

Boston & Maine Railroad Historical Society
19 *Incorporated* 71

NEWSLETTER

BUDDY WINIARZ, Editor • P.O. Box 2936 • Woburn, MA 01888 • Email: CPC835@JUNO.com

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— B&MRRHS CALENDAR —

NOVEMBER 1, 1997

Nov. 1, 1997 Our annual meeting, Dick Nichols will give a presentation on the restoration of South Station. Remember that this will be a combined October-November gathering with tallying of ballots for office taking place.

DECEMBER 13, 1997

Our annual "Members Night" will be held at either the Mogan Center or Boott Mills Auditorium depending on availability of space. Members and friends are invited to bring at least 30 slides, a 10-15 minute video (VHS only), or a 200' movie. A slide projector and video player are provided, however, if you wish to show movies, you must bring your own means of projection.

JANUARY 10, 1998

Jim Nigzus will be doing a presentation on New England railroading in Mass., N.H. and Vt. during the 1970s, '80s and '90s

*The Directors, Officers and Staff of the
B&MRRHS would like to wish everyone a
Happy Holiday Season as well as a
Prosperous New Year!*

WINTER MEETING CANCELLATIONS DUE TO WEATHER

With the winter months upon us again, we remind everyone that if a snowstorm or other serious weather situation warrants such, the B&MRRHS meeting will be cancelled or postponed. To find out whether the meeting has been called due to weather, we ask that you call the society's answering machine after 12:00 p.m. on the day of the meeting.

And as usual, we ask that when in doubt, you should use discretion—if you don't want to drive in it, we probably don't either!

A MESSAGE TO THE MEMBERSHIP

As your editor I would like to apologize for the lateness of the September-October Newsletter. This was due to the fact that we have a new printing company and due to vacations and the assurance of a good job being done things got a little bogged down.

IN SEARCH OF VOLUNTEERS

At this time the Society is looking for several members to become part of a staff to put together our magazine, the *B&M BULLETIN*. As you know, John Alan Roderick has done it for about the past 10 years and he did a fine job. But it has come to the attention of the Board of Directors that it really is too much of a job for one person to do. John has stated that he will be glad to help out with the production of the magazine, but that, due to family, work and other obligations he can no longer serve as editor-in-chief.

John says that producing the *BULLETIN* is a challenging but extremely interesting task which anyone so inclined should consider getting involved with, as it will lead to a **MUCH** greater appreciation of the history of the B&M.

Individuals interested in helping out should be detail-oriented, have a fairly good working knowledge of the railroad, and ideally should possess some personal computer skills including familiarity with MS-Word, Quark XPress, and Freehand. Duties of the editorial staff would include soliciting or developing articles, finding appropriate photos and other materials, writing captions and limited creative copy, preparing mapwork and other related things. There needs to be, however, one person charged with the final say.

All those interested may send a letter of intent to the Woburn PO Box in care of the Bulletin-BOD. The Board will have a final decision on the staff.

For the benefit of the membership the last Bulletin printed was Vol. XX #4.

NOTICE

If you paid your dues and you receive a notice that your membership expires, please disregard. The renewal notices are old and will be updated. Plus the fact that renewals and payments sometimes pass each other through the mail.

ELMWOOD JCT. GETS NEW LIFE!

Hancock, N.H. — More than 100 years ago a farmer in Hancock signed a contract that would forever change the town's history: the Robinson family sold a tract of land to the Keene & Manchester RR Co.

Elmwood Jct. was first opened in 1879 under the name of Hancock Jct., providing daily passenger and freight trains a place to refuel and allowing local farmers a profitable link to buyers of their produce, milk, and other products. Its name soon changed to Elmwood Jct. so as not to confuse it with Hancock. It took its name from the large number of elm trees in the area. Shortly after the Keene-Manchester line was established, another track was laid on the site for the Peterborough & Hillsborough line.

In 1900, due to company mergers and acquisitions, both lines came under the control of the Boston & Maine Railroad. During the years the junction became less important as a refueling stop as larger engines carried enough coal to go straight through to their destinations. And in 1934 bus service was expanded and the passenger train from Keene was discontinued. 1936 saw the great floods wipe out most of the line from Keene and service was permanently ended. Six years later the line from Hillsboro was stopped. The buildings began to decay and fell into disuse, most were taken down.

