

Boston & Maine Railroad Historical Society  
19 Incorporated 71

# NEWSLETTER

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

— B&MRRHS CALENDAR —

- NOVEMBER 14, 1998** At 3:30PM in the Boott Mills Auditorium. Wayne Gagnon will present a slide show on the Boston & Maine. PLEASE NOTE THE STARTING TIME OF 3:30PM
- DECEMBER 12, 1998** This will be in the Boott Mills at 3:30 PM and is our Annual Members "Nite". Members and friends are invited to bring either 25-50 slides, or a 15 minute video which may be shown on the large projection screen.
- JANUARY 9, 1999** We'll gather in the Boott Mills at 3:30 PM for a meeting and presentation by our own Carl Byron who'll be giving us a photo and slide presentation on the construction and operation of the Hoosac Tunnel. Carl will also be available to autograph copies of "A Pinprick of Light," his classic book on the Hoosac Tunnel and the Troy and Greenfield Railroad.

REMEMBER TO CALL THE SOCIETY PHONE IF YOU DO NOT KNOW  
WHAT THE MEMBERSHIP MEETING WILL BE ABOUT.

**B&MRRHS BALLOT ENCLOSED — PLEASE REMEMBER TO VOTE!**

**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!

## MEMBERS MEETINGS

This past August saw B&MRRHS Day at Conway Scenic. To those that came and rode the Notch train we hope that you enjoyed the ride and day.

Unfortunately due to the low turnout of members the past few years the Society (BoD) has made the decision to only do the Conway trip every three years.

One reason why there is a low turn out is the fact that many members are "cross-groups" (BMRRHS-MBREE-470-SPRRHS) and they all run excursions at Conway.

At this time the Society would like to thank the "Crew" at Conway Scenic for all they have done over the last 21 years. And a big thank you to the "crew" from the Church that feed us all that delicious ham and tender beans. We look forward to riding the trains at Conway Scenic for B&MRRHS Day in 2000.

September saw the Society back in Lowell at the Boott Mills theater. Dan Hyde showed us "excursions" that he video-taped on the Concord & Claremont and the ex-New Haven/Bay Colony Acton Branch.

Captain Fred Farini of the Guilford Police came to Lowell in October and gave a presentation on Operation Lifesaver and some of the aspects of railroad Police work.

A week long report on train safety, done by TV-40 in Springfield, Ma. was shown and the results of a staged train and vehicle accident were seen by the membership. Thank you Captain Farini.

Remember that all membership meetings start at 3:30 PM in the Boott Mills theater and plenty of parking out front in the lot.

I know I said that the listing of members who want to contact each other via e-mail was to be in the September/October issue of the Newsletter but I will put them in the January/February Newsletter.

## THANKS

Thanks to the following for their contributions this issue: Leah Anne Weston, Dennis Snook, Maureen Hadley, Scott Currier, Linda Weeks, Scott Whitney, Dave Gajda, NERAIL.

## NEXT ISSUE

The Deadline for the Jan/Feb 199 issue of the Newsletter is December 12th 1998.

Please send all items to the Newsletter PO Box 2936 Woburn, Ma. 01888 or e-mail it to CPC835@JUNO.com.

## NOTICE TO THE MEMBERSHIP

Please notify the Society if you move or are to be temporarily away or even if you plan to change address for several months.

As this is being written, the Society has gotten 30 Bulletins and 6 Newsletters back. For the lack of a new address, forwarding time has expired, temporarily away, no such street or for whatever reason.

Each one that can be forwarded by the Society is a double cost, sent the original and resent. But then there is the "postage due" when returned. Thus there is a three-time payment on one item.

Yes, we understand people move but please let us know. Some members have moved, not notified the Society and then complain when they receive nothing. So to help make mailings easier and you happier and dues from rising -----

**PLEASE NOTIFY!!**

## FALLEN FLAGS

*Everett Swenson*

of Newburyport, Ma. President of the Salisbury Point RRHS for the past three years and member of the B&MRRHS. He worked for Osram Sylvania in Danvers for 35 years and was a call firefighter.

The Society extends its condolences to his wife Marie and family.

## THE INTERCHANGE

I am looking for a copy of the book, "The Boston & Maine: A Photographic Essay" by Philip R. Hastings.

Contact Karen Greenleaf at 603-526-5218 or e-mail me at kgreenleaf@crhc.org.

## 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.

## DERAILMENT ON THE BAR

Greenville, Me. ---As firefighters stood by, as railroad crews pumped highly explosive butane from a half-dozen tanker cars that derailed and slid down an embankment in the town of Greenville about 70 miles northwest of Bangor. There was no leakage or injuries from the accident that occurred Oct. 17, 1998. Five tank cars rolled down a 10-foot embankment into a cemetery and a sixth car halfway down on it's end.

