

Boston & Maine Railroad Historical Society  
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# NEWSLETTER

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

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March-April 1997

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## — B&MRRHS CALENDAR —

**MARCH 15, 1997**

Richard W. Symmes will be doing a slide presentation of railroading on the B&M system in the late 1960's and early 1970's. This will roughly follow the same material as presented in the "B&M Memories" video featuring Dick's film footage.

**APRIL 17, 1997**

Our annual joint gathering with Mass. Bay RRE at their meeting place. MBRRE meets at the Newton Highlands Congregational Church, which is a block from the MBTA Newton Highlands Green Line stop. **THERE WILL BE NO REGULAR MEETING IN LOWELL DURING THE MONTH OF APRIL.**

**MAY 3, 1997**

**Our 25th Anniversary Extravaganza.** Members meeting and slide presentations will be held at **1:30 PM in the Boott Mills complex.** 25th Anniversary Banquet at 7:00 PM. **SEE ENCLOSED FLYER FOR ADITIONAL INFO AND DINNER RESERVATION INFO.**

**JUNE 21, 1997**

We're heading to the **Hobo Railroad.** Our trip will depart from Tilton, NH, and run to Lincoln and return. It is planned to have our train integrated with the Hobo's "caboose" extra, which should feature up to 14 various privately-owned cabooses. In addition, while at Lincoln we will be getting a shop tour of working snowplows on the MBTA snowplows. Further details and ticket ordering/reservation info will be in the next *Newsletter*.

**JULY 25-27, 1997**

July 25-27, 1997: We will again be participating in the Lowell Folk Festival with our displays in the combine and 410.—**THERE WILL BE NO REGULAR MEETING IN LOWELL DURING THE MONTH OF JULY.**

**MEETINGS IN LOWELL ARE USUALLY AT 7:00 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.

# RAIL EXPANSION PLAN CHUGS ALONG

Portland, Maine—To many they are just dormant swaths of history and nostalgia, lacework from northern New England's past. But to others, they represent humming lines of transport and economic promise, a buzzing web for the future.

Today, there are bold hints that some of these old railroad lines that crosshatch Maine, New Hampshire and Vermont will be relinked and used as the three states look for common goals in tourism, industry and travel.

"The rail corridors already exist. We don't have to dynamite, we don't have to blow up," said Leslie B. Otten, the ski industry titan and a leading proponent of restored rail service across the region. "We can control our destiny."

It is a destiny, officials in all three states said, that may require a combination of private and public funding, with states helping to subsidize some trains and helping to restore railbeds, bridges, track and train stations.

While Amtrak has made significant cutbacks in service elsewhere in the country, the company regards its new Vermont routes as extensions of successful Northeast Corridor service, a success that comes in part because the state will help with annual operating costs and help pay for equipment upgrades.

In December, in a little-noticed meeting in Portland, Maine, the heads of transportation departments in the three states met to talk about improving east-west travel in a region where it is notoriously difficult.

"Vermont, Maine and New Hampshire are interested in determining whether there is a...feasible passenger route" that could tie the states together, said Glenn Gershaneck, Vermont's transportation secretary.

But Gershaneck added a cautionary note: "You can't run it on nostalgia. It's important for all three states to make sure...there'd be a payoff in the end."

The payoff could be, Gershaneck and others said, commuter service that links the Northeast's largest cities with northern New England's hubs: Portland, Montpelier, Bangor, Burlington, Manchester — and then links those northern cities to each other.

But it could also mean trains that bring passengers up Maine's coast in the summer, through the White Mountains of New Hampshire or into ski towns in all the states. And it could mean people and freight for northern towns such as St. Johnsbury, Vt., Berlin-Gorham, N.H., and Jackman, Maine — all of which could use an economic boost.

"The three states should pull themselves together as a bloc," said Wayne Davis, executive director of the Maine-based TrainRiders/Northeast. "This is a regional issue that's beginning to gel."

"There's no reason we have to be as poor as we are," he said.

Already, progress has been made — though much of it keyed to north-south routes necessary to get passengers to hubs from which east-west travel would come and go.

Vermont, in partnership with Amtrak, is now operating the train formerly called the Montrealer. It runs from Washington to St. Albans, Vt. daily, with stops in several Vermont cities and towns and one in Claremont, N.H. A second Amtrak train, also subsidized by Vermont and called the Ethan Allen Express, goes from New York into Rutland, Vt., on the state's west side.

Vermont now wants to link Rutland with Burlington to the north.

