

Boston & Maine Railroad Historical Society
19 *Incorporated* 71

NEWSLETTER

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— B&MRRHS CALENDAR —

SEPTEMBER 21, 1996

(Please note change of date)

We are back in Lowell this month and our 7:30 PM guest speaker will be **Craig Della Penna**, a leading authority on former rail use as recreational trails, who will give a slide presentation on his book "Great Rail-Trails of the Northeast." **PLEASE NOTE CHANGE OF MEETING DATE FROM PREVIOUS ANNOUNCEMENT!**

OCTOBER 12, 1996

THERE WILL BE NO NO REGULAR MEETING THIS MONTH IN LOWELL as we celebrate our **25TH ANNIVERSARY** with a banquet featuring **Mr. Harold Carstens**, Publisher, noted rail historian and train collector as our speaker. Hal will be giving us a presentation of slides from the MEC, B&M, CV, Rutland, NYC and New Haven, as well as a movie presentation featuring a number of post-WWII railroad subjects (See enclosed flyer). There will also be a presentation by **Mr. Richard E. Towle** highlighting the Boston & Maine in the 1950s, '60s and '70s.

NOVEMBER 9, 1996

Plans are afoot for a roundtable 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! Details in next Newsletter!

DECEMBER 14, 1996

The Society's **Annual Member's Night**. 7:30 PM. 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.

**1996-1997 B&MRRHS BALLOT ENCLOSED.
DON'T FORGET TO VOTE!**

B&M IS NORTHERN NEW ENGLAND ON WHEELS—Part 6

The growth of the Boston & Maine, as such, can be separated into two parts—before and after 1884. In that year it bought out its most violent competitor, the Eastern Railroad, and accelerated its climb to really bigtime operation.

Today, when the smoke of battles over rights-of-way, patronage and cut-throat rivalry has died away, we see the B&M as the victorious remains of some 165 systems. Most of what is now the main system was laid by 1850, at the cost of more money than anyone had dreamed might be spent in 1835, when 168 thousand dollars was considered ample to build a line from Boston along the Middlesex canal route.

Railroad tracks had fanned across New England like ivy on a church wall, and by 1890 not a few of them were under B&M control. Leases, mergers, purchases, consolidations, pooling agreements and operating agreements all added to this web. Little pikes disappeared into the system, their names forgotten by the general public. Their odd names are now dusty reminders on the backs of old files. The Sullivan railroad, the Vermont Valley of 1871, the Ashuelot, and the Dover & Winnipiseogee were some of the enterprises on which early pioneers pinned their hopes.

The ancient names are gone, but today over the roadbeds that now bear heavy iron and good ballast pound the Diesels and Santa Fes of the Boston & Maine. A few of the early rights-of-way are abandoned, of course, and others know only the double passage each day of the local freight, but most of them have formed essential links in the present system.

Over some routes which could not support passenger service operate the busses of the Boston & Maine Transportation Company—"railroad one-way and round trip tickets accepted." In September, 1942, veteran railroaders shook their gray thatches a bit sadly as a bus was substituted for a rail run on the Ashburnham branch. The transportation Company, organized the following May, replaced local trolley and car lines to Rye and Hampton Beaches in New Hampshire, a double encroachment by the "rattle-buggies" on rail territory. From this start the bus organization has flung its scheduled motor trips completely over the railroad's former domain. Today, twenty years later, it is operating 240 units and employing 300 workers.

A month after the buses replaced the Portsmouth trolley lines, trucks began door-to-door service. Now the orange and green trucks compete with the railroad over many routes, while on others they have superseded the freight car completely.

To keep the early busses and trucks moving over the narrow black threads that are many New England highways it was necessary for the Transportation Co. to operate its own plow, back in 1925. Road conditions were so bad that the Boston-to-Portland runs had to be suspended during the winters of the first two years of bus operations. Today, because of efficient public supported snow control on the highways, streamlined motor coaches parallel 75% of the rail lines and have completely taken over passenger service to many of the little towns nestled in the rolling hills of Massachusetts and New Hampshire.

To many old-timers this linking of the lively B&M to a highway outfit spells sacrilege. However, we must credit the B&M with jumping into the motor field early and efficiently, just as they invaded the air transport sphere. A ticket agent in North Station remarked, when questioned about the bus and air carriers: "It isn't railroading, but it's progress."

How much is the B&M going to expand or contract during the

post-war period? From an economic point of view—and it hurts us to say it just as you hate to read it—the road seems to be due for a painful contraction, in spite of Publicity Manager Baldwin's assertion that: "Vacationists have told me that they intend to continue using the railroad. They'd rather pay the \$15 taxi fare (to northern lakes) than be bothered pushing their cars over crowded roads."

A worthy sentiment but we doubt that it will hold up. Along many of the B&M branches are spare little Yankee towns that were using bus and truck service almost exclusively in 1938 and '39, and it will take real ingenuity for the railroad to get a fraction of their business in the near future.

The main line to the west, with complete Dieseling of power on the Fitchburg Div., will continue to carry plenty of bulk cargos and business for Boston. If the Hub City's new program of port expansion amounts to anything, this will bring extra freight from and to the sea. However, two other railroads also are competing for this business, and eventually it will have to be spread around rather thin. Why the B&M did not "go to bat" recently when the question of dissolving the railroad holding company which gives the New Haven a wrist hold on the B&M's right arm, is a question for debate. General Pierce, a supporter of the move, says it was planned lack of interest. A B&M official claimed that it could not affect operation. The real story must be somewhere in between these two interpretations.