According to Harry Webber of the Piscataquis County EMA, the butane was transferred to other tank cars and there was no evacuation of the area. Residues of the butane still in the tank cars had to be burned off and the process was expected to send flames 10-15 feet in the air.

The cause of the accident was being investigated by federal and state transportation officials. Rail traffic continued on the mainline while the accident occurred on a passing track.

(NERAIL)

## WELLS RIVER TRESTLE

An article in the Bradford, Vt. Journal Opinion, implied that the Vermont Agency of Transportation will tear down the railroad trestle carrying the Boston & Maine Railroad over US Rt. 302. In fact, the "VAT" intends to reconstruct the trestle to allow a wider opening for US Rt. 302 and improve the sight lines through the underpass for vehicles. The Agency is hoping to do this reconstruction at the same time as the Woodsville-Wells River bridge is rehabilitated, although this is not certain yet.

At the same time the Agency is under negotiations with Guilford to purchase the entire railline from White River Jct. to Wells River. The Agency will then sell or lease the railroad line to an operator that is interested in providing real railroad service to the area again, as the current owner is not interested in providing this service.

The New Hampshire DOT may also purchase the bridge over to Woodsville, allowing service to that community as well.

(Journal Opinion via the 470 Newsletter)

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## WARNING: STAY OFF THE TRACKS

The MBTA is using an "eye in the sky" and plainclothes officers to keep people off its tracks. The goal is to avoid a repetition of last years tragedies: 16 killed--a 60 percent increase over 1996.

Since July, the MBTA has arrested 141 person, including four in Haverhill who thought hiking along the tracks would be a harmless exercise. The "T" has eleven lines to keep an eye on.

Once a week a state police helicopter, carrying a pilot, copilot and MBTA observer flies over a specific line, scouring the ground for trespassers on or near MBTA tracks. Meanwhile, the "T's" anti-crime unit patrols the ground.

"Some arrests do not involve the chopper," said MBTA spokesman Joseph Pesaturo. "Local police departments have also called us and we respond with the unit, which arrests people or tell them they are risking their lives."

People who are arrested are taken to the MBTA's police headquarters in Roxbury, then later arraigned in local courts. Not everyone is arrested. "When it is blatant we arrest. If they are hanging out drinking or walking over the tracks right in front of a sign warning to stay away, then we will," said Pesaturo.

(Lawrence Eagle Tribune)

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## PUSH FOR RAIL REPAIRS

Westford, Ma.--As a Boston & Maine freight train sped through Forge Village in 1963, a portion of the train suddenly derailed, causing cigarette cartons from a boxcar to fly hundreds of feet in the air. Upon hearing the loud screeching and thunderous sounds, nearby residents flocked to the tracks and then smiled--when they got their hands on free cigarettes.

Some 20 years later, Graniteville residents heard those same ear-splitting sounds as another train derailed. They rushed to the scene to see firefighters attempting to stop hazardous chemicals from leaking.

A lot of safety officials say it is just a matter of time before another train wreck happens. The next time it could claim lives, "we've been fortunate, considering the amount of times it has happened," said Fire Capt. Joseph Targ. There are a lot of houses in Forge, Graniteville and Nabnasset.

About 10 miles of track bisect the town, flowing along the Stoney Brook for several miles. In the area of the Graniteville Road bridge, tracks are shoddy and ramshackle. The tracks have had to support hundreds of tons of chemicals, sand and gravel up to four times a day for several years. In one stretch, their warped condition has prompted Guilford to implement a "slow order," --meaning trains can travel no faster than 10 mph.

One railroad worker has admitted that Guilford Rail Systems, which owns the Boston & Maine RR, has neglected the tracks, according to a letter addressed to state Rep. Geoffrey Hali (D-Westford). The railroad employee said "there was a lack of mainte-

nance on the part of the railroad and that the answer to these problems was to keep reducing the speed," Targ stated in his letter to Hali. Targ became concerned after he responded to a derailment that resulted in 13 cars coming off the tracks last June.

Now town officials are also growing concerned over the tracks and trestles, "the bridges need some work," said Chairman Micheal Ingalls. "To the best of my knowledge they haven't done anything for years," he added. "Ingalls said he and other town officials fear the tracks are unsafe. He said bureaucracy on behalf of railroad officials has made the situation worse. They talked about doing quite a bit of work last year." Ingalls added this, "they have replaced some gates but have been hit by cars, but everything else sort of died."

Guilford vice-president David Fink admitted that one-mile of the tracks is in disrepair, but maintained they are still fit for use. "The tracks are safe," said Fink from the corporate office in North Billerica. We inspect them two times a week, they meet federal classifications for safety.