Sometime in the next 12-18 months, there will be four roundtrip Amtrak runs daily between Portland and Boston, with

three stops in New Hampshire along the way.

"What we're looking at now is a way to extend Amtrak beyond Portland," said Ronald Roy, director of Maine's office of transportation. "We see rail as being important to our future."

Significantly, the state of Maine recently purchased the old Mountain Division line, which runs west from just outside Portland all the way to the White Mountains at the New Hampshire border. New Hampshire owns the rest of that line all the way to St. Johnsbury, Vt., where it ties into other lines.

New Hampshire has also acquired a northern path of the old Boston and Maine line running from Concord to Lebanon.

And a private company that could prove to be among the biggest players of all has routes — almost exclusively for freight at this time, but with at least some notion of passenger service later — that cover most of Maine, go into Quebec and on to Montreal, and drop back down into Vermont.

Iron Road Railways Inc. is a Washington, D.C.-based holding company that buys shortline and regional railroads.

## The "Heart" of the Network

It bills its major New England holding, Maine's Bangor and Aroostook Railroad, as "the heart of what is emerging as a major regional transportation system in northern New England and eastern Canada."

Much of its route is along the old Canadian Pacific line that cuts across the middle of the state from New Brunswick to Quebec through the heart of paper and timber country. It is also linked to Bangor and the deep water harbor at Searsport.

Ben Coes, the company's director of external affairs, said that adding passenger service — particularly with Montreal as a goal — "is more than just a fantasy. We're seriously analyzing it."

Michael Murray, executive director of the Northern New England Rail Passenger Authority, said that with a disparate web of rails and railbeds, a key will be finding out "where the other places for service are out there...where the interconnects would be." He said a study has been commissioned to determine just this.

"It's ambitious, it's almost pie in the sky, but it's real," Murray said.

Otten, chief executive of American Skiing Co., the largest ski-resort company in the nation, wants northern New England to adopt an identity and said that trains can be a key to such a move.

"It gives us a chance to conserve and preserve, yet have a growing economy," said Otten, whose firm owns ski areas in all three northern New England states.

Vermont's Gershaneck said of increased cooperation among the three states: "The realities of the national and world markets are driving us toward collusion on a number of fronts."

"We have an opportunity here at the top of the US — if we're careful to be able to take advantage of it without ruining it," he said.

Otten said it is crucial that business and political leaders step forward and say, "I've got some radical ideas on how to make this happen."

As the year 2000 approaches, he said, "Unless we hit the afterburners, we're going to turn around and say, 'Now what are we gonna do?'"

"In less than three years we need a plan," he concluded.

—Royal Ford  
from *The Boston Globe*, 1-23-97.

# TWO PRESENTATIONS TO BE OFFERED DURING MAY 3, 1997 GATHERING

*The B&MRRHS is pleased to host the following presentors at its 25th anniversary celebration on Saturday, May 3, 1997*

## *The Boston & Maine Railroad in the 1950's, 60's and 70's*

Presented by Richard Towle

Richard (Dick) Towle has been a loyal member of the B&MRRHS since our early meetings in the Reading Depot circa. 1972. A lifelong photographer, he has spent his professional career in that industry.

Indeed, it was in the mid-1950's when Dick first turned a camera on the B&M. Pacific #3671 filled the frame in his hometown of Manchester, Ma., and that image, among many others, will be shared with us during his slide presentation.

Long involved in model railroading, Dick is a Past President of the Northeastern Region of the National Model Railroader Association (NMRA).

His HO scale "Boston & West Seboois RR" has a run-through agreement with the B&M and plenty of guest motive power to prove it. His wife Diane does some railfanning with him, and his son Ricky has a large N-Gauge as well. Now a grandfather, Dick continues to railfan and model New England Railroading with the next generation.

## *Post War New England*

Presented by Harold "Hal" H. Carstens

Hal Carstens has made a successful business career out of the railfan hobby. A WW-II Veteran, he attended Wagner College, and received his undergraduate degree in business from Fairleigh Dickinson University in 1952.

Joining the staff of Railroad Model Craftsman magazine in 1952, he rose to President & Publisher by 1962. His publishing house started Railfan magazine in 1974, and purchased Railroad magazine in 1977. Carstens Publications also publishes full length books in the railroad history, model railroading, and other hobby fields.

As a publisher in the model railroad industry, Hal has served as President of the Model Railroad Industry Association, Chairman of the Eastern Model Railroad Manufacturer's Association, and as President of the Friends of the New Jersey Railroad & Transportation Museum.

