capt. Frederick Farini of the railroad police, the line is seldom used and the crew was in full compliance with regulations.

Poti was traveling in the northbound lane and the slow moving train pushed his car into the southbound side of the divided highway. He was transported to a Boston hospital by helicopter as police tried to redirect traffic.

State trooper Dante DeMarco, who's in charge of the investigation, said that he plans to review the engines recorder, much like a planes black box, which records the engineers voice and to talk with Poti when he recovers.

(Salem Evening News)

TRAIN RAMS DUMP TRUCK: TWO ARE INJURED

MILFORD, N.H.—Within a span of one week, an accident occurred on the former Keene Branch of the B&M in Milford, N.H. The line is currently owned by GTI and leased by the Milford & Bennington RR. The accident occurred on the property of Granite State Concrete, Inc. about 9:00 am on Oct. 1.

Both the truck and train were backing up when the accident happened and truck driver, Wayne Gagnon, was seriously injured but had to wait to be extricated after colliding with the train. His truck flipped over several times with the caboose coming to rest on top of the truck. Gagnon was airlifted to University of Mass. medical Center in Worcester. Peter Leishman, who just got out of the hospital after an accident a week before on the line at Hitchiner Manufacturing Co., and owner of the M&B RR, was listed in good condition at Southern N. E. Medical Center in Nashua, N.H. Leishman was riding on the back platform of the caboose when the accident happened. Engineer, Troy Morse was not injured in the accident.

According to investigators, the speed of the train could not be determined and the exact cause of the accident was unclear.

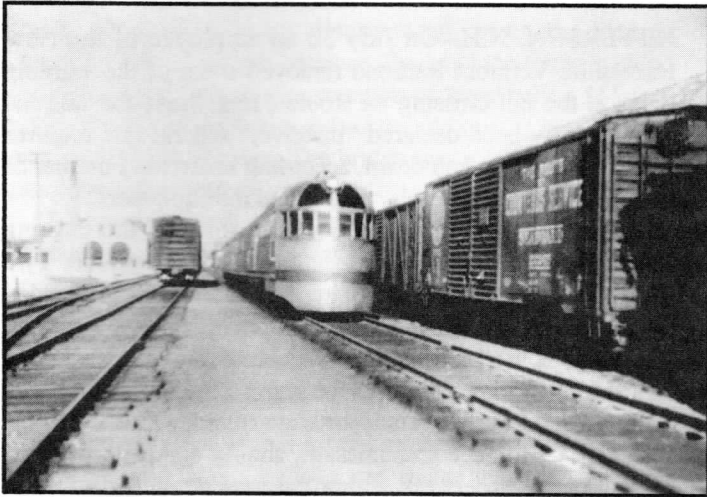
(Condensed from the Concord Monitor, Union Leader, Nashua Telegraph and Foster's Daily Democrat)

Thanks...

Thanks go out to the following contributors for this issue: Ellis Walker, Steve Cook, Joe Shaw, William LaPierre, Carl Byron, Victor Zolinsky, Paul Smith, Alden Dreyer, Matt Menzi, Linda Weeks, my Mother, Peter Victory, Dick Muse, Mike Lennon, Donald Valentine, Scott Whitney, Paul Hardiman, and Atlantic States Ltd.

SOME B&M VIGNETTES FROM 1950

photos by Victor Zolinsky



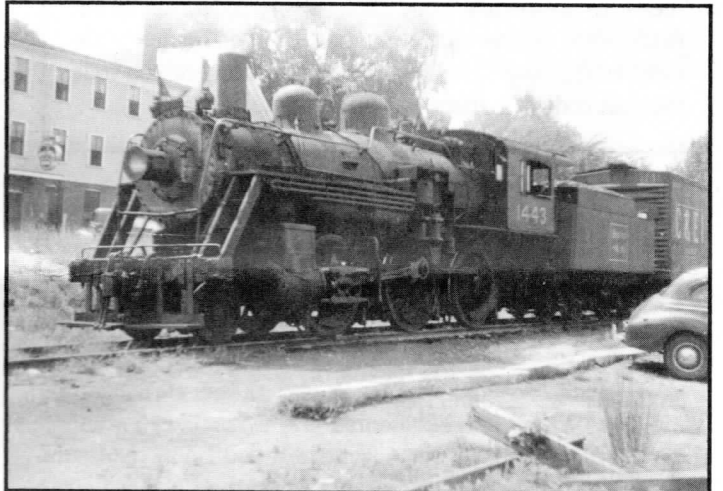
B&M No. 6000 arrives at Keene with the *Cheshire*.