In Westford, there are two sets of tracks near Town Farm Road where trains often park when conductors need rest. The one-mile stretch of track in town was not revealed by Fink but he did say that it would be replaced by the end of the year. "We don't operate on unsafe tracks," said Fink. He said the slow-order was implemented earlier this year because the tracks have "worn out. They have to be changed."

(Lowell Sun via NERAIL)

## SIDINGS

For all those that have asked about the e-mail address of the B&MRRHS, it has nothing to do with railroading. It is the initials of the "Charles P. Cecil-DD835." The Navy destroyer that I served on in the Vietnam War. (Ed.-BW)

#####

Did you know, that the Boston & Maine was rerouted through Durham, N.H. twice!! The most recent one was done to make more room for UNH. As you go down Edgewood Road from Main St. notice how smooth and graceful it is--no grade crossings.

This is built on the pre-1912 alignment.

(Thanks Leah Anne Weston--UHN Alumnus)

#####

Another did you know, the White Mountain Mainline and Pemigewasset Branch was relocated in three places for the construction of I-93! One at Northfield, N.H. was extensive, the second at Ashland, which resulted in a sweeping curve next to the highway and the third at Campton but is not as noticeable.

(Thanks to Scott Whitney)

#####

Guilford's Rigby Yard in South Portland, Me. Will celebrate its 75th birthday on Dec. 25, 1998. It was on that date in 1923 that the yard dispatched its first locomotive. The 40-stall enginehouse was built on the former New England Fair Grounds and Rigby Trotting Track. The area was named for Col. Alexander Rigby, a member of England's Parliament who was an early landowner of the area of colonial Maine now known as South Portland.

(470 Newsletter)

#####

The Railroad Museum of New England is acquiring a Central Vermont boxcar and a Concord & Claremont caboose from Steamtown.

(Laurel Lines)

#####

An Amtrak crew of a "T" train heading west on Oct. 4th, from Bradford (inbound to Boston) spotted someone sleeping in the middle of the tracks. The crew called District 2 and told the dispatcher they were going to check out the situation. They found an inebriated gent fast asleep.

Local police were near the area due to construction work and held the "poor old sot" for Guilford Police. He was last seen in cuffs next to the ST PD car.

(Scott Currier via NERAIL)

#####

N.Y. Gov. George Pataki and Amtrak have said they will spend as much as \$185 million over the next five years to give passengers high-speed links from New York City to Albany and Buffalo. The improvements will allow trains to travel at speeds up to 125 mph.

(Boston Globe)

In Winter Park, Colorado they want the trains to stop blowing their horns. They passed an ordinance that fines engineers \$300 or 90 days in jail. Seems the town the railroad built for skiing and tourist has guest and new residents disliking the horns.

The horns still blow and no fines or time have been served and one local who loves the horns says "Winter Park will never win this one." He also suggest "they give earmuffs to those who complain and they can put the Winter Park logo on them."

(Condensed from Union Leader)

#####

Most of the derelict locomotive hulks at Waterville< me. Stored near the old sandhouse tracks are gone. All that remain are the Alco C-424's #355 and #402.

#####

A Holderness, N.H. man fell from a railroad trestle that spans the Pemigewasset River at Livermore Falls. Medical officials say that the man's death was accidental.

(Union Leader)

#####

St.Louis, Mo.--A train carrying 10 passengers at the St. Louis Zoo went out of control and jumped the tracks killing the 68-year-old engineer who was thrown from the train. One passenger suffered bruises. The train takes visitors to various spots in the zoo.

(Boston Globe)

#####

Rockingham Jct. N.H.---The sand/gravel train of New Hampshire Northcoast, DOBO, experienced a fire in GP-9 #1755. It blew two cylinder heads which resulted in a "cooked" main generator.

(NERAIL)

#####

The northbound Vermonter hit a man lying on the tracks on October 24, 1998 in Richmond, Vt.

#####

On October 13, 1998 GRS issued an embargo for Newly-Foods on the Watertown branch due to track conditions.

On Oct. 14, 1998 GRS issued an embargo on the Wakefield Jct. Industrial Track to Maynard Industries, AET Corp., Omega Plastics and Webster Industries also due to track conditions.

These items have not been denied or confirmed.

#####

The Boston & Maine Corp. and Springfield Terminal have filed for discontinuance of service and abandonment of a 9.5 mile section of track known as the Canal Branch, extending from milepost 14.50 in Cheshire to milepost 24.00 in Southington in Hartford and New Haven counties in Conn.

(NERAIL)

**B&MRRHS Silver Anniversary  
Commemorative HO-Scale Caboose Kit**

Using the popular N-5 style caboose produced by Bowser, we have had a LIMITED PRODUCTION run of these spiffy looking vans done in maroon with gold lettering complete with a custom designed stylized "Minuteman" herald surrounded by a ring of stars and B&MRRHS insignia. This commemorative model is sure to become a collectible.