Not long after the station had become a memory, an engineer on vacation from the NY, NH & Hartford RR was passing through the area and saw the open meadows, unused tracks and building foundations. Twenty years later he moved to Hancock after retiring and today Willard Viall is planning to construct picnic areas and a trail system on the 50-acre plot of town-owned land.

Viall is a self-confessed railroad nut, and has been since a young boy, he said, and has worked on trains since 1942, when he volunteered for the U.S. Army Railroad Battalion during WW II. Last winter his interest in Elmwood Jct was piqued, and he began to contact various historical and conservation groups for his recreation area plans. With \$500 of his own money and the blessing of the Hancock Conservation Commission, Viall has installed two signs on the property. One simply marks the area as Elmwood Jct. and the other has names and trail map numbers of places of interest at the junction, including the depot site, the long gone coal sheds and the ball signal, which served for many years to give the "green light" to outgoing trains.

(The Peterborough Transcript)

P&W TO BUY CONN. RAILROAD

The Providence & Worcester Railroad Co. has signed a letter of intent to buy the Connecticut Central RR Co., a freight railroad with 17 miles of rail properties owned by the state of Connecticut. In a press release, P&W said CCR also holds freight rights on a 12-mile line between Cromwell, Ct. and Hartford, which is currently out of service. Terms were not disclosed. P&W is a regional freight railroad operating in Massachusetts, Rhode Island, Connecticut and New York.

(Boston Globe 9/18/97)

BAD TRACK DERAILS VARNISH

Conway, N.H. - - A stretch of bad track south of Groveton, N.H., derailed the convention of private rail car owners, according to Conway Scenic RR officials.

The American Association of Private Railroad Car Owners chose Conway for the site of its 20th annual convention. AAPRCO members travel extensively throughout the United States, Canada and Mexico. The group departed Montreal en route to Conway by way of Groveton and Whitefield. The train consisting of 23 private cars was powered by two AMTRAK P-32 locomotives.

According to James Larsen, an Amtrak assistant vice-president, who was riding the train. AAPRCO spokesman, Frederick C. Seibold said "all the cars were inspected and in excellent condition, but Mr. Larsen could see the rails moving from the weight of the train and stopped it." Knowing that the track was not passenger service rated, all passengers were bused to Whitefield Jct. where they waited several hours. Crowds of railfans stood along with the passengers and there were even crowds waiting at Crawfords Notch. When word was received that the train would not be coming all passengers were bused to Groveton.

This stretch of track is used by the New Hampshire & Vermont Railroad and was given federal funds to upgrade the track through the Rail-Freight Assistance Program. According to Christopher Morgan of the NH Rails Administration the track was not repaired to full standards and he adds that the NH-VT RR should address the situation. NH-Vt is owned by Clyde Forbes of Florida.

(Coos County Democrat)

UPDATE CORRECTION.

Last issue on page four there was a photo of a steam locomotive that had nothing to do with the "Lion." This was put in at the last minute as a fill-in due to a box for a photo. The locomotive in the photo is Boston & Maine Berkshire T-1-a #4007. It was built in May 1928 by Lima and scrapped December 21, 1949. Her cylinders were 28 X 30 and was officially changed to 27" X 32" by 3 1/32" along with locos #4000—#4019. Photo was taken at Middlesex (Lowell, Ma.) by Ed Rice, Newsletter Ed. Collection. Information taken from the book "Minuteman Steam" by Harry Frye, B&MRRHS Historian.

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.

MT. WILLARD'S EVANS FAMILY MEMORIAL

Harts Location, N.H. — A granite stone marker was placed on the site of the former Maine Central's Mount Willard section house. The marker is a 3 Ω ton black granite monument with the White Mountains, clouds and the Willard house etched in it. Etched also in the stone is the following:

"Mt. Willard Section House—M.C.R.R. —Evans Family Homestead—Loring and Hattie—Gordon, Mildred, Raymond & Enola—1903-1942"

Present at the setting of the monument were Gordon and Raymond, 90 and 88 years old respectfully. Enola passed away in 1969 and Mildred earlier this year. Ann Mills, daughter of Mildred, and other family members planted a small garden of mums in the same place that Hattie Evans had a garden.