The days have long since vanished when a cheering crowd saw Charlie Minot's *Antelope roar from Boston to Lawrence—26 miles in 267 minutes*. No more does the Eastern Railroad undercover squads spend money, and sometimes blood, in the bitter battle for lucrative New England transportation business. From here on in it will be a case of giving the public better service and equipment to keep them on the rails.

It won't be many days before the lively publicity department of the B&M starts looking for new and bigger drums to pound. The order will go out to all employees and officials: "All together now—Keep 'em riding!"

THE END

(Reprinted from Railroad Magazine, January 1946, with permission from Carstens Publishing.)

IN SEARCH OF...

The B&MRRHS Newsletter is read by over 1300 individuals. If you have a question about the B&M or are in search of an item, chances are, someone out there can help. Members who are looking for particular B&M-related items or information are welcome to send along a little note to the Newsletter. Space permitting, we will try and print all requests, but we reserve the right to refuse or edit any item sent to us if necessary.

BOOK REVIEW

"GREAT AMERICAN RAILROAD STATIONS" by Janet Greenstein Potter, published by John Wiley & Sons, 581 pages and sells for \$30.00

The book is divided into three segments. The first being a history of stations concerning their design, layout, landscaping, personnel and their jobs and the movements that are formed to save these old structures for renovation and future use.

The second segment has all fifty states and the District of Columbia listed in a geographic layout, ie: New England etc.

the number of stations listed vary from one for Washington, D.C to over 40 for Pennsylvania. The third segment is the epilogue, which gives detail to some of the more elaborate stations that were razed.

The Boston & Maine Railroad is well represented in the states of Mass., New Hampshire and Vermont.

The only faults that I have are that on the Salem, Ma. station it is "Riley Plaza"—not Ripley's—named after a Medal of Honor recipient from Salem. Secondly the station in New Boston, N.H. has not been used as a police station for at least ten years now, it is vacant. And thirdly, the quote made by Farmer Hubbard listed in the Sandown, N.H. piece is in error as the station of Hubbard's was in East Derry, N.H. two stops West of Sandown on the old WN&P Division.

Overall it is a very interesting book and to cover all the remaining stations today would probably necessitate several volumes. But I feel that the author wanted to show those that are standing today and their uses.—BW.

"RAILROAD RADIO" by Vincent Reh is a 208 page book on the history, radio spectrum, transmission characteristics, scanners, and the future of railroad radio among other topics. It also contains selected radio frequencies, AAR channel designators, coded squelch tone frequencies, reporting marks for selected railroads, rules governing radio use and a glossary of terms.

For someone who is really into railroad radio it is a good book to have and an even bigger help to those who may be just an occasional user. Of the frequencies there are several for most of the major railroads nationwide. The one part that I thought was nice was the reporting marks of the different railroads, that's something we do not normally find listed anywhere. Of course the railroad "jargon" listed some that I did not find elsewhere or know of.

It is published by Byron Hill PO Box 197 Grand Isle, Vt. and sells for \$19.95 plus \$3.50 shipping (US), \$5.50 elsewhere and Vermont residents add \$1.00 sales tax.

A REMINDER...

Remember the deadline for the NOVEMBER-DECEMBER, 1996 issue of the Newsletter is October 9, 1996. Please send all items for the Newsletter to the Woburn PO box in care of "Newsletter."

(BW)

CONTRACTORS LINE UP FOR SHOT AT NORTH SHORE RAIL EXTENSION

Newburyport, Ma.—The two lowest bidders for the Newburyport extension of the MBTA line say they are just as frustrated as city and state officials with ongoing delays.

Representatives for the Middlesex Corp. of Chelmsford, Ma. and Jay Cashman Corp. of East Boston, said that they have not been given any indication on when the MBTA intends to award the contract.

The cause for delay rests with a challenge filed by J. C. Corp. questioning the low bid of \$36.4 million bid by Middlesex compared to \$37.6 for J.C. Corp. This is due to the fact that Robert Marshall, who previously worked for Middlesex, was serving as interim manager of the MBTA when the bid specifications were drawn up. After initial review of the matter the MBTA referred it to the State Attorney-Generals office. But AG Francis X. Flaherty sent it back to the MBTA saying it was out of its scope of authority at the time. Before taking any action the Attorney General said that the "T" must award the contract or propose giving it to one of the bidders.

(Salem Evening News)

INFORMATION NEEDED

If anyone knows the where-abouts of the following members please let them know that we have tried to contact them several times and to please give us an update of their addresses: David Unger of Henniker, N.H.; George Horner of Gilmanton, N.H. or even Gilmanton Iron Works, N.H. and Bruce Whitacre of College Park, Md. Any help would be appreciated.

Alden Dreyer would like to hear from anyone who has Vermont & Massachusetts RR and Fitchburg RR annual reports. His interest is to purchase or to borrow for photocopying. He can be reached at 91 Reynolds Rd. Shelburne, Ma. 01370 or 413-625-6384.

One piece of equipment that is worn by railroad personnel is the "hardhat." Recently your Newsletter Editor purchased a red one with B&M embossed on the front. After a discussion with several other members it was decided to ask the membership what the different colors of hardhats worn by Boston & Maine personnel signified. The known colors are Gold, White, Red and Blue. If anyone knows what persons or departments were designated these colors and if there were other colors please drop a note to the PO Box in Woburn and I'll include it in a future Newsletter.

FOR SALE

Mr. J. Maher of 110 Chestnut St. Garden City, N.Y. 11530 has a Boston & Maine caboos of the 452-482 series for sale. It is brass, made by Ajin, needs to be painted and can be had for \$99.95. Anyone interest should contact him.

ANOTHER B&M STATION IS PRESERVED...

Wentworth, N.H.—More than forty years have passed since the last train pulled out of this little community on the banks of the Baker River and about that long since the tracks were torn up, as the railroad, which had passed through for more than half a century, fell victim to a changing economy.