*\$13.95 + \$3.50 P&H (P&H good for up to two kits)*

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

**40' Steel-Sheathed Boxcar**

From Red Caboose Car kits, sporting the Boston & Maine rectangular herald. \$14.95 each plus \$3.50 P&H (up to 2 cars).

**Blue and Black 40' Boxcars**

From Bev-Bel, these feature the intersecting "B&M" scheme from the 1950s. \$12.00 each plus \$3.50 P&H (up to 2 cars).

**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. \$9.00 each or two for \$17.95 plus \$3.50 P&H (up to 2 HO 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).

**And... for those occasional  
"Service Interruptions"**

B&M 200-ton crane from Athearn. Black with gold B&M lettering. Numbered M3365.  
\$12.00 each plus \$3.50 P&H

B&M crane tender (work caboose) from Athearn. Maroon in color with Minuteman herald, numbered W0681.  
\$6.00 each plus \$3.50 P&H (up to 2 kits).

**B&M WEAR...**

*New Item!!*

**"McGinnis" Herald Baseball Hats**

Herald is black & white B&M with white "Boston & Maine" on a royal blue hat. Adjustable sizes. \$10.00 each plus \$3.50 shipping & handling.\*

**Boston and  
Maine**

**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 \$10.95 each plus \$3.50 P&H (for up to 2 shirts) or in adult XXL for \$12.95 each, or XXXL for \$15.00 each plus \$3.50 P&H (for up to 2 shirts) \*

**McGinnis-Era Tee Shirts**



Recollect the era of "Bluebirds" and Budd Cars on the B&M with this handsome Tee featuring the McGinnis herald. Available in sizes adult M-XL \$10.95 each plus \$3.50 P&H (for up to 2 shirts) or in adult XXL for \$12.95 each, or XXXL for \$15.00 each plus \$3.50 P&H (for up to 2 shirts) \*

**BOSTON-MAINE AIRWAYS**

You can no longer fly B&M Airways' Stinson Tri-Motors to Bangor or St. John, but this striking tee-shirt will help you relive that exciting era.

Printed in Orange and Black on White, you'll be the hit of the flight line or the photo line with this colorful tee designed by our own Richard Symmes. Made in USA and available in sizes M-XL at \$10.95 each, XXL at \$12.95 each, and XXXL at \$15.00 each + 3.50 P&H Up to 2 shirts may be shipped for \$3.50\*

**SAFETY FIRST! TEE SHIRT**

Limited supply of both black and blue with white lettering. Please specify color preference and size with alternate choices. (There are currently more black shirts in stock than blue). Made in USA and available in Medium, Large, X-Large and XX-Large. \$8.00 each (reduced from \$9.95) + 3.50 P&H Up to 2 shirts may be shipped for \$3.50

*\*There is no sales tax on clothing in Massachusetts*

## ***Boston and Maine***

### **COFFEE MUG**

Curl up with one of these videos or books and a hot cup of coffee, cocoa, or cider from one of these sharp-looking 8 oz. ceramic mugs with the distinctive script lettering. Black with red and silver-grey lettering, mugs are \$6.95 each, plus \$4.50 s&h.

## **...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).**

## **B&M MEMORIES: The Affordable Video Alternative**

Our 'B&M Memories' videotapes are transferred directly from original 8mm and Super 8mm movie footage. In order to keep production costs down, these tapes feature a musical soundtrack with no narration. A fact sheet containing the locations and dates of scenes is included with each tape. Although the color and clarity may not match up to some of the top-shelf (and more expensive) offerings, the content of these videos is unsurpassed!

### **Volume 1: The Films of Robert Chaffin**

B&M action during the steam-to-diesel transition period! See diesel and steam powered commuter trains racing out of North Station, Hoosac Tunnel Electrics in color, and loads of freight and passenger action. **Approx. 60 minutes: Color & B&W: VHS only \$19.95 + \$3.50 P&H\***

### **Volume 2: The Films of Richard Symmes**

Bluebirds and Budds! See Boston & Maine action during the late first-generation period. Numerous shots of Budds, B&M's Talgo, F-Units, Geeps and more running around the Boston area and elsewhere on the system. **Approx. 60 minutes: Color: VHS-only \$19.95 + \$3.50 P&H\***

### **Volume 3: The Films of Donald S. Robinson**

Come along for a cab ride in a B&M 2-6-0 on the famed Central Mass. Branch as we rock and roll over Clinton Viaduct. See steam action on the Central Mass., follow the B&B local, and get a cab-seat ride in a doodlebug from Claremont Jct. right into the trainshed at Concord! In addition, there are a number of scenes showing the Rutland and other New England roads. **Approx. 60 minutes: Color & B&W: VHS only \$19.95 + \$3.50 P&H\***