The Evans moved into the house in 1903 with all four children being born in the house. Three of the children were delivered with help from a doctor from North Conway but the youngest, Enola couldn't wait thus her mother named her Enola which is "alone backwards." Loring Evans was struck by a train in a blinding snow-storm in 1913 and his wife Hattie remained until 1942, feeding and tending to the section workers of the Maine Central Railroad. She was also the first woman in New Hampshire to shoot a Canadian lynx.

Conway Scenic's Notch train passes right by the monument.

(Union Leader)

TRAIN DERAILS IN MAINE

West Paris, ME.— A freight train derailed in this Maine town causing more than 300 people to be evacuated in a mile-wide radius. Vice-president, Matt Jacobson of the St. Lawrence & Atlantic RR, said a tank car carrying 23,000 gallons of liquid propane derailed and went onto a bank of the Little Androscoggin River. After five hours a hazardous-materials team determined that there was no leak to the car. A second car carrying mineral pulp, a water-soluble chemical used in water treatment, had also derailed and ruptured, spilling into the river.

The train was enroute from Auburn to Portland from Island Pond, Vt. derailed about 6 PM just after passing through Greenwood and into West Paris on Monday 10/6/97. Overall 10 cars went off the iron with five landing in or near the river. There were no reported injuries. The cause of the derailment was a broken wheel.

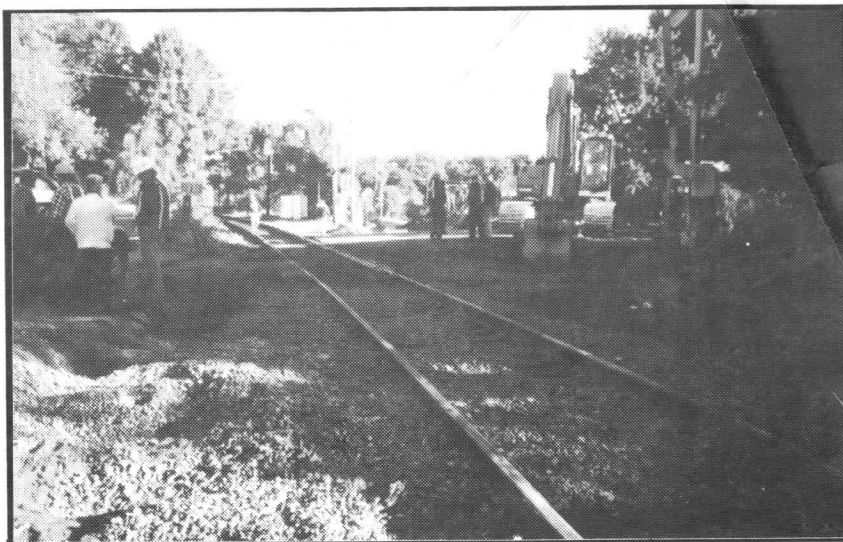
(Portland Press Herald)

RAILROAD, ROAD & SEWER WORK

NEWMARKET, N.H. — The town, state and Boston & Maine Railroad has performed major surgery on Rt. 108 in Newmarket. The town is doing a sewer job and the state of New Hampshire is regrading the approach to the grade crossing, as over the years repaving has elevated the roadway over the crossing making for a bumpy ride.