Well known for his extensive toy train collection, Carstens is a life member of the Train Collector's Association, and served as President in 1964-65. He likewise is a life member of the National Model Railroad Association, and received their "Industry man of the Year" award in 1989.

He and his wife Phyllis have four children and reside in Fredon, N.J.

## **TRAIN CONTRACT OKAY'ED**

NEWBURYPORT, MA.—After years of delays, the eight miles of track between Ipswich and Newburyport and new stations at Rowley and Newburyport will finally be built with construction beginning this spring. The station at Newburyport will be constructed in a 19th century style while the station in Rowley will be a platform and shelter.

Both the state Ethics Commission and attorney general's office "found no conflict" in awarding the contract to Middlesex Corp.

Newburyport officials are still pressing the MBTA on the issue of a 4.2 bike/hike trail in the shape of a wishbone, that extend from the site of the new station to the waterfront, is the old Newburyport Railroad/Newburyport City RR right-of-way. Also the use of the former Eastern Div./RR right-of-way that runs from the bridge at the Merrimack River into New Hampshire for a bike/hike trail. But the MBTA only wants to allow use of the old Newburyport section for the bike/hike trail.

*(Condensed from Salem News)*

## **HELPER SERVICE**

### **MODELER'S NOTES**

The Society has just gotten a shipment of old Modeler's Notes. Anyone interested may get them by sending your choices to the Society along with \$2.00 for postage if you want all of them, or loose stamps (at least 4) I will send extra stamps back if postage is less than postage sent.

The MN's are: #'s 7-10-12-13-14-15-16-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40.

Some of the issues are in large quantities and others in smaller and will be given on a first come, first served basis.

*(BW)*

## MESSAGE TO THE MEMBERSHIP

I would like to take this moment to apologize to the membership on the lateness of this issue of the Newsletter.

Due to unforeseen snafus with "Uncle Sam's Postal Service" (USPS), you received the Newsletter late. If you notice on your envelope we now are mailing the Newsletter at the non-profit rate.

Upon going to the Post Office to mail them we were given only partial information and that was not entirely up to snuff. After much work on the mailing process we got it correct.

A special thanks goes to Paul Kosciolk for the time spent on doing the mailing and getting the proper procedure for future mailings.

With help like his and the many others that contribute their time and energy your Society will march on. Remember, "you only get back what you put into it."

(Ed.)

## A.R.S. W. SPRINGFIELD TRAIN SHOW A HUGE SUCCESS

The annual Amherst Train Show was a big success for the Society again. With two days of nice weather, for a change, the crowds were huge.

Thanks to those who manned the Society's tables goes to: Brian Bollinger, Steve Butterworth, Rick Conard, Alden Dyer, Dave Edgerly, Jack Kelly, Paul Kosciolk, John Alan Roderick, and Buddy Winiaz.

## NEW LOOK AND STATUS FOR DEPOT

SWAMPSCOTT, MA.—A group of residents are trying to get the former Eastern RR/Boston & Maine depot, circa 1873, and present MBTA property on the National Register of Historic Places. In a 1993 survey of town history suggested that it was worthy of being placed on the register. The station in Wolfboro, N.H. is the "spitting image" of what the Swampscott station looked like. Today it is without the clock spire, dormers and gingerbread trim.

Several years ago, as reported in this newsletter, a veterans group was granted permission to use the depot as a meeting place, evidently it never worked out.

Suggestions of use for the station run from a coffee shop to a meeting place for the community. Restoration costs are estimated at \$121,000.00. The preservation committee is planning on fundraisers to help towards the cost of restoration plus looking into grants.

(Condensed from Boston Globe)

## "RUMORS & SIGHTINGS"

Environmental Ventures Inc. has opened a trash transfer station on the site of the former B&M yard at Mechanicville. Neither Springfield Terminal or the Delaware & Hudson will provide service.

+++++

B&M GP-40, #333 & ST GP-35 #207 was sighted leading E. Deerfield/White River Jct.(EDWJ) at Greenfield, Ma. with 71 cars. This is the largest EDWJ sighted in some time.

+++++

Guilford is being pressured by the Mass.Dept. of EPA to clean-up the former tie dump at Northfield. Buried ties at the site are a possible threat to nearby Bennett Brook.

+++++

Lawrence, Ma.—Miscreants have been using the freight main and the approaches to Lawrence yard near the JK Switch in South Lawrence as an escape route after smash &N grab robberies. Railfans take note that plainclothes police are in the area and have arrested several people for trespassing on railroad property.