*\* Up to 2 videotapes may be combined for shipment at the \$3.50 rate.*

### **Volume 4: The Films of Russ Munroe, Jr.**

See first and second generation diesel power in action on B&M's main and branch lines. Chase an Alco-powered local, follow the Ringling Bros. Circus Train, see Budds and the Talgo in commuter service. Also, ride along for the final trip of MBTA inspection car 500 on its way to Seashore Trolley Museum. **Approx. 90 minutes: Color: VHS only \$24.95 + \$3.50 P&H\***

### **Volume 5: The Films of Dana D. Goodwin**

These films feature black and white footage of the *East Wind* behind both P-4 Pacifics and R-1 Mountains; even New Haven power. There are early Railroad Enthusiasts fantrips on the Bridgton & Harrison, Pennsy, and elsewhere, and a selection of big steam on the B&M. A must for any B&M fan! **Approx. 60 minutes: Color & B&W: VHS only: \$19.95 + \$3.50 P&H\***

### **Volume 6: The Films of Frank Ellis**

This volume features a short selection of all-color films taken by Mr. Frank Ellis spanning the time period from 1952-55. Scenes include North Station, Boston Engine Terminal during the final days of steam power, and Madbury, N.H. with sand loading of hoppers for construction of I-93 in 1962. Also shown are views of Clinton Tunnel and viaduct on the Central Mass. and the tragic wreck at Swampscott in 1955, scenes at Eastern Gas & Fuel in Everett with 0-6-0 steam switchers in operation. As an added highlight, there is a black & white segment taken by Mr. Henry Gibson showing Hoosac Tunnel Electric locomotives in operation circa 1940. Terrific stuff! **Approximate running time 15 minutes: Color & B&W: VHS only: \$12.00 + \$3.50 P&H\***

## —New England Rail Videos—

### Vintage B&M-MEC featuring the Movie Mastery of Stan Whitney

Premium quality VHS videos, professionally narrated, with authentic B&M steam and early diesel sound provided by Preston Johnson  
Produced by Herron Rail Services in cooperation with James T. Ickes

#### NEW ENGLAND GLORY: The Mountain Division

Follow the E7-powered Mountaineer from North Station through scenic Crawford Notch, then spend a day watching steam-powered Maine Central trains in and around Bartlett, N.H. Magnificent steam-era action among spectacular scenery in New Hampshire's White Mountains! \$39.95\* plus \$3.50 S&H (77 Min.-VHS Only)

#### The Boston & Maine in the Four Seasons: Volume One—Summer & Fall

Featuring Pacifics, Moguls, Atlantics and E7's. Mainline and commuter service in the Boston area, including name trains such as the *Kennebec*, *The Gull*, *Flying Yankee* and *Mountaineer*. See track repair work being conducted using a mix of 1950s-era mechanized and hand tools. \$39.95\* plus \$3.50 S&H (44 Min.-VHS Only)

#### The Boston & Maine in the Four Seasons: Volume Two—Winter & Spring

Spectacular coverage of fast-paced action with steam and diesel-powered trains bucking snow drifts as workers shovel station platforms. In spring, more passenger train and local freight action, plus activity at North Station featuring Rockingham Park Race Specials! \$39.95\* plus \$3.50 S&H (51 Min.-VHS Only)

### Sunday River Productions

We are pleased to offer the following quality VHS videotapes of movies by leading New England rail photographers!

**B&M Steam: Part I—by Albert G. Hale with sound by Preston Johnson.** An in-depth look at B&M steam power in the 1930s featuring system-wide action with both freight and passenger trains. Views of streamlined Flying Yankee and a scenes from a dozen different Branch Lines. *B&W 37 min. \$29.95 plus \$3.50 P&H\**

**B&M Steam: Part II—by L. Peter Cornwall and Charles Brown with footage from the John Tolley Collection. Sound by Preston Johnson.** Main line freight and passenger trains on the Portland, New Hampshire and Fitchburg Divisions as well as Conn. River line. *B&W 32 min. \$29.95 plus \$3.50 P&H\**

**New England Short Lines—by Albert G. Hale and L. Peter Cornwall. Sound by Preston Johnson.** Taken in the 1930's, scenes from the following railroads are included: B&ML, The Knox, M&WR, St.J&LC, B&C, Lake Champlain & Moriah, Suncook Valley and others. *B&W 40 min. \$29.95 plus \$3.50 P&H\**

**New England Main Lines—by Albert G. Hale and Charles Brown with footage from the collection of J. Tolley. Sound by Preston Johnson.** The trunk lines of New England in the mid-1930s under full steam! New Haven, Grand Trunk, Canadian Pacific, Central Vermont, Bangor & Aroostook, and Rutland are featured in this action-packed production. *B&W 51 min. \$39.95 plus \$3.50 P&H\**