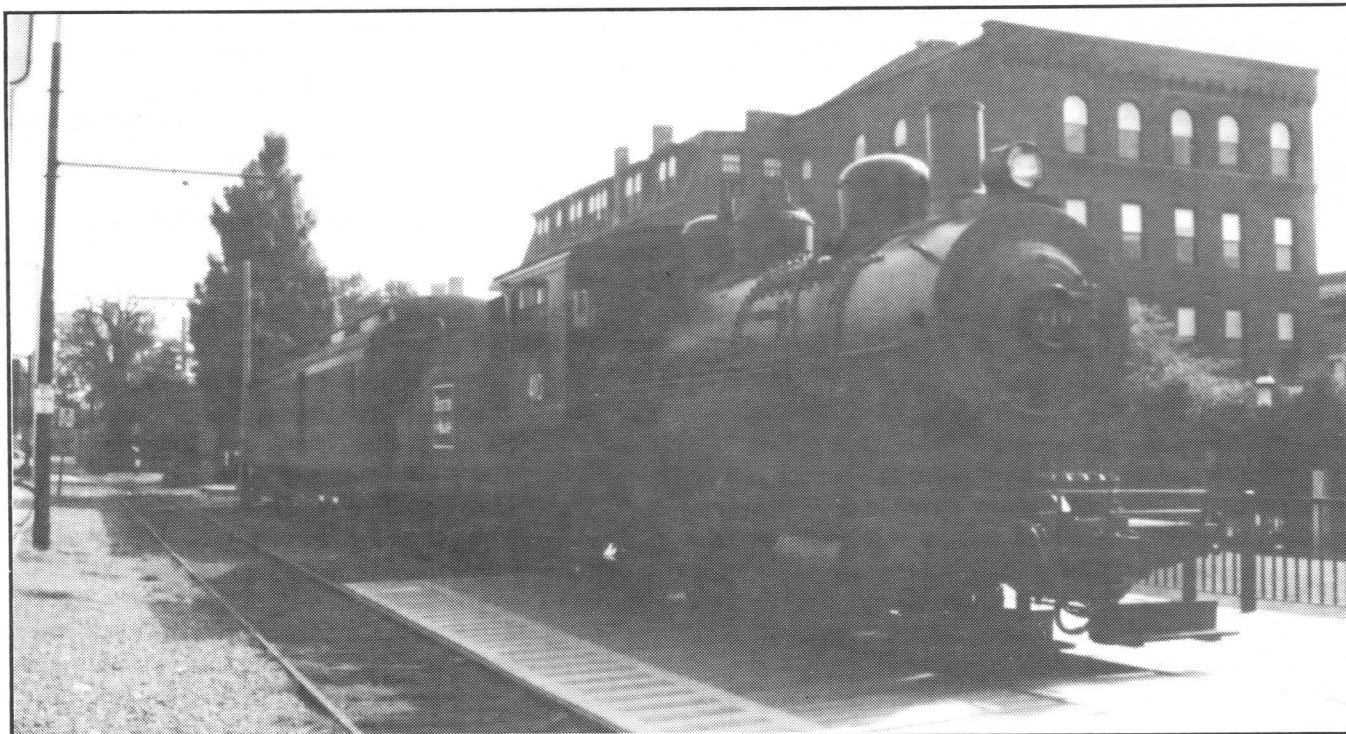
The third project is being done by the Boston & Maine Railroad (Guilford) to upgrade the tracks in anticipation of passenger service.

(Fosters Daily Democrat)



Looking east on the western division mainline at the Rt. 108 grade crossing in Newmarket, N.H.—*Linda Week photo*

B&M #410 RESTORATION...



B&M 410 at Dutton Street, Lowell, July 26, 1997—*B. Winiarz photo*

Work has continued since the spring on the #410. 85% of the locomotive was repainted along with the tender. It's hard to believe that she has been in Lowell for four years. Cylinder covers sides have been fabricated and adjusted to fit and are expected to be installed this fall. Electrical work is underway to light the front and rear tender light along with cab lights. A new steel side has been fabricated to replace the fireman's side window area.

I would like to thank all the volunteers involved for their continued support:

Scott Batson, Fred Brown, Danny Hyde, Brian Bollinger,

Sandy Shepherd, Joe Shaw, Ed Felton, Paul Kosciolk, Bob Poore, Jim Byington, James Byington, Dave West and Allen Klatsy.

If anyone else is interested in helping out please write to:
B&M #410 Restoration Project
PO Box 9116
Lowell, Ma. 01852

*Respectfully,
Jim Nigzus*

ATV'S ON THE WN&P

Springvale, Me.—Complaints from people living along the former right-of-way of the Boston & Maine's Worcester, Nashua and Portland Division mainline tracks in this town have become rampant over the past summer. Seems the folks who use ATV's on the old railbed have a lack of respect for abutters. Police are basically helpless in doing anything as riders gun their engines and raise noise and dust levels. A questionnaire was mailed to 266 homes within 700 feet of the old roadbed, asking if the ATV's were considered a problem and if so what they would do about it. Only 26 replies were sent back. Ownership of the railbed is unclear.