But left behind to languish was a little wooden train station, where generations of passengers and freight embarked and disembarked for journeys up and down the tracks, which stretched from Boston to Montreal.

In time, businesses and homes sprang up around it, along with dreams of some residents that this little piece of a bygone era could be restored and find a new life.

Yesterday morning (6/27/96), part of the dream came true when the weathered station was moved a short distance down East Side Road. And it was a moment several dozen people came to view. "What's special about this station?" asked Dana Philbrook, a train station buff from Thornton. "Just the fact that it is a survivor—they don't last this long."

The Wentworth station was the halfway point between Boston and Montreal, a line that began in 1856 and ran through the 1950's, when the trucking industry began competing with it. The building was constructed about a century ago, and it was a lifeline for the town, bringing out grist from the mills, teenagers to and from Plymouth High School and tourists to the area. "It was typical of the stations up and down the valley," said resident Maurice Muzzey.

In its final years at the original site, a lumberyard built up around it, and the station was used for storage. John King of King Forest Industry wanted to build a shed where the station sat and offered the station to the historical society, which has been trying for several years to raise money for moving and renovations. With enough money raised to move it, the membership will now attempt to raise the \$10,000.00 needed for the renovation.

Despite the passing of a century, the building is sound. "When they jacked up the building, we were so pleased to find the floor joists and sills were in such good condition," said Ellie Murray of the historical society. "It was sitting all this time on blocks of granite and that kept everything dry."

"The railroad tended to build things that lasted—they overbuilt," said Fremont Swain. "Where you would normally put 4-by-4's and 4-by-6's, they put up 12-by 12's and up."

Expecting the lack of hustle and bustle, the interior

looks the same as it did 100 years ago—wood paneled walls, bay windows that allowed the station master to look up and down the tracks, the platform and an asphalt roof.

As the station was slowly moved down the road, dozens of people lined up to watch this latest piece of history in the making and for older residents it brought back memories.

"I went to high school in Plymouth and for four years I took the train," recalled June Windsor of Rumney. "I used to wash the windows on the station for 10 cents and help the janitor with chores on Saturday mornings."

Wentworth students paid about \$5.00 a month for tickets to and from school, about 16 miles down the track. Windsor recalled that youngsters whose parents couldn't afford the passage did not go to high school.

"In those days, we would walk to the station and the train would leave about 7 in the morning." "We'd have to walk from the station to the school and at night, the train wouldn't leave until 4 or 5 in the afternoon. In the winter we left in the dark and got home in the dark," said Windsor. The dozen or so youngsters were known as "the train kids," she added.

Janet Dowling watched the station being moved with a feeling of relief. "I'm so glad they're doing this," she said. "It's nice to see people caring about their heritage."

(Union Leader)



Wentworth, N.H. (Dana Goodwin photo: B&MRRHS Archives)

...WHILE A FORMER B&M FREIGHT HOUSE IS DESTROYED

Athol, Ma.—Fire heavily damaged the Agway warehouse at South and Exchange Sts. on the morning of September 18, 1995. There were three employees in the building at the time but escaped without injuries. Help in putting out the blaze came from Athol, Orange, Petersham, Winchendon and Fitchburg at the scene, while assistance was gotten from Royalston, Phillipston, Erving, Barre and Turners Falls. Of the 75 firefighters involved in putting the fire out two were treated for minor injuries and released from Athol Memorial Hospital.

A fear of toxic smoke from fertilizer and other garden supplies never developed as most of the supplies that burned were wood chips and a large amount of hay. Although flames destroyed much of the roof and charred wood beams the chem-

icals did not catch on fire. Due to the low supply of domestic water the nearby Millers River was tapped to fight the fire.

The building was built in 1849 by the Vermont and Massachusetts Railroad and was last used by the Boston & Maine Railroad in the early 1960's. During the early heydays of railroading a spur track entered on end of the building and came out the other to expedite loading and unloading operations. It has been used by Agway since 1965. The exact cause of the fire and dollar loss was not determined at the time.

The structure has since been razed and a new Agway has been built on the site.

(Condensed from the Athol Daily News)

TRAIN DESTROYS COWS IN VERMONT

Braintree, Vt.—Nine cows are dead after Amtrak's Vermonter passenger train slammed into them on the track near Randolph Center.

Seven were killed by the train and two injured cows were slaughtered for beef. Harold Greenwood, the farmer who owns the cows, said after the accident happened around 8 am on June 6th at his farm off Rt. 12A. "It's an unfortunate thing, but we'll get through it," he said.

An Amtrak spokesman said that the train may have been traveling at about the 60 mph limit in the area at the time of the incident.

The cows were being turned out to pasture from the barn when the accident occurred, Greenwood said. The animals had to cross the tracks, which appeared to be less than 50 feet from the barn, to get to a pasture on the other side.

Officials were unsure if there was any damage to the train, which continued on to its destination after a Hartford municipal crew helped clean the train while it was in the White River Jct. station.

(Salem Evening News)

CONN. GIVES GREEN LIGHT TO NEC ELECTRIFICATION

Rail Transportation journalist Leo King is reporting that the state of Connecticut has finally approved Amtrak's plans to complete the electrification of the northeast corridor through that state.

This is good news for Amtrak. Massachusetts and Rhode Island had given their approval several months ago. Marina interests along the Connecticut shoreline had sought to block the project arguing that the frequency of the high speed trains would impede boating traffic. According to King "the \$1.7 billion project will energize 157 miles of catenary from Boston to New Haven, allowing electric trains to operate from the Hub to Washington D.C. without having the change from diesel to electric engines in New Haven. It is also in preparation for 'The American Flyer' European high-speed train sets now under construction. The work should lop 90 minutes off a trip from Boston to New York, cutting it to three hours."