**SRRL: Two-Foot Gauge in Maine—by Albert G. Hale with additional footage and L. Peter Cornwall and the collection of J. Tolley. Actual engine sounds recorded by Sunday River.** Freight and passenger trains on the Sandy River & Rangely Lakes and Bridgton & Harrison. Also shown are brief scenes from the Monson and Wiscasset, Waterville & Farmington! *B&W 31 Min. \$29.95 plus \$3.50 P&H\**

**The Climb to Rutland—Former Rutland Railroad.** The mountains aglow with October, one of the first annual trips to Rutland; CPR 1246 making short work of her 5-car special. The Bicentennial Limited follows with CPR 1293 on the point with the longest steam railfan trip in the world—245 miles—the length of Vermont. 3 RS1's plus the 1246 battle the mountains with 21 cars, the longest passenger train that ever ran on the Rutland *\$29.95 plus \$3.50 P&H\**

## B&M 410 Restoration Effort

*Help support the ongoing cosmetic restoration of 0-6-0 No. 410—All proceeds from the sale of the items advertised below go directly to the 410 Restoration project.*

#### PATCHES

410 "Manchester Locomotive Works" Cloth Patch  
2 1/2" Round embroidered cloth sew-on patch. Blue with silver trim. \$2.50 each plus .50 P&H (up to 3 patches)

#### TEE-SHIRTS

Screen printed front and back with original drawings, sketched at Iron Horse Park by our friend Sandy Shepard, these distinctive shirts are available in either Ash (light gray), Jade Green, or Paprika.  
Sizes M (Jade Green only), L, XL and XXL \$12.00 plus \$3.50 P&H (up to two shirts or per one shirt and one hat combination).

#### BASEBALL HATS

Made in U.S.A. Blue with custom-embroidered 410 logo, Manchester Locomotive Works, B&M Lowell on front.  
Available in the following styles:

Corduroy—\$13.00

Twill—\$12.00

Mesh Blue—\$12.00

All hats are "One-size-fits-all". Please add \$3.50 P&H (for up to two shirts, or per one shirt and one hat combination).



*Selected  
Railroad  
Reading...*

**A PINPRICK OF LIGHT:  
The Troy and Greenfield Railroad  
and its Hoosac Tunnel**

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. 152 pages, Softbound, 5 1/2" X 8 1/2"

**\$16.95 + \$2.50 P&H**

**The Boston & Maine in Color**

*by Jeremy F. and Jeffrey G. Plant*

*The Boston & Maine in Color* is a photographic portrayal of the B&M in the era of color photography. The organization is by time period reflecting the changes in the operations, equipment, architecture and the economy of the region served by the B&M.

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## RAIL WORKER HURT

Rigby Yard--South Portland, Me.--A Newmarket man was seriously injured when he was run over by a train as he worked hooking up boxcars in a railroad yard in South Portland, Me. On Oct. 24, 1998.

Gordon Willis, 36 of Newmarket, N.H., had been talking with GRS co-workers via radio just before they lost contact with him. When the supervisor went to Willis's location, he found him on the ground, his legs run over by several cars.

GRS Executive Vice-President, David Fink, said Willis was connecting four cars, which were in motion, to two other cars for transportation to New York when the accident happened.

According to South Portland police Lt. Mark Clark, Willis

was working on a three-man crew, an engineer, yard manager and himself, when he made his report and then the engineer lost contact with him.

Police believe Willis either slipped and fell or was bumped and knocked down onto the tracks. Up to three cars ran over him, injuring his left leg and causing trauma to his right. He was alone at the time and although GRS representatives have been involved since it happened, Fink said the company does not have specifics about what caused Willis to fall.

Willis was employed by GRS for only eight weeks.

*(Fosters Daily Democrat)*

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## BOARD OK'S TRAIL

Eliot, Me.--Representatives in favor of establishing a recreational trail from Kittery to Portland appeared before the Board of selectmen at a meeting (9/10/98). John Andrews, chairman of the Eastern Trail Alliance asked selectmen to endorse the non-profit organization's plans to convert the dormant Boston & Maine Eastern line into a recreational corridor. After a series of questions, selectmen unanimously approved endorsement.

Questions centered on maintenance responsibility, liability concerns and a portion of the trail planned along Rt. 103 in Eliot. Andrews told selectmen their questions were among many the group was working to solve. Completion of the trail is not expected to be completed until 2003.

The B&M's Eastern Line was abandoned in the mid-1940's after a century of use. If successful, the recreational trail would

provide off-road access for bikers, walkers, joggers, in-line-skaters and nature lovers. Snowmobiles would be allowed in winter but no ATV's or off-road autos.

Most of the proposed trail runs over land owned by Granite State Gas Transmission Inc. ETA has endorsements from Southern Maine Regional Planning Commission, Appalachian Mountain Club and most municipalities along the proposed route, according to Andrews.