Sanford selectman, William Roberts said that it would be impractical to block access to the rail bed in Springvale. "After 40 years and only a handful of complaints, I'm not ready to make any drastic changes," he added.

This end of the WN&P was once used by the Samuel Pinsley railroad, the Sanford and Eastern in the early 1950s.

(Portland Press Herald)

NEW TRAFFIC CONTROL ON GUILFORD

In order to control, monitor, and centralize its traffic control system better, Guilford Rail system's signal department has installed a new "TD Pro (Track Driver Professional) system. It's a state of the art, windows NO-based CTC system that implements traffic control functions with a single client/server platform. It also permits migration of related functions with CTC, which allows for a seamless and complete traffic management solution. TD Pro is currently used to operate 20,000 route miles of track world-wide. It utilizes microprocessor technology. Traffic control territory that formerly covered 20 or more feet of a dispatching control machine, is now put together on a set of computer screens in front of the Train Operations Manager. The "point and click" Windows interface, along with an "open" design, does away with the need for multiple systems and keyboard. Everything is right in front of the dispatcher.

The Windows NT-based system gives the operator complete control of CTC through a clear, user-friendly, graphical interface platform.

A "Toolbox" function gives the dispatcher click entrance and exit points on a track, and then opens all the necessary switches in-between. It also allows the dispatcher to check his or her information, without having to leave the control panel. The system also has a Historical Playback function, similar to those on a VCR, such as fast forward, rewind, play, single step and pause settings. Any one sequence of events carries a date and time. "With the playback feature, we can fast forward though an entire day," said Ron Stewart of Guilford's Signal Department. "You can follow the train, and stop it at a certain point, and then check it against the log to ensure accuracy." Along with TD Pro, Guilford's B-B Department designed and built a brand new Operations Center in North Billerica, Mass.

(470 Newsletter)

RIDING THE RAILS

DANVERS, MASS. —Compared to the iron giants that decades ago shook the tracks off Wenham St., Ace Chase's one-man train doesn't look like much. The wheels cost a case of beer, the undercarriage is strung together scrap sign posts, the engine belonged to a lawn mower and the seat is a milk crate.

But when this Danvers Firefighter dons his engineer cap, releases the brake and sends his 8-foot long "train" galloping down the tracks he enters a different world. There's just a lulling sound of the car clacking over the joints of the rails, the wind brushing your face and the green tunnel of forest surrounding the tracks appear endless.

"I've had full-grown men offer me anything for a ride," said Chase. Adding "the clinging of the rails—people die for that."

When Chase moved to his Wenham St. home 12 years ago, the train bed was typical of many old railbeds not in use, it was a dumping ground for people's trash. The line last used in the 1970s was overgrown with brush and felled trees.

A neighbor and fellow firefighter, Arnold Weeks helped Chase clear about a mile-and-a-half of the line from Wenham St. to Rt. 97. These two roads separate the rail-line from the rest of the rails. The MBTA purchased the line from the Boston & Maine Railroad in 1976 and hasn't touched it in years. Meanwhile Chase and Weeks haven't been told they can't use the tracks seem to be the caretakers of it. The pair clean the area every week for their use and the use of horse riders, mountain bikers and those who may walk it. There are always branches left by beavers and mischievous kids, said Chase. "As far as I'm concerned, if they they leave it alone, I'll take care of it," he stated.

There are many rewards to riding this stretch of track. It parallels Locust St., passes Choate Farm, beaver hutches, meadows, forests, purple loose-strife marshes and lady slippers. Chase has come within an arm's length of doe and fawns, snapping turtles and even caught a beaver napping on the tracks. "His tail was on one of the rails and his snout on the other (mighty big beaver: Ed.) and must have weighed 60 pounds."

Chase's wife, Charlene, is most impressed by the foliage along the railbed. Ace and Charlene take their daughter Heather, for rides and picnics or he and Weeks will couple their cars together and just take a ride and shoot the breeze. Or just enjoy the beauty of nature along an old abandoned railway.