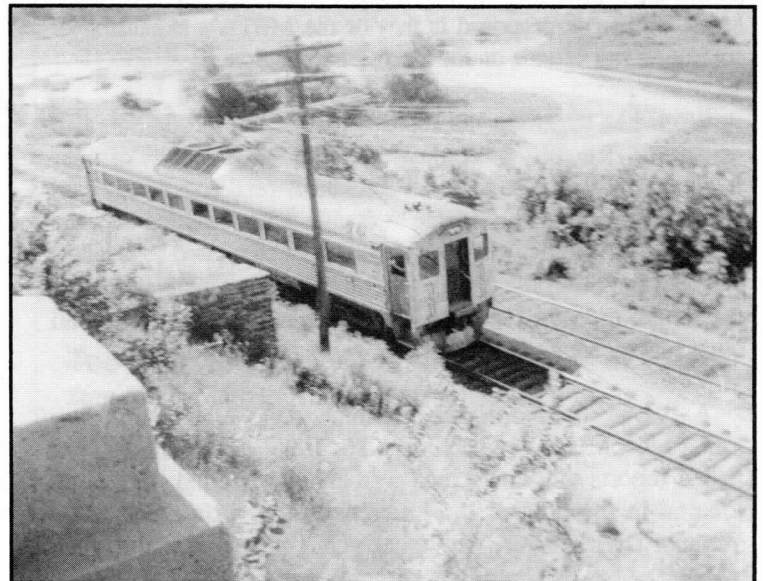
—from Craig O'Connell via the Internet

BLAST FROM THE PAST ON THE B&M SYSTEM...

The following two photos were taken by Bob Gadbois in June 1957 on a Sunday afternoon in Holyoke, Ma. looking north from Pulaski Park.

The photo on the left shows F2A #4226 hauling a freight train southward. While the RDC Budd car # (?) was heading south only about 30 minutes later in the same spot.

(Ed. note—Does anybody else have a photo or two that they may want to share with the membership?? Black/white or color photos only no slides. Send them along with a little description of where and when etc. to the Newsletter at the Woburn PO Box. Please send a 32 cent stamp for return postage. Remember it is your Newsletter and you can help out by contributing something like this. If several submissions are given then we'll run a whole page...)



SIDINGS...

File this under "straight from the horse's mouth:"

In a recent telephone conversation with George Bartholomew, member Don Robinson asked about the status of B&M Mogul #1455. As of this moment plans are on hold due to the fact that the company that was hired for fund raising has dissolved due to a death of one partner and the decision of the other to move to South Carolina. At the present time, Mr. Bartholomew is planning to finance the project himself, but will not have funds available until the Spring of 1997.

(Donald Robinson)

Sad news in the form of the Wolfboro Railroad Club disbanding due to dwindling membership and the failing health of both Dave Collinge and Dick Libby; the driving forces behind the Club.

Plans to revive rail service on the former Central Mass line have been put to rest by Rep. Patricia Walrath after opposition from local residents and that she plans to run for a higher state position.

The Mass. Legislature approved a \$110 million plan to improve clearances on Conrail, Guilford and the Providence & Worcester to allow double-stack trains to reach Boston. Conrail will spend \$23 million of its own money also. Guilford can't run stacks or even auto-racks because of the 5-mile Hoosac Tunnel. Apparently some of the \$110 million will be spent to enlarge the Tunnel.

(Trains Magazine)

"Story Train," a program organized by the Beverly Public Library in co-operation with the MBTA, took over 1,000 people to Rockport, Ma., on July 10 for a day of story telling, picnicking and face painting at Millbrook Meadow. Librarians from eleven communities read stories along with guest readers.

(Salem Evening News)

Newburyport Harbor and Plum Island Sound-Parker River—Proposed bridge replacement—The USCG has received an application for a bridge replacement permit from the MBTA. This application proposes to replace the two railroad bridges across the Parker and Rowley Rivers at Newbury and Rowley, Mass. The work proposed is part of the MBTA's expansion of commuter rail service on the North Shore region.

Work has began on the replacement of the old deteriorated bridge on Rt. 112 over the former B&M RR tracks near Shelburne Hill in Conway and Buckland, Ma. This bridge was often mentioned as an obstacle to double-stacks running over the West End. Although this new bridge is not related to double-stacking on Guilford, it will certainly remove a major problem should the money ever be available to redig the Tunnel and all other low-clearance bridges.

A 19-year-old North Andover man, Kyle Wentworth, was killed by a MBTA train on July 16, 1996. According to published reports the young man was hanging around the tracks, located in the area of the Lawrence airport on the B&M's Western Division line, with other young people drinking when

several of them decided to play "chicken" with the passenger train. According to others that were there earlier in the evening Wentworth played "chicken" almost all evening. Over the next few days friends and other town youths came and made a memorial to Wentworth.

(Eagle-Tribune)

(Ed. note—In my opinion the young people should work to teach others not to play assanine games like this instead of idolizing him as some sort of hero type.

As reported in a recent Newsletter, the Dover city council has approved funds for the two railroad crossings at Third and Chestnut and Fourth and Central Sts. Plans call for installing rubberized crossings and new traffic patterns. Construction is scheduled to begin in 1997.

(Foster's Daily Democrat)

Plans are underway by Northeast Sustainable Energy Assc. to turn the area of the former Greenfield, Ma. railroad station into a community park. Plans call for the creating a number of historical and educational displays, many of which will reflect the vital role played by the B&M RR in making this a transportation area hub. NESEA is headquartered in the former B&M administration building on the Fitchburg line.