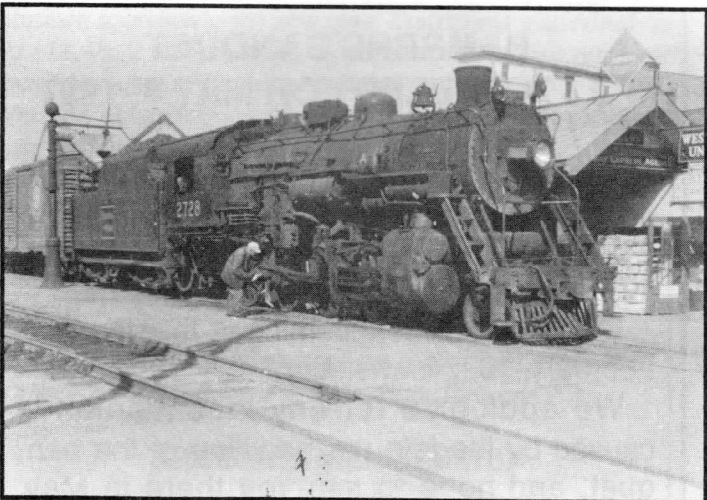
B&M GE 44-tonner No. 115 doing switching at Keene.



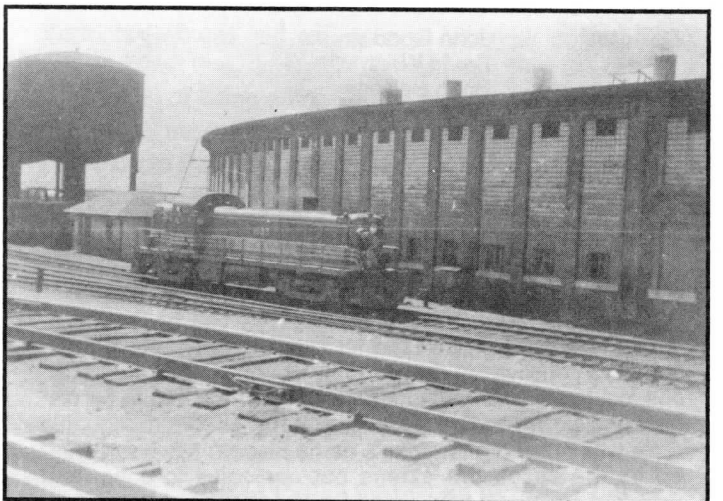
Train XW-2 taking water at Keene, N.H.



FTA&B No. 4209 outbound from North Station for Portland.



Mogul 1443 with a local freight at Pepperell.



RS3 No. 1533 at Boston Engine Terminal.

A WORD FROM THE EDITOR!

As Newsletter Editor and someone who dons several other "hats" for the Society, I would like to take this moment to say a word to the membership. The Society has received several verbal and written opinions on the latest ballot. The fact that there were the "same or no new people" running for office that these members felt non-compelled to vote, which is their prerogative. Well for two issues of the Newsletter it was on the front page of the Newsletter that elections were coming up and nominations were open. The Society got 2 or 3 people to respond outside of the "usual" group. All I have to say is that you, the membership, were informed of the upcoming agenda. Unfortunately, as the norm is, we got very little response. Where and on whom does the blame lie?? On the membership! Why? Because as in any other organization or activity one belongs to or partakes in—you get what you put into it. Remember that this is your Society and new ideas and new people are always welcome but one should at least give some type of commitment to anything that they want to have done. Remember, as one article in a past Bulletin quoted when train service was to be abolished "how many of you rode the train today?", there was no response!!! (BW)

1996-1997 B&MRRHS ELECTION RESULTS

President	Joseph N. Shaw	137
Write-ins	Arnold Wilder	1
	Carl Byron	1
	R.C. Caller	1
V. President	James Nigzus, Jr.	135
Write-ins	John Alan Roderick	1
	Russel Monroe	1
Treasurer	Mike Basile	139
Rec. Secretary	Buddy Winiarz	138
Clerk	Richard Nichols	127
Write-in	Robert Quagan	1
Director	John Goodwin	124*
	David West	107
	Brian Bollinger	101
	Wayne Gagnon	67
Alt. Director	James Byington	101
	Fred Brown	91
	Nathan Drone	66

There were a total of 142 Ballots cast with two being disqualified.

*The B&MRRHS Bylaws call for directors to not serve more than two consecutive terms. John Goodwin had served two consecutive terms when nominated and thus had to be disqualified from running for a third term. Unfortunately, this error was noticed after John's name had already been printed on the ballot. We extend our apologies to John, and reassure members who voted for him that he remains very active in B&MRRHS operations.

CROSSBUCKS COME DOWN ON THE BERLIN ROUTE

JEFFERSON, N.H.—On July 30 an employee of the New Hampshire-Vermont Railroad removed some of the warning lights at the rail crossing on Route 115A. Since the railroad has officially been declared "inactive," federal law requires that the lights be taken down, according to Archie Fournier of Lyndonville, Vermont, who dismantled the equipment.