+++++

Intermeddle service on Guilford began Jan. 6. The first train westbound had GP-40's #328 and #326 hauling out of Waterville.

This is part of the intermodal rail service between Maine and cities in the mid-west and Atlanta in the southeast.

On the Guilford system the "DownEast Express" operates between Waterville, Me. and the Conrail interchange in Worcester, Ma.

TV-95 (W) TV-96 (E)

Dprt: Waterville 5:00am Worcester 10:00am

Crew: Springfield Term. Conrail

Arr: Ayer 5:00am Ayer 12:00PM

Dprt: Ayer 6:00am Ayer 1:30PM

Crew: Conrail Springfield Term.

Arr: Worcester 7:00am Waterville 12:00am

This is an estimated schedule based on sightings and radio conversations. Including crew changes, the average door-to-door speed is about 17 mph. (This seems pretty pathetic considering that trains used to travel two or three times that fast in years gone by—BW)

(The above items appeared in the publication "Rumors & Sightings On Guilford." I have condensed/reworded the text without taking away from the gist of the item—BW)

### 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.

**!! LIMITED  
SUPPLY !!**

**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 HO cars).**

*From Bowser...*

**B&M "N-5" caboose kit (McGinnis Era)**

The standard in B&M freight "end-of-train" devices throughout the 1960s and 1970s; right at home on your 1/87th-scale main or branch line, this quality kit comes in blue with black roof and black cupola. Available in one road number only. **\$13.00 each plus \$3.50 P&H (up to 2 HO buggies).**

**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).**

**Boston & Maine 40' Truss-side Boxcar**

40' car, brown with Minuteman herald. One road number only. This is a Roundhouse kit, available in HO only for **\$6.25 per car, plus \$3.50 P&H (up to 2 cars).**

**SECOND  
EDITION!**

**A PINRICK 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**

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

**NEW ITEM!**

**Boston  
and  
Maine**

**NEW ITEM!**

**Shadow Script Sweatshirts – Tee-Shirts!**

You can turn back the thermostat and the clock as you recollect the era of name passenger trains pulled by sleek Pacifics on the Boston & Maine in one of these heavy 9 oz. 50/50 blend Sweatshirts. Black with red and gold herald, these promise to be a big hit with the winter railfan. Made in USA and available in **Large and Extra Large for \$19.00 each plus \$3.50 P&H (for up to 2 shirts) or in XX-Large for \$21.00 each plus \$3.50 P&H (for up to 2 shirts)\***

**Tee-Shirts:**

Same color and style as above, except in a quality Tee-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) \***

\*Note: There is NO SALES TAX ON CLOTHING in Mass.

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

**Mystic Terminal Boxcar**

Our popular Mystic Terminal Boxcar is also 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 4 N-Scale cars.**

**Single Bay Gray Airslide Hopper**

With large "B and M" lettering on sides. One road number only. (Mfd. by Atlas Tool Co.) **\$8.25 each plus \$3.50 P&H (up to 4 N-Scale cars).**

**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 (up to 4 N-Scale cars).**

**NEW!**

**B&M Bulkhead Flatcar**

One road number only (5304). (Mfd. by Atlas Tool Co.) **\$7.25 each plus \$3.50 P&H (up to 4 N-Scale cars).**

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

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\*Note: There is NO SALES TAX ON CLOTHING in Mass.

# THE ABANDONED TRACK

## STOLEN B&M TRAIN CRASHED AT 40 MPH

BOSTON, MA.-An empty B&M commuter train was stolen from its engine house Wednesday and sent high-balling in reverse at 40 mph into a turntable pit.

"In my experience, we've had runaway trains in circumstances a little suspicious," B&M security chief Vincent Curran said, "but this is the first time we've ever had a train stolen." Damage was estimated at more than \$250,000 and there were no injuries.

Lodged in the Suffolk County Jail in lieu of \$25,000 bond was William C Lynch, Jr., 27 of Lynnfield. Police said he will have a court hearing on the 24th on charges of being a disorderly person, willfully and maliciously injuring property and trespassing. Lynch was arrested by railroad men and police after the incident.

Curran said Lynch was a former mechanic for the MBTA. "He evidently knew something on how to run a car like this," B&M CEO John W. Barriger said.

According to Barriger, the eight-unit self-propelled Budd cars were being readied for commuter traffic near the compa-

ny's North Station at Somerville between 3 and 4 a.m., when "an unidentified person took possession of the train and moved out."