(Salem Evening News)

Ed. Note—This is on the former Newburyport Branch of the B&M and clips of it can be seen in B&M Memories Vol. 2—the films of Dick Symmes. There is also talk of this being part of a walkway for the town of Danvers.

In both Danvers and Topsfield there were deck girder bridges, the one in Topsfield spans the Ipswich River and the one in Danvers is by the high school over a road.

ANOTHER BIKE PATH!

SALEM, MASS. — The city is about to take control of a key piece of property needed to create a bike path from downtown Salem to Marblehead.

Mayor Harrington has asked the City Council to sign a deal with Salem State College that would give the city the right to build a path on the land that the college owns. The deal will ensure that the city gets a \$491,000 grant to build a path for bicyclists, in-line skaters and walkers along the former Marblehead Branch.

Mark Blair, Councilor of Ward 7, says he will push for traffic lights at Lafayette St. near the Salem-Marblehead line where the path crosses over. He states that added foot & bike traffic will make the crossing even more dangerous.

The path will go from Lafayette St. at the old Forest River stop, pass behind homes, behind the old GTE-Sylvania complex, cross Loring Ave. and Canal St. and then run parallel to the current mainline ending near the site of the former station.

The Boston & Maine Corporation sold the Marblehead Branch (the section in Salem) to the city last November for \$220,000.

(Salem Evening News)

As an added note, there used to be 3 or 4 cement towers that belonged to the New England Coke Company by the branch just a ways from where it left the Eastern route. If one looks at the B&M Memories Vol. 4, *The Films of Russ Munroe*, one will see them in several scenes.—Ed.

SIDINGS

Lexington, Ma. — The bridge over the former Lexington branch at Park Avenue in Arlington is being replaced. It was an old wooden truss that was boxed in for protection from the weather. Supposedly this was the last of its kind.

Scotia, N.Y.—The first new locomotive for the Long Island RR has rolled out of the GM factory in the former Navy Depot.

The B&M line just west of the Navy Depot to Van Buren Lane is out of service and a temporary track has been built around it while an exit off the NY State Thruway is being built.

The B&M gets use of the new three track yard in the Scotia-Glenville Industrial Park (former Navy Depto) that the state built with the Super Steel Locomotive Plant. Guilford leaves a locomotive here for use in switching the west end.

The former Canterbury station on the Boston & Maine's White Mountains Division is for sale. There is a coach and wooden caboose on the property also.

Salem, Ma. — Member Peter Victory was walking home in Salem and spotted the following at the old North River freight yard. Twenty-seven cars (14 tank, 12 bulk hoppers and 1 boxcar) being shoved from the yard towards Northey Point by two MEC GP 40's #314 and #317.

"MYSTERY PHOTO"

The "mystery photo" in the Sept/Oct Newsletter "was taken just south of the Dwight St. footbridge in Holyoke, Ma. The 267 is 'in the clear' on the Broadway track on the east side of the north-bound main. The signal in the back of the steam dome is #77 and has a dummy mast to represent the Broadway."

Thanks go to D.M. Rice for his response to the mystery photo. He also adds, "when I came on the road in 1944, the 200's worked at Holyoke, but shortly thereafter the 400's took over."

John Osgood, who submitted the photo thinks it was taken by Steve Callahan, who for many years was the B&M's freight agent in Holyoke.

Thanks...

THANKS THIS ISSUE GO TO—

Bob Warren, Steve Cook, Jim Nizus, Carl Byron, Bob Wilner, Linda Weeks, Scott Currier, Jim Byington, Steve Myers, Shirley Burman, Howard Sands, Mr. Trembly, Peter Victory, D.M. Rice, Maureen Hadley, Paul Kosciolk.

Deadline for next issue...

The deadline for the next Jan/Feb 1998 Newsletter is December 6, 1997. Please send all materials to the Woburn address or E-mail them to the Editor at CPC835@JUNO.com.

HELPER SERVICE

The E-mail address on the front of the Newsletter is for material for the Newsletter and some general information. Questions of "historical nature" still must be addressed to the "Historian" in care of the Woburn PO Box. Please include a SASE for reply. The same goes for Archival information.