Salvaging working equipment is also part of the ongoing abandonment process being undertaken by the railroad. Two weeks ago the owners of the railroad filed an intent to abandon the 20-mile section which runs from Gorham through Randolph to Waumbek Junction in Jefferson, according to Christopher "Kit" Morgan, administrator of the state's Bureau of Rails.

The federal Surface Transportation Board, successor to the Interstate Commerce Commission, should complete the processing of the paperwork within the next six to eight weeks, Mr. Morgan said. Since there are no shippers now using the line, no public hearing needs to be held, he said. The company is also in the process of abandoning a second section of the railroad, which runs from Lisbon to Woodsville. Hearings have been held regarding that section because it involves high-way planning, Mr. Morgan explained.

Both soon-to-be-abandoned 20-mile segments are expected to be purchased by the state, in accordance with a state policy adopted several years ago, Mr. Morgan said. The purchase price and other details are still being negotiated, but are expected to be settled in the next two weeks, he explained.

Different funding sources will be used for the purchase of the two segments, and the kind of funding tapped to pay for the eastern portion from Gorham to Waumbek Junction is not expected to require that a public hearing be held, he said. Preliminary plans have been made to turn that 20-mile stretch, which runs through the Moose River Gorge in Randolph and the meadows in Jefferson, into a multi-use trail for mountain bikers, snowmobilers and hikers.

(Edith Tucker-Coos County Democrat 8-7-96)

B&MRRHS BANQUET RESCHEDULED FOR MAY 3, 1997

The B&MRRHS Anniversary banquet which was to have been held on October 12th, 1996 has been rescheduled to May 3, 1997.

Details will be forthcoming in the January-February, 1997 Newsletter.

We apologize for any inconvenience caused by the late rescheduling of the banquet, and hope to see you there in May, 1997.

BRIDGE FADES INTO HISTORY

SHELBURNE FALLS, MA.—This past fall a piece of Franklin County history disappeared, when the Ware's Crossing Bridge over the Mohawk Trail and the B&M railroad was demolished. ET&L Construction of Stow built a 165-foot replacement span and demolished the old one. It runs parallel to the old Rt. 112 bridge. The bridge was a landmark for reasons other than historic.

"By coincidence, this bridge marks the summit of Shelburne hill," retired B&M railroad traffic controller Alden Dreyer said. "There are three principle summits on the B&M line in Massachusetts. This one starts at 245 ft. above sea level at Bardswell Ferry, where pusher engines are put on to help trains make it over Shelburne summit. It peaks at the bridge with an elevation of 512 feet."

The existing bridge is a hybrid structure comprised of two bridges built at different times and joined together. The railroad section, built in 1931, consists of three simple spans of precast reinforced concrete T beams supported by bents, apparently to replace a timber trestle. (See item in Sidings;Ed.)

According to Mass. Historic Bridge Specialist Steve Roper, this is an early example of the use of precast concrete components. "The railroad used precast beams and bents when replacing a wooden trestle because builders could erect the beams without falsework (temporary wooden forms and their supports), allowing railroad traffic to flow uninterrupted," said Roper. "The records show that the bents were set on poured footings already in place."

Records also indicate that the B&M apparently constructed the bridge using their own equipment, which was not uncommon at that time.

"The B&M would have used their little (40 or 50-ton) Link Belt cranes," added Robert Wallner of Gil, Ma., a retired B&M crane operator. Steam engines originally powered these self-propelled railroad cranes. The B&M later replaced the steam engines with diesel engines. The smaller Link Belt cranes, more suited to erecting bridge beams and bents, were called "Little Tykes" as opposed to the behemoth 250-ton Browning Hoist crane called "The Big Hook."

ET&L blasted granite ledge encampment blocking the northern approach to the new span. Traffic was maintained on Rt.112, Rt. 2 and the B&M as per the contract. No problems were encountered during the building process but a spokesperson said obtaining permits to build a center pier on railroad property may have been the only impediment.

(The Franklin)

MEMBERSHIP RENEWALS

Please note that when sending in your renewals for membership that the address is on the form and it is:

B&MRRHS MEMBERSHIP
P O BOX 9116
LOWELL, MASS. 01852

"TROUBLE AHEAD, TROUBLE BEHIND-CASEY JONES WATCH YOUR SPEED" ++

BARTLETT, N.H.—The town of Bartlett, N.H. feels that railroads operating on tracks leased from the state should pay property taxes. Such is the case with the Conway Scenic, which Bartlett feels it owes about \$6,000 in back taxes for the track it operates over. Selectmen have sent a notice to N.H. DOT Commissioner Leon Kenison a letter regarding their position on the matter.