"It was no surprise to the employees to see the train move out because it was the normal time for the train to leave," Said Barriger. "But when it got down to North Station where it was supposed to stop, it began to run in reverse."

Barriger said the train retraced its path to an engine house, at speeds between 40 and 50 mph, before crashing into the turntable pit. Curran said one car was damaged beyond repair and two others suffered extensive damage.

Barriger, who estimated the distance traveled by the train to be just over one mile, said the wreckage had blocked the engine house and eight other cars which were still in it. He theorized that whoever did it may have gone to sleep on the train on a late night run and woke up "and found himself at the enginehouse."

The wrecked cars and those blocked by the wreckage could lead to some problems on Wednesday's afternoon commuter traffic, which would be heavier than normal according to Barriger.

*(Hartford Courant 3/16/72)*

*[According to the caption under the photo, it was a four car train and only estimated at \$85,000 worth of damage.]*

## ABANDONED RAIL LINE PURCHASED BY STATE

The state of Maine has purchased 40 miles of the former Maine Central Mountain Division from Windham to Fryeburg. The sale ended two years of negotiations between the state and Maine Central. Total cost was \$1.1 million.

The purchase was for the right-of-way only. Under a separate agreement, the state has a three year option to buy the tracks and ties for \$870,000, plus interest.

Excluded was a 10-mile stretch from Portland to Westbrook, which Guilford uses to deliver freight to the S.D. Warren paper company.

*(Portland Press Herald)*

## MODELER'S NOTES

The Society has just gotten a shipment of old Modeler's Notes, anyone interest may get them by sending your choices to the Society along with \$2.00 for postage if you want all of them, or loose stamps (at least 4) I will send extra stamps back if postage is less than postage sent.

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Some of the issues are in large quantities and others in smaller and will be given on a first come, first served basis.

*(BW)*

## THE INTERCHANGE

Member Gerald Lawrence has 70 B&M RR Employee Magazines from 1925 to 1952 that he is willing to sell to anyone who is interested. Contact him at: 29250 U.S. Highway 19N Lot 485 Clearwater, FL 34621.

## NON-SOCIETY ITEMS

Railroad clocks for sale. Two designs for the Boston & Maine. Style #102 is the Minuteman logo and style #156 is the intertwined B&M McGinness Herald.

Cost is \$24.95 per clock plus \$4.00 UPS charge. N.Y. residents add 8.25% sales tax.

They may be ordered from:

Marchione  
Six Ross Lane  
Mt. Sani, N.Y. 11766

For those that want to make their vehicle into a train, there's the "Diesel & Steam Blaster." Four sounds of steam engines and two for diesels.

Cost is \$98.50 plus \$8.95 UPS charge. Canadian orders add 20% US funds.

Order from:  
The Train Station  
P.O. Box 4923  
Montgomery, Al. 36103-4923

As you know the Society does not endorse any products but lets the membership know of their availability.

SIDINGS...

While doing some Christmas shopping in downtown Manchester, N.H. on 12/18/96, I saw New England Southern #503, a GP18, hauling 17 cars through the former B&M Manchester yards. It consisted of 14 covered hoppers, 1 open hopper and 2 tank cars. This is the biggest train I've seen in that yard in a long time, excluding the Bow coal train.

\*\*\*\*\*

Two red snowplows came down from Maine on PODH on 12/28/96 bound for the "T". According to a report in the Boston Globe, the "T" paid \$60,000 per for the former Canadian National plows, Anybody have any photos??

\*\*\*\*\*

B&M scale car #2990 was on a side track on the east leg of the wye in Ayer on 12/28/96. This is painted grey with white lettering.

\*\*\*\*\*

Word has it that the track equipment and a snowplow from the Aroostook Valley have been bought by Marvin Kendall and moved to his Vermont property.

(Rumors & Sightings via Atlantic States Ltd.)

\*\*\*\*\*

File this under "I'll never drink again."

After getting extremely inebriated, Stewart Butcher laid down on railroad tracks in Charleston, W.Va. for a nap.

Fortunately, he was between the rails when a 15-car train approached. The noise woke him up and he made the mistake of trying to sit up. Miraculously he survived.

Police Sgt. Jim Landers said: "How it didn't kill him, only the Lord knows."