LOOKING -- David J. Smith is looking for a professional copy of the SUMMER 1976 issue of the B&M Bulletin. If anyone can help Mr. Smith write to him at 15 Sunnyfield Rd. Hicksville, N.Y. 11801-4822.

LOOKING -- Is there a member who could give us information about what ex-B&M snowplow #X3215 is doing on a perfect-length of rail immediately north of the ex-Pennsy RR's Elmira Branch station in Troy, Pa. Please send to Woburn PO Box thanks.

AND FOUND—Rochester, N.Y., NRHS Chapter has acquired the former double track B&M wooden plow #X3215. It has been acquired from an individual in Pennsylvania

"THE WANDERING HOBOS"

On Saturday, October 11th, the "Hobos" went train watching and saw plenty of action. First stop was in Plaistow, N.H. where westbound PODH was seen with B&M GP-40 #335, MEC, ex-NS #380, MEC GP-40 #370 and #344 for power with 45 cars.

A short time later eastbound SENE with MEC SD-40 #600, MEC, ex-NS #379 and MEC GP-40 #321 with 55 cars at Russ Crossing.

In Dover NHN gravel train was on the side with a string of empty hoppers and all four units #1758, #1757, #1755 and #1760 all GP-9's. The units were not running.

At the Salmon Falls Bridge, eastbound DHPO was seen with B&M GP-40's #328, MEC #315, MEC #345 and B&M #337 powering a 100 car freight. The Hobos caught up with DHPO at North Berwick at the Rt. 4 crossing. While in North Berwick an extra, with the Portsmouth switcher, B&M #306 was heading west to Portsmouth with three cars.

Ending up in Rigby ST GP-35's #206; #207 and MEC GP-40 #313 were idling in the yard while MEC UB18B #404 and #406 were switching the yard. In Rigby train POBK was waiting for the "high green" to head out. Power on POBK was the same as DHPO.

As an added note, when chasing trains in the Portland area, by the site of the former Portland Union Station PLEASE DO NOT go on the other side of the tracks behind the strip mall, as it is a county prison and cameras ARE NOT ALLOWED on the property. So find another area to photograph and video the trains from.

B&M DAY AT CONWAY

This years B&M Day at Conway Scenic consisted only of the ride through the Notch to Fabyans. As usual the day started off cloudy, rainy and at times downright soaking wet. Photo runbys were definitely not a good idea. The train stopped on Frankenstein trestle and again at the site of the Willard House (see article elsewhere in newsletter). Our stop at Crawfords was one of the few times we had dry weather. Most folks detrained at Fabyans and took photos and video as the two units wnet around the train in a pouring rain.

By the time we passed through Bartlett on our return the rain had stopped and the skies began to clear and the riders of the train were treated to a rare opportunity of a double rainbow.

The Society would like to thank all those who came on our trip and a big thank you to the crew at Conway Scenic Railroad for all they did for us.

HAZARDOUS LEAK CONTAINED

Newfields, N.H. (Rockingham Jct.) – Hazardous materials teams from Newfields and Exeter fire departments responded to a gas leak from a railway tank car on July 31, 1997.

A man walking the tracks reported the leak around 5:30 PM to the Newfields Police, saying he heard the hissing and saw vapors at the top of the car. Located on a siding of the Springfield Terminal Line, the gas posed no p[roblem according to Deputy Fire Chief Ray Buxton of Newfields.

"The amount that leaked was minimal," he added. The cause was a cracked weld at the top of the tank, and the tank was actually empty.

The tank contained methyl methacrylate, a colorless, violate liquid that is slightly soluble in water and most other organic solvents. Its derivation is acetone cyanohydrin, methanol and dilute sulfuric acid. The gas is flammable and can be a high fire risk in high concentration. Among its uses is the impregnation of concrete. It is owned by Cyros Ind. of Sanford, Me.

(Union Leader)

OLD COLONY LINE REOPENS

Enthusiastic South Shore residents lined the route of the two new MBTA commuter rail branches as the first pair of trains revived the Old Colony line into Boston. The twin "inaugural" trains ran from Kingston and Middleboro—loaded with dignitaries and press—marked the official re-start of Old Colony service before opening to the public on Monday September 29.