According to N.H. statute 72:23, "any property leased from the state is liable for property taxes. If the tenant does not pay the taxes, the town may notify the state, which is required to terminate the lease and pay the back taxes from the lease income."

This situation could have a drastic effect on railroads operating on state-owned lines. "All the railroads are watching now," said selectman Gene Chandler.

(Atlantic States Ltd.)

Ed. Note—Is there some sort of vendetta against Conway Scenic or do the yahoos of Bartlett have nothing better to do?

++ A line taken from the Grateful Dead's "Casey Jones."

PURCHASE OF NORTHEAST KINGDOM RAIL LINE IS COMPLETE

MONTPELIER, VT.—A Washington freight railroad has completed its deal to buy a section of railroad track that will connect its extensive properties in Maine with Vermont and Montreal. Iron Road Railways, completed its agreement with Canadian Pacific Railway Co. said spokesman Ben Coes.

Iron Road bought 2444 miles of track between Wells River and Lennoxville in Quebec, including operating rights into Montreal, for an undisclosed sum. The two pieces will be called the Quebec Southern Railway and the Northern Vermont Railroad and will connect Vermont to Iron Road's system of rail lines through Maine and into New Brunswick.

"Instead of being a bunch of disparate lines, we now have one contiguous transportation system for Northern New England and Eastern Canada" said Coes.

Products expected to be hauled by freight include agricultural products, lumber, paper, chemicals, finished products and anything else that may otherwise travel by road.

The Wells River line was CP's last stretch of track in Vermont and any CP employees will have to apply for a job with Iron Road. "We are not talking about picking up where CP left off, but we are going to create a whole new set of employees, most of whom will come from the old Canadian Pacific," added Coes.

There is also talk of using the line for passenger rail service in the future but "our first order of business is to restore our core operations to their full potential."

(Valley News)



MYSTERY PHOTO

The information on the back of this photo says only "loco 3233 (4-4-2) on the 'Boston Express'"

Any ideas as to where this may have been taken? Send your responses to the Editor at the Woburn P.O. Box.

MEMBERSHIP MEETINGS

September, 1996

This month saw the Society back in Lowell at the Mogan Center after a busy summer. Our guest speaker was **Craig Della Pena**, author, bike-rider, and member who gave a presentation on Rails-trails in New England. Along with slides of what the former right-of-ways look like and their use of today we saw glimpses into the past of several railroads. Craig took us on a "trip" along the B&M, NH, B&A, Rutland and along the Central Mass. We thank Craig for his presentation and he states that when his second book comes out on New York and New Jersey that another presentation is possible.

October, 1996

The last-minute postponement of the B&MRRHS Anniversary Dinner resulted in the meeting being moved back a week. We met at the Boott Mills 2nd Floor auditorium. Entertainment was provided by John Alan Roderick, courtesy of **Ben Crouch, Matt Baj, Brian Jennison and John Boardman**. The subject was "B&M Mix and Match from 1971." This featured some nice material which was sent to the Bulletin editor for use in the upcoming special feature issue of the B&M Bulletin "1971: Our B&M Scrapbook." Among the

photos were shots taken on various fantrips to Greenville, North Conway, and Lincoln, NH as well as material from the Conn. River, Mechanicville, Boston area, and other places on the system as well as CP, St.J&LC, and others.

In addition, we were treated to a selection of photos from 1971 presented by the inimitable **Doug Kydd**, one of the earliest members of the B&MRRHS, who shared his photography and anecdotes about the "Good Ole Days" in the society and on the B&M. Thanks to everyone who helped out with this impromptu but well-received presentation.

"There's No Business Like Show Business..."

If you or someone you know would like to do a slide or movie presentation for the B&MRRHS, please contact our Program Chairman, Jim Byington. He can be reached through the Society's telephone at (617) 628-4053, or by dropping a line to Jim at the B&MRRHS P.O. Box in Woburn.

UPCOMING EVENTS OF INTEREST...

- November 17, 1996 Hub Division Fall Show at Marlboro High School, Bolton St. (Rt. 85). 10-4.
- Nov. 30 to Dec. 29 Railway Express XII sponsored by Salisbury Point RRHS at 4 Water St. 2ND floor. Weds. 6-9 Sat./Sun. 10-4. Fares—Adults—\$2 Children—\$1 **Under 5 FREE.**
- December 8, 1996 Tyngsboro, Ma. Jr. High School on Norris Rd. 9-4.
- February 1 & 2, 1997 Springfield, Ma. Amherst Railway Society show at the Eastern States Expo Grounds. 10-5 both days. (Volunteers are needed to help man the Society's tables. Please drop a line to the PO Box in Woburn or call the Society phone—Thank you.)