(Boston Herald)

\*\*\*\*\*

SPRINGFIELD, MA.—A teenage boy, who decided to skip school for the day, was struck and killed by a Conrail train. The 16 year-old and a companion were walking the tracks when they found some old bikes and decided to ride between the rails. The train was traveling on an adjacent track. When it blew a warning, one youth jumped out of the way while Gregory Boutin jumped onto the track on which the train was traveling.

(Boston Globe 1/9/97)

\*\*\*\*\*

A tug hauling a barge with empty railroad cars from Prince William Sound in Alaska to British Columbia had almost completed its journey when another ship radioed that half its load was missing.

(Boston Herald)

\*\*\*\*\*

According to a report in this column last issue it was reported that the rails had been taken up on the old Eastern Division in Hampton, N.H.. Well it has been confirmed that only one piece of rail has been taken up. This was to help deter vandals from releasing the brakes on the cars and send them down the line towards to Seabrook.

\*\*\*\*\*

SPRINGFIELD, MA.—Local police evacuated the under-the-tracks Amtrak station on 12/29/96 when a suitcase begin to tick. The "ticking" turned out to be a vibrating sex toy that ran amok after its owner had checked his bag through Atlanta.

(MassBay Callboy via various)

RUTLAND, VT.—If a deal to haul liquid sludge (8 million gals.a year) to Glens Falls, N.Y. works out, the Vermont Railway will be the carrier. The Rutland County Solid Waste District will have to spend between \$8,000 and \$15,000 to extend a rail siding from the recycling center to the city's wastewater plant.

(Boston Globe)

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MIDDLESEX, VT.—A Barre man escaped serious injury when his snowmobile was struck by a New England Central freight train. Police reported that the snowmobile broke down and Albert persons was trying to fix it when the train came along. Persons was unable to pull it off the tracks. The train was going 22 mph at the time of impact. Police say court action is pending against persons for trespassing and using an unregistered snow machine.

(Boston Globe)

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MANCHESTER, N.H.—A minor leak from a tank car carrying anhydrous ammonia shut down Manchester's Boston & Maine railroad yard for five hours The train conductor, who is a hazardous material technician reported the 3,600 gallon container leaking about 4:30. Fire officials and hazardous material experts were careful in tightening a loose ball valve and flange, as the ammonia can ignite from a spark and cause an explosion.

(Union Leader)

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BARTLETT, N.H.—Conway Scenic RR is putting up a 4-foot-high fence along the right-of-way come springtime, according to a letter from the NHDOT sent to resident John Murphy. He seems quite steamed-up about the idea and also why hasn't CSRR paid their taxes for 1995 and 1996. Although the state owns the line anyone who leases state property is liable for taxes to cities & towns.

Selectman Gene Chandler believes that if the taxes aren't paid within 30 days of being sent out, it's up to Transportation Commissioner Leon Kenison to revoke the lease.

(Conway Daily Sun)

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N.H. TOWN STEAMED ABOUT SCENIC TRAIN

SEABROOK, N.H.—Some Granite State officials are pushing a plan to install a scenic railroad that would run from Salisbury, Ma. to Hampton, N.H. (7.2 miles). The concept left local leaders scratching their heads.

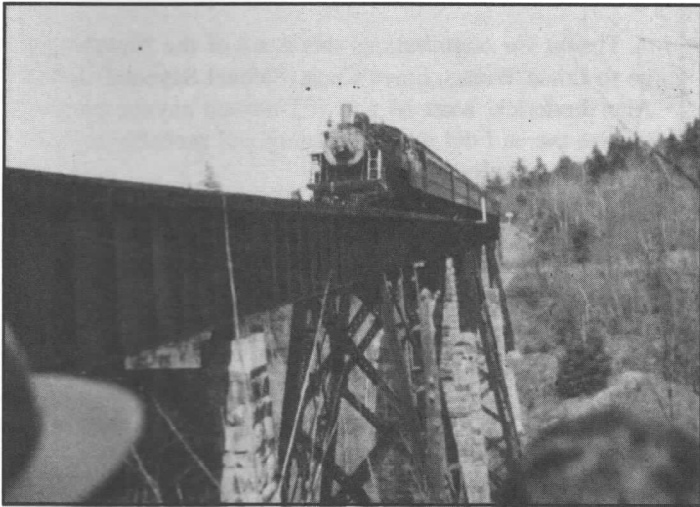
"What's scenic there?" Asked selectman Oliver Carter at a recent meeting. "The railroad couldn't offer much for scenery," he said. It runs past the Seabrook Station nuclear power plant, named such because of its location at a former depot on the tracks.