Sandy Thomas is looking for movie footage of Greenfield for use in a public-access TV program and she can be reached at 413-774-6051 (W) or 413-773-3486 (H) or by writing her at 50 Miles St. Greenfield, Ma. 01301.

(NESEA Release)

Did you know that many of the trucks used on the coaches at the Strasburg Railroad in Pennsylvania are of Boston & Maine origin, if not the coaches themselves!!!

Work in Claremont, N.H. was done these past few months on the replacement of the Main Street bridge along with the old Claremont & Concord Railway nee Claremont Electric span.

(Claremont Eagle Times)

Ground was broken in Providence, R.I. on July 3, 1996 for a three-year, \$321 million project to electrify 157 miles of track from New Haven, Ct. to Boston, Ma. for use by Amtrak. Also 18 state-of-the-art "American Flyer" electric trains are being purchased by Amtrak.

U.S. Transportation Secretary, Federico Pena was 90 minutes late getting there due to a delay of his flight from New York and commented "which reminds me once again why we need high-speed rail service in the Northeast corridor."

The project will be jointly built by Mass. Electric Construction Co. of Boston and Balfour Beatty of Atlanta, Ga. Plans call for the construction of overhead power lines on 31 foot-high poles that are designed to withstand hurricane force winds and temperature extremes, and will be controlled from Boston's South Station. Construction is expected to be completed in June 1999 with the first American Flyer to debut in October of that year.

(Union Leader)



**FOR OUR HO-SCALE
MODELERS...**

Mystic Terminal Co. Gondola

This is an Athearn kit which has been custom lettered for B&M's wholly owned Mystic Terminal Co. subsidiary. Available in one road number only. \$9.95 each or two for \$17.95 plus \$3.50 P&H (up to 2 cars).

**Boston & Maine McGinnis-Era
Blue 40' Boxcar**

40' car with white B&M insignia. This is an Athearn kit custom produced for us in two different road numbers, and priced at \$9.95 each, or 2 for \$17.95 plus \$3.50 P&H (up to 2 cars).

**SECOND
EDITION!**

**A PINPRICK OF LIGHT:
THE TROY AND GREENFIELD RAILROAD
AND ITS HOOSAC TUNNEL**

We are pleased to offer the updated edition of this superb book which chronicles the fascinating story of the building and operation of the "Great Bore." Authored by B&MRRHS Charter Member Carl Byron, and re-published by New England Press, this second edition features additional photos and text. First run copies are virtual collector's items, and this promises to become one of the most treasured books in any B&M library! 152 pages, Softbound, 5 1/2" X 8 1/2"

\$16.95 + \$2.50 P&H

NORTHEAST RAIL ATLAS

**Steam Powered Video's Comprehensive Railroad Atlas
of North America-Northeast USA.**

Designed to provide a single-source of reference to the North American rail network, past & present, in greater detail than has been available until now.

All extant rail lines are shown, together with stations, junctions, yards, principle bridges and tunnels, etc. This is a "must have" item!

\$ 20.95 each, plus \$2.50 P&H

**...AND A "LITTLE" SOMETHING FOR
THE N-SCALE ENTHUSIAST**

Mystic Terminal Co. 40' Steel Boxcar

Our popular Mystic Terminal Boxcar is now available in a limited-run N-Scale version. Available in two road numbers. \$10.95 each, or 2 for \$18.95

Please add \$3.50 P&H for up to 2 cars.

B&M 50' Gondolas in both HO & N

B&M "Minuteman" orange gondola. This is a replica of the 50-foot gons delivered to the B&M in the late 1980's. These cars were used primarily for scrap metal hauling, and featured a silhouetted Minuteman on orange. Mfd. by Model Die Casting. Available in both HO and N-Scale.

N-Scale	\$5.75
HO-Scale	\$5.25

Please add \$3.50 P&H for up to 3 cars (N) or 2 cars (HO).

McGinnis Era 40' Steel Boxcar

Blue with black panel. One road number only. (Mfd. by Atlas Tool Co.) \$7.45 each plus \$3.50 P&H for up to 3 cars.

**And for around the house or for working on
the layout during the "cool" months...**

**"McGinnis" Herald
Sweatshirts / Tee-shirts**



Recollect the era of "Bluebird" Geeps and Buddcars on the Boston & Maine in one of these heavy 9 oz. 50/50 blend Sweatshirts. Blue with black and white herald, these promise to be a big hit with the winter railfan. Made in USA and available in Large and Extra Large for \$18.00 each plus \$3.50 P&H (for up to 2 shirts) or in XX-Large for \$20.00 each plus \$3.50 P&H (for up to 2 shirts)

Tee-Shirts:

Same color and style as above, except in a quality T-Shirt. Available in sizes adult M-XL \$9.95 each plus \$3.50 P&H (for up to 2 shirts) or in adult XXL for \$10.95 each plus \$3.50 P&H (for up to 2 shirts)

PLEASE USE THE ORDER FORM ON THE REVERSE SIDE TO ORDER ANY ITEMS ON THIS PAGE

LOWELL FOLK FESTIVAL

Once again the B&MRRHS participated in the 10 th annual Lowell Folk Festival. Work began on setting up our exhibit in the restores B&M combine, located behind B&M steam switcher #410 on Dutton St., on the 25th of July. Our clean-up crew of Mike Basile, Fred Brown, Dan Hyde, Dick Nichols, Jim Nigzus and Bob Quagan, worked many hours cleaning and preparing the combine for the exhibit set-up on Friday.