ETA proposes using the Maine Outdoor Heritage Fund to match Federal Enhancement Funds administered by the Maine DOT. The Federal program requires local matching funds of at least 20 percent.

*(Portsmouth Herald)*

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## SEACOAST COMMUTER RAIL LINE

Portsmouth, N.H.--Rockingham County planners are considering rebuilding the Hampton Branch commuter rail line from Portsmouth, N.H. to Newburyport, Ma.

Meeting with the Rockingham Planning Commission recently, City Manager John Bohenko and Chamber of Commerce officials urged planners to reconsider a scrapped 1987 feasibility study to return trains to Portsmouth for the first time since 1965.

The decision to reopen the study comes only a month before the MBTA plans to resume commuter rail service from Boston to Newburyport after a 22-year absence. It also come in the midst of nearly completed plans to resume passenger rail service from Boston to Portland.

Officials see a growing need for rail service as the greater Boston and Portsmouth areas grow closer to each other and car

commutes to and from Boston get more frustrating.. "Demographics have really changed as far as commuters are concerned," said Chamber spokesman Aaron Smith.

If the current study of costs and ridership projections comes out favorably, negotiations with local, state and federal lawmakers and officials could take a decade before trains roll down the tracks, Bohenko said.

"It's never too early to start planning," he said, adding "we need to have the patience to look forward."

But planners will have to deal with the same problem as the planning panel did in 1987, the Merrimack Valley Bridge in Newburyport is in bad shape. And New Hampshire will have to buy a crucial section of track in Seabrook to make the line continuous, Smith said.

*(Union Leader)*

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## RUNAWAY CARS...

Northumberland, N.H.--Two boxcars rolled unattended down a stretch of track on 10-24-98, crossing several residential streets and busy Rt. 3 without a mishap.

"Luck was with there," said Police Chief Lee Rice. "There was no damage and no one was injured." Police were alerted about 11:20 am that the boxcars were rolling away from the rail yard at the Wausau Paper Co. in Groveton.

They crossed Main, Church and West Streets and Rt. 3," said Rice. "They went through five crossings that don't have lights or warning devices and there wasn't a mishap."

After crossing Rt. 3, they hit an incline which helped reverse their forward motion enabling Rice and some workers from Portland Natural Gas Pipeline Transmission System to set the brakes. They were moving a little faster than a brisk walk, added Rice. The pipeline crews scrambled to flag cars at crossings where they were working.

The cars were part of the St. Lawrence & Atlantic RR. Rice stated that the cars were somehow cut loose from the other cars in the yard and it seems to be an accident.

*(Union Leader)*

# SCENES FROM DAYS OF YORE...



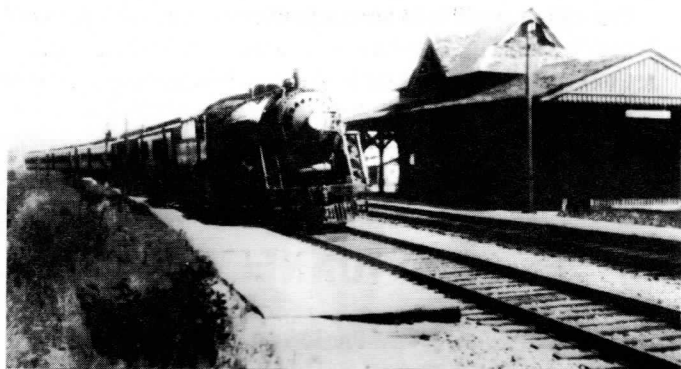
B & M R.R. STATION NEWBURYPORT, MASS.

Newburyport station, notice the gentleman's bowler (Stan Laurel) hat. Service has been restored to Newburyport but not as far as this site. This burned down in the late 1960's or early 1970's if I'm correct.



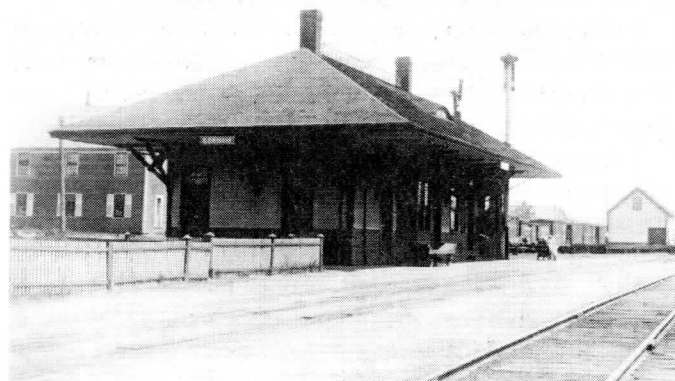
PHOTO BY ...