(If your editor is correct the B&M station was at least 1/2 mile or more west (tr direction) of the present facility. It was located on Railroad Ave.)

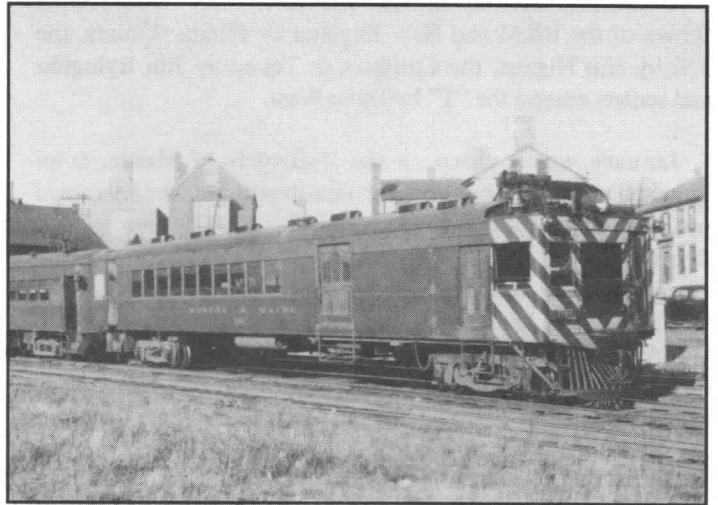
(Salem Evening News)



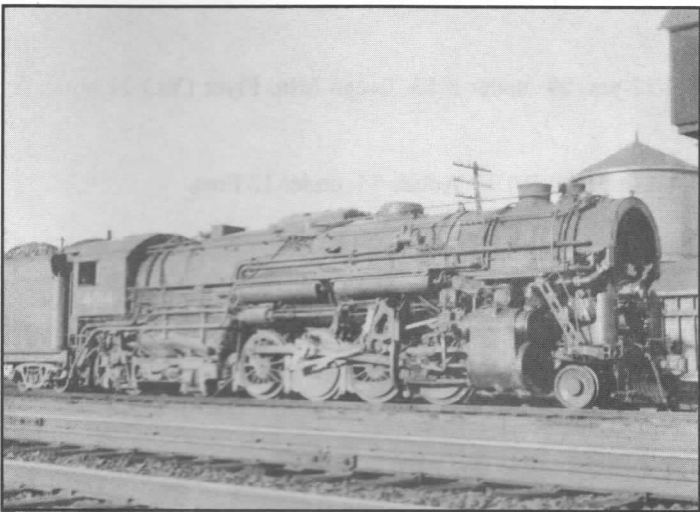
*Some B&M Photo Vignettes...*



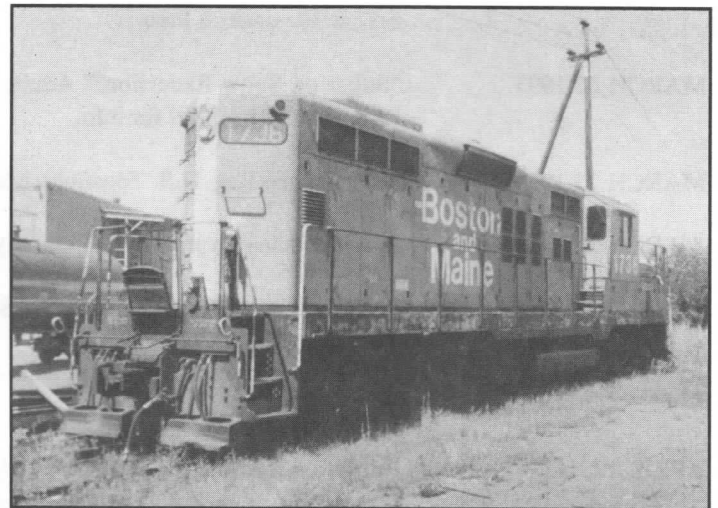
#1 A fan trip on the Greenville Branch, 19?