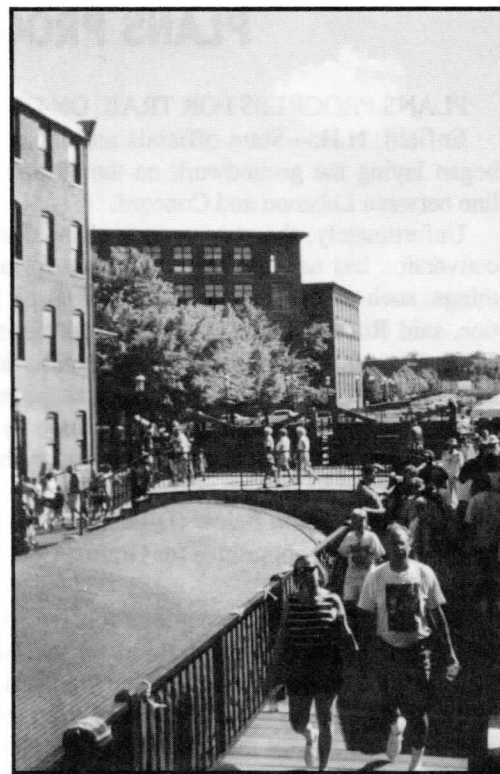
Saturday and Sunday (7-28 & 29) saw huge crowds. We had beautiful weather which helped bring our visitor totals for the two days to 3,516 people. Young and old alike enjoyed taking a step back in time to the "good old days of railroading." Besides various pieces of railroad hardware from our collection, visitors can view beautiful hanging panels through-out the combine depicting railroading on the Boston & Maine in and around Lowell. As always, the #410 drew much attention. Many people commented on the changes that have happened on the engine in the past year.

We also unveiled a "410 Benefactor Plaque" which will be located in the combine. Society members from as far away as Burlington, Vt. to Milwaukee, Wis. came to the exhibit.

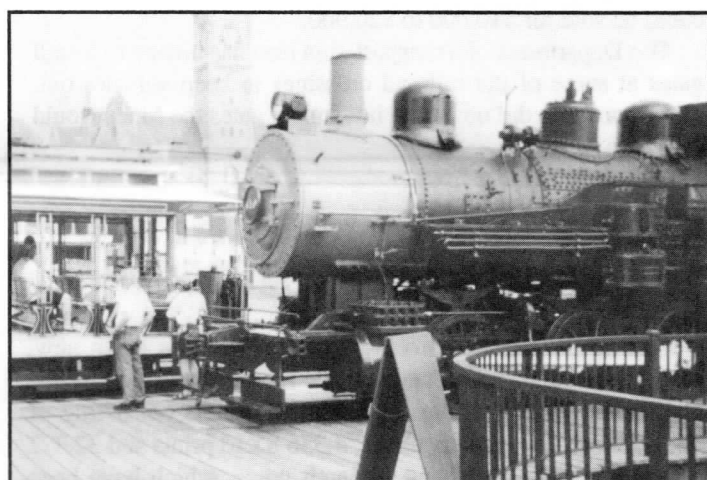
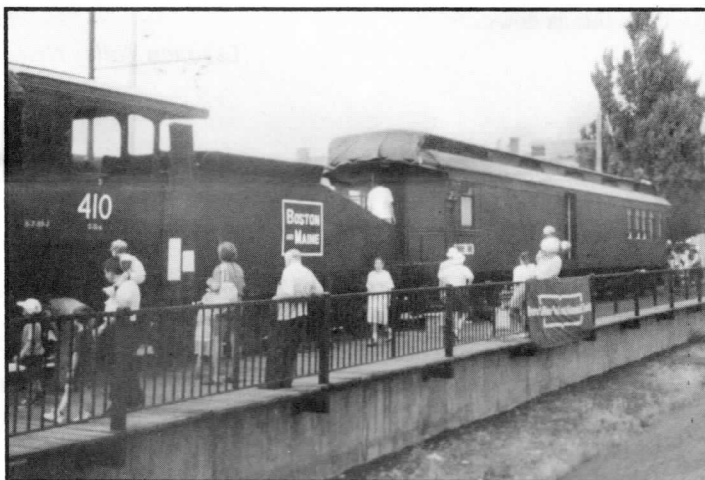
I would like to thank the following members for their help with this years Folk Festival:

Mike Basile, Fred Brown, Jim Byington, Carl Byron, Rick Conard, Ed Felten, John Goodwin, Dan Hyde, Russ Monroe, Dick Nichols, Robert Quagan, John Alan Roderick, Joe Shaw, Peter Victory, Arnold Wilder, Buddy Winiarz and Mass. Bay Transportation Authority (MBTA).

—Jim Nigzus



Photos by Buddy Winiarz



PASSENGER TRAIN STRIKES TRUCK AT VT. CROSSING

Amtrak's southbound *Vermont* struck an empty logging truck at a grade crossing in Roxbury, Vt. August 27, resulting in minor injuries to three passengers and one crew member.

The accident occurred at 7:51 a.m. at Thurston's Road in Roxbury when the truck failed to yield at the crossing for the oncoming train which had sounded its horn. The truck, a tandem trailer, was struck in the middle of the two trailers. It was not carrying any timber.

The three passengers and Amtrak conductor were treated and released for minor injuries at Central Vermont Hospital in Berlin, Vt.

The train, which consisted of an engine and six cars, came off of the tracks but remained upright. All passengers were safely evacuated and transferred to buses to continue south to Springfield, Mass. where they reboarded another train to continue south.

The *Vermont* operates roundtrip each day between St.

Albans, Vt. and Washington, D.C. via New York.

It was carrying a total of 66 passengers and five crew members and was traveling 54 mph, below the 59 mph speed limit for the area. The track is owned by the New England Central Railroad. The crossing where the accident occurred was protected by "cross-buck" warning signs, but had no automatic gates or lights.