MBTA General Manager, Robert H. Prince, Jr. Noted that it was fitting that one of the country's oldest railroads should, originally started in 1845, becomes one of the newest.

Passenger service was discontinued in 1959 when ridership dropped off after the construction of the southeast expressway and the state stopped subsidizing the service. More then 600 invited riders rode the trains, with hundreds more cheering at station platforms along the routes.

Fares for the first two days of service were free and range from \$2 to \$4 depending on distance. At the present there is only weekday service with full service beggining December 1, 1997. Stations on the two lines are as follows:

PLYMOUTH/KINGSTON LINE

South Weymouth, Abington, Whitman, Hanson, Halifax, Kingston/Rt.3 and Plymouth.

MIDDLEBORO LINE

Randolph/Holbrook, Montello in Brockton, Brockton, Campello in Brockton, Bridgewater and Middleboro/Lakeville.

(Boston Herald)

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.

THE INTERCHANGE

FOR SALE - DUPLICATE B&M PAPER, B&M Bulletins (Vol. 6 #3 & #4), various annual reports (1851-1962), employees timetables (1937-1971), labor & rules schedules, all 284 issue of B&M employees Magazine and some public timetables.

Mention Society Membership for extra consideration.
Contact Alden Dreyer, 91 Reynolds Rd., Shelburne, MA

RAIL CROSSING WORK BLASTED

CHELMSFORD, MASS—The Williamsburd II condominium association told a contractor to begin digging up a railroad crossing on Wellman Ave. without notifying the town and three private groups that hold the right of way over the tracks, a railroad official said.

Work began in early September and continued for several days. An inspector with Guilford Rail Systems and a Chelmsford police officer spotted debris that had been dumped on the tracks and shut the job down, according to Colin Pease of GRS and Police Chief Armand Caron.

"Apparently, they took it upon themselves to hire someone to dig up the crossing because they wanted to repair potholes," said Pease. "We are very upset about this. Starting work without notifying the railroad put the contractors, freight trains and any railroad employees on the trains in danger."

After meetings with all concerned, the work will be done (10/13/97) with Guilford paying 90% of the \$80,000 cost with the other parties involved paying the remaining 10%.

(Condensed from the Lowell Sun)

YOU HEARD IT HERE FIRST

Sources tell us that a certain streamlined stainless B&M train-set currently (as of late October 1997) residing in northern New Hampshire is slated to be moved to (yes, you heard it right, folks) Claremont Junction, New Hampshire where it is to be made operational. Among the details being discussed are a complete re-powering for the unit. Details will follow. The move is supposed to take place sometime during the month of November, 1997.

That's what they tell us!

UPCOMING EVENTS OF INTEREST...

- NOV. 22, 1997- Wenham Museum, 132 Main St. Wenham, Ma. Train Exhibit 10-4 weekdays 1-5 weekends. FARES:
FEB. 1, 1998 Weekdays Adults \$4 Srs. \$3.50 Children \$2 (2-14) Weekends Adults \$5 Srs. \$4.00 Children \$2 (2-14)
- NOV. 2, 1997 A slide presentation By Shirley Burman on "Women and the American Railroad" at the McKeldi Middle School on Liberty Hill Rd. in Bedford, N.H. 11 AM & 2 PM.
- NOV. 3 TO 30, 1997 An exhibit by Shirley Burman, "Women and the American Railroad," a photo exhibit at New Hampshire College, in the Shapiro Library, located on North River Rd. in Manchester, N.H. Hours are: M-Th. 8 am to 12 midnite Fri. & Sat. 8 am to 8 pm Sunday 12 noon to 12 midnite.
- JAN. 10, 1998 Model Railroad & Railfan Meet at the Winthrop School Auditorium, Bay Rd. Rt. 1, Hamilton, Ma. 10-4 Fares: Adults \$3 Child (6-14) \$1 Family \$7
- JAN. 31-FEB. 1, 1998 Amherst Rwy. Society Show at Eastern States Expo, W. Springfield Ma. See enclosed flyer.
- MARCH 7, 1998 *Trains Unlimited VII*, National Guard Armory Newburyport, Ma. See enclosed flyer.