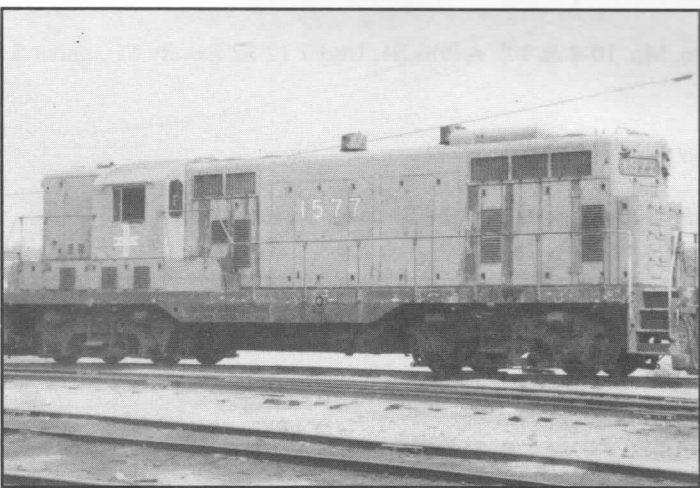
#2 B&M #1181 at Portsmouth, N.H. April 21, 1951.



#3 B&M #4014 2-8-4 at Lawrence, Ma. 19?



#4 B&M GP9 #1736 at Salem, Ma. (Castle Hill Yard) 1989. Later became ST#71.



#5 B&M GP7 #1577 at Bangor, Me. July 19, 1989. Later became ST #35.



#6 B&M GP9 #1724 switching cars at Grossman's Lumber Salem, N.H. 1988. Later became ST #65.

*(Pictures 1-3 collection of Buddy Winiarz, photographer unknown. Photos 4-6 by Buddy Winiarz).*

## MEMBERSHIP MEETINGS

December saw our annual "members nite". Slides were shown of the B&M and New England by Buddy Winiarz, the 410 by Jim Nigzus, the Cumbres & Toltec by Jim Byington and scenes around the "T" by Dave West.

January was a video on the Railroads of Maine. John Reading was to be our speaker this month but had to cancel out. Hopefully John will reschedule his presentation for the Society.

The Society tries to line up people for presentations but unfortunately the confirmation sometimes is not given at press time and we do apologize for this inconvenience. Remember, if in doubt call the Society's phone for a recorded message.

### *Thanks...*

Thanks for contributions this issue of the Newsletter go to Linda Weeks, Steve Cook, Samuel Sayward, John Alan Roderick, Matt Menzi. If I missed anyone please forgive me as I did a little cleaning and probably tossed out empty envelopes.

### *NEXT ISSUE*

The deadline for the May/June issue of the Newsletter is April 5, 1997. Please send all items to the Newsletter in care of the Woburn PO Box.

## UPCOMING EVENTS OF INTEREST...

- MARCH 9,1997 Haverhill, Ma. 10-4 Haverhill High, Monument St. Exit 50 off 495, 8th show. 13 yrs. and older \$3.00 6-12 \$.50 under 6 Free.
- MARCH 22,1997 "Sugar on Snow Excursion!" Adults \$13 3-12 yrs. \$9 under 3 \$3. Green Mtn. Flyer (Vt.) 11 am & 2 PM. 1-802-463-3069 for info.
- MARCH 23,1997 Masconomet Reg. H.S. Topsfield, Ma. 10-4 Exit 51 off Rt. 95 Adults \$3 under 12 Free.
- MARCH 29,1997 "Easter Bunny Express" on Green Myn. Flyer. (See above for prices and info).
- MARCH 29-30 "Easter Bunny Express" at Conway Scenic RR. Call 1-603-356-5251 or 1-800-367-3364 for info.
- APRIL 5, 1997 Hub Div. show 10-4 Adults \$4 6-12 \$1 under 6 yrs. Free. Holiday Inn 700 Miles Standish Blvd. Taunton, Ma.
- APRIL 12, 1997 Excursion from Portland, Me. to Berlin, N.H. Contact Mass. Bay RRE at 617-489-5277 for info.
- APRIL 19,1997 Mt. Ararat H.S., Rt. 201, Topsham, Me. 10-4 Adults \$2 Under 12 \$1 Family \$5.
- APRIL 19-29 Bolton, Ma. Emerson School, 692 Main St. (Rt. 117) 9-4 & 10-4. Adults \$3 child \$.50.
- April 26-27 Marlboro H.S. Bolton St. (Rt.85) Marlboro, Ma. 10-4 & 9-2 Adults \$4, Under 12 \$2 Family \$10 under 5 yrs. Free.
- APRIL 26, 1997 Waterbury to Torrington, Ct. Call MassBay RRE at 617-489-5277.
- MAY 17,1997 N. Conway, N.H. John Fuller School, Pine St. 10-4 Adults \$2 child \$1 under 5 Free Fam. \$5.

### **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.

An itinerary and order form for the banquet are included with this Newsletter.

We hope to see you there!!