Rerailing the train and repairing the tracks continued through Wednesday, Aug. 28. Amtrak was planning to operate the *Vermont* between Springfield, Mass. and Washington, D.C. for the following day, providing bus connections, both northbound and southbound, for the Springfield to St. Albans leg of the trip while necessary repairs were undertaken.

—excerpted from an Amtrak press release
via Craig O'Connell and the Internet

PLANS PROGRESS FOR TRAIL ON OLD RAIL LINE

PLANS PROGRESS FOR TRAIL ON OLD RAIL LINE

Enfield, N.H.—State officials and local trail enthusiasts began laying the groundwork on the 59-mile abandoned rail line between Lebanon and Concord.

Unfortunately, the state agency charged with making that conversion has no money in its budget for a host of needed things, such as the removal and disposal of 144,000 railroad ties, said Robert Spoerl, a program specialist with the state Trails Bureau. "We didn't get any funding to put this into a trail," he told a crowd of 75 people at the meeting. He said much of the work would have to be done by volunteers, and most of the people at the meeting raised their hands when asked if they'd be willing to volunteer.

State Rep. Clifton Below (D-Lebanon and Enfield), said he would organize a committee for Grafton County to start volunteer work.

The state does have a couple of funding sources. One is the rail and track plates left behind by the Boston & Maine Railroad, the company that sold the Northern last year. Those leftovers can be sold and the money used for converting the line, said Earl Jette, a member of the bike and pedestrian committee appointed by Lebanon's city council and director of outdoor programs for Dartmouth college. Below said the metal could be sold for \$10,000 to \$20,000.

The Department of Transportation also has money to install gates at some of the railroad crossings to keep vehicles out, said Spoerl. He did not know how many gates the funds would

cover, while a total of 150 gates at \$700 per gate will be required. Money is also needed to surface the railroad bridges. Spoerl said he had no estimate on how much the entire project would cost.

The plan is to make the trail a hard-packed surface that would accommodate mountain bikes, hikers, snowmobiles and cross-country skiers—but not all-terrain vehicles. That was the source of some tension early on in the meeting. "Why wouldn't we want ATV's?" asked one man. Because "ISTEA, the federal Intermodal Surface Transportation Enhancement Act, states that it will not be used for motorized vehicles except snowmobiles," responded Spoerl who also added that the state purchased the line with money from ISTEA.

"That's our money" said the man. "We're the federal government...How many bikers are registered in N.H. and pay fees?—ZERO...Hikers?—ZERO...Four-wheelers?...THOUSANDS."

Later on, Bill Brownell of Danbury declared, "The majority of people here are against the trail being for the exclusive use of tree-sniffers and tree-huggers." "I hug a tree at least once a week," said Spoerl, "it's good for you."

He then asked for a vote on who would want the trail open to ATV's. Only about ten hands were raised, that seemed to calm things down.

(Lebanon Valley News)

DR. HASTINGS NEGATIVES TO CALIFORNIA RR MUSEUM

One of the railroad world's greatest legacies has a new, secure and permanent, thanks to the recent acquisition by the California State Railroad Museum. Materials consisting of 46,892 black & white negatives, 4,336 8X10 prints and 32,322 color slides plus field and research notes, which have been held by the family of Philip R. Hastings since his death in 1987.

He was a major figure on the 1950's rail photography scene, and his influence continues today. His greatest exposure was in *Trains*, beginning with a story in 1947 on Vermont's St. Johnsbury & Lake Champlain. His work with long-time *Trains* Editor David P. Morgan in their search for the last steam operations is a towering and enduring achievement.

Stephen Dru, CSRM senior curator, reports that, as with any major acquisition, the Hastings material must be inventoried, catalogued and prepared before it can be made available to the public. Hopes are for a late 1996 access.

(Trains Magazine)

(Ed. note—many know of Dr. Hastings from his book, "The Boston & Maine—A Photographic Essay." Published by Locomotive & Railway Preservation in 1989.)

HISTORICAL FOOTNOTES

Raymond, N.H.—"Old Rusty," the Raymond Historical Society's caboose, located at the Raymond Depot has a new paint job, inside and out and has undergone a complete restoration.

Inside you'll find a new museum with lanterns, railroad tools, pictorial histories of the Cog Railway, Mount Uncanoonuc Incline Railway (at one time located in Goffstown, N.H.) and various railroad stations located on the Manchester & Portland Branch of the Boston & Maine.

The restoration project was begun under the direction of members Steve Goldwaite and Tom Krantz and was completed by the end of June. Donations of money, materials and labor and time were needed for the \$5,000.00 worth of restoration needed on the 64-year-old caboose. The caboose had a "Minuteman" painted on the side at one time, now it just has Boston & Maine. The identifying number "432" has been painted on both ends.

It was built in 1932 in Concord, N.H. and was discovered sitting in the Portsmouth freight yard in 1989. Several months later it was put on a flatbed truck and brought to Raymond in January 1990. Temporary permission was granted by the state of New Hampshire for the caboose to be placed on track in front of the station. Subsequently, a permanent lease was given to the Society for display of the caboose.

"Old Rusty" got his name after a contest was held in 1991 and was won by a Lamprey River Elementary student, Janine Auger.

The caboose is open to the public on Mondays from 10 am to noon, Saturdays noon to 4 pm, or by appointment by calling Mona Stevens at 603-895-2927 or the town office at 603-895-4735.

(The Independent)

19th ANNUAL B&MRRHS DAY AT CONWAY SCENIC



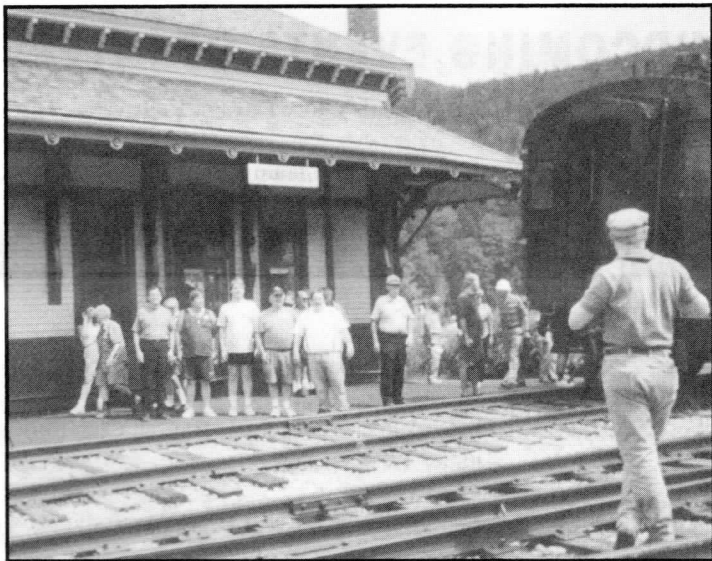
Ex-B&M 4266A along with former CNR FP9A blasts by with the train in tow at Notchland during a photo run-by.



Crossing Willard Bridge enroute to the summit.



The train pauses for a bit outside the nicely restored former Maine Central depot at Crawfords.



B&MRRHS directors and officers Paul Kosciolk, Dan Hyde, Brian Bollinger, Buddy Winiarz and Mike Basile contemplate the return trip to Bartlett.

The Society's annual trek to the "North Country" this year was a classic. Usually we have to wait until mid-afternoon for any real good weather but this year we had sunny skies and warm temperatures to make the day enjoyable.

We departed at 11:00 am as per scheduled. Power for our train was Boston & Maine F7A #4266 and former VIA FP-9A #6516 now in CSRR livery and three coaches. During the trip historical and other information was narrated to us.

Several photo-run-bys were afforded us with stops at Bartlett, Notchland, Willard House and of course at Crawfords. The panoramic views from this ride are breath-taking and I can imagine that they'll be really beautiful during the foliage season and with a layer of snow. Our run-by in Bartlett was highlighted by the meet of the Bartlett train with former Maine Central GP7

#573 in Guilford colors on the head end.

Evening was once again time for the "Supper Chief", and that renowned ham and bean supper put on by the Congregational Church in Conway. Again, they outdid themselves with a fine meal. A tip of the hat to the staff and cooks over at the "beanery."

And as the sun slowly settled in the west, the train "high-balled" back to Conway with about 55 satisfied but tired folks.

The Society thanks the Conway Scenic RR for going out of their way to show us an entertaining time, the church for the supper and the Good Lord for great weather. We look forward to next year with talk of a dinner train instead of the bean supper and/or a trip to Fabyans or beyond.

—BW

Thanks...

Thanks this issue go out to Alden Dreyer, Bob Gadbois, Theodore Manning, Steve Cook, Robert Terhune, Maureen Hadley, Loring Lawrence, Mike Basile, R. Gadbois, Samuel Sayward, Jim Nigzus, Chris Coyle, Sandy Thomas of NESEA, Don Robinson, Peter Victory, Ed Felten, and Matt Menz.

—BW

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

"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.

NOTICE OF ARCHIVE 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.

UPCOMING EVENTS OF INTEREST...

- Sept. 14, 1996 4th Annual "Glory Days of Railroading" at White River Jct., Vt. 10-5.
- Sept. 14,21,28 Harvest Supper Train at Hobo RR—6:30 pm. Oct. 5,12,13 \$21.95 (Adults) \$15.95 (Children) Call 603-745-2135 or 1996 603-279-5253 for info.
- Sept. 21, 1996 North Shore Model RR Club show at American Civic Center Main St. Wakefield, Ma. 9:30—4:00. \$3.00 A \$1.00 Srs. & C.
- Sept. 21 & 22 Hobo RR Autumn Leaf Special—\$29 (Adults) \$20 (Children) 10 AM. Call for more info.
- Sept. 22, 1996 Providence & Worcester Railfan Club Show at the Webster Elks Club on Cudworth Rd. 10-4 Adults \$2 children under 12 years free.
- Sept. 28 & 29 Fall foliage specials at Hobo RR. Call Oct. 5,6,13,19,20 for prices and more info.
- Sept. 28, 1996 Greater Lowell Area All-Scale Model RR Show. Lowell Lodge of Elks on Old Ferry Road 10:30 —4. Adults \$3 children \$1.50 Fam. Max. \$10 under 5 years and wheelchairs Free.
- Sept. 1996 Every Sunday 2 trips on the Ware River Ltd. departing from Granary Restaurant, Rts. 32 & 9 Ware, Ma. Call 1-800-892-3839 for details.
- Oct. 1996 Fall Foliage rides on Ware River Ltd.
- Oct. 12 1996 25th Anniversary Banquet of B&MRRHS.
- Oct. 12, 1996 Cape Cod Chapter NRHS show at Upper Cape Reg. Vo-Tech School Rt. 6 in Bourne. Adults \$2 Srs. and children (6-15) \$1 Fam. Max. \$5.
- Oct. 13, 1996 Pepperell Siding show at Northern Middlesex Regional High School in Townsend, Ma.
- Oct. 19, 1996 HUB Div. Fall Show at Marlborough High School Bolton St. (Rt. 85), Marlborough, Ma. 10-4. \$4.00 A Srs. \$3.00 \$1.00 C (6-12 yrs.).
- Oct. 19, 1996 22nd Annual Railfan's Day at Conway Scenic. Call 603-356-5251 or 1-800-232-5251 for info.