Hampstead, N.H. on the Worcester, Nashua & Portland mainline. This is now a starting point for ATV's and snowmobiles to go to Windham Jct. to the west and to Freemont to the east. Station is long gone.



RR 436 CAMP GROUND, MAINE B & M RR WESTERN DIV.

Camp Ground, Me. Train consists of 5 coaches, 1 mail car and some sort of coach behind the tender. No longer standing.



Gorham, Me. Another station on the WN&P main. This station was a restaurant recently. There is a string of 4 box-cars between the station and freight house.



R. R. STATION, Lebanon, N. H.

Lebanon, N.H. on the Northern. A boxcar and another car sit in the middle in front of a Cole-a-cola sign. The freight house is still here but station is gone.



Woodsville, N.H. the Boston & Maine RR YMCA. Some larger junctions on the B&M had these so crews could sleep and relax.

(Postcards & photocards collection of Buddy Winiarz)

## THE B&M ON THE WEST COAST

Seattle, Wa.—The race between the train and the clock became serious 150 years ago when the Boston & Maine locomotive "Antelope" covered the 26 miles from Boston to Lawrence in 26 minutes. By the time the iron horse steamed into Lawrence her gilt and red lacquer had blistered from the heat. One historian has written that passengers riding in a single coach were frightened into silence by what was said to be the fastest train ride.

The 1848 record-setting run by the Antelope—a mile-a-minute publicity stunt staged by an adventurous and somewhat reckless Boston & Maine superintendent—helped further a general fascination with train speed that would burn for generations, then fizzle.

The heyday of passenger trains extended from about 1880 to 1930, a period when railroads enjoyed a near-monopoly on ground transportation. Where lines competed and mail contracts were at stake, travel time became critical. Train races were not unusual in the early years, "with firemen stroking madly, cars careening in terrifying fashion and passengers half-out of the windows cheering," according to an account in the Boston & Maine Railroad Historical Society Bulletin.

By the time commercial air travel became practical in the 1930's, many American steam-driven express trains were exceeding 100 mph. Some railroads were introducing a new phenomenon, the light-weight and more efficient streamliner.

Then in the middle of the century, fast passenger trains began to disappear. Where trains still run today, travel times are usually slower. The Boston to Lawrence trip today is a 52-minute commuter run.

High-speed trains, however, may be making a comeback. With many highways and airports reaching capacity, transportation officials in several states are planning big investments in intercity passenger rail. Some mirror the \$2.1 billion plan to gradually improve equipment, existing track, signals and grade crossings in the Pacific Northwest corridor between Eugene, Or. And Vancouver, B.C., allowing trains to reach 110 mph in places.

*(Seattle Post-Intelligencer)*

## TEENS WANT TO REHAB STATION

HOPKINTON, N.H.—A former town selectman is teaming up with a group of teens with the hope of transforming the old Contoocook railroad station into a place the teens can call their own.

Robert York, the former selectman, said the group's dream is twofold: to bring the town's station back to its original glory and give the kids a place to hang out. Earlier, York suggested a auto body shop for the youths but soon found that it was not for all the teens. "There are more kids interested in other things," he said. There is a community center in town but it doesn't take care of the needs of all.

The town took the two-story building, which has been used as a bank and recently as an office complex, by tax deed this past June.

Alice Monchamp, the town's administrator said that selectmen haven't decided what to do with the building but any recommendations must go to town meeting. According to York and another organizer, Cameron Ford, the teens want to raise money and do the work by themselves. A collection of 318 signatures by residents supporting the idea has been gathered by Joshua Saltmarsh, a sophomore at Hopkinton High School.

One of our goals is to have a facility we can operate out of," said York. "The kids have developed a mission statement that reflects what they want to do, which is to be involved in an organization that reflects healthy activities."

*(Union Leader)*

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## HOOSAC TUNNEL NEWS

Guilford Executive Vice-President David Fink said that the grinding of the roof of the tunnel is done. The next step is to grind away portions of the tunnel floor. The portions are areas where the roof is brick lined, meaning the track will be undercut. Expectations for the tunnel to be ready is January or February 1999.

*(NERAIL via the North Adams Transcript)*

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## UPCOMING EVENTS OF INTEREST...

- |               |   |
|---------------|---|
| Nov. 21 & 22  | Greenburg Shows at the Shriners Auditorium in Wilmington, Ma.   |
| Jan. 17, 1999 | Old Colony & Fall River RR museum show at the Luke Urban Field House at Durfee High School on Eisbee St., Fall River, Ma.<br>10 to 4 Fares: Adults \$3 Child \$1. |
| Jan. 24, 1999 | Model Train Show in Leominster, Ma. at the Italian Cntr. On 1000 Lancaster St. 9 to 3, Fares: Adults \$3 Child (under 18) free.                                   |
| Jan. 30 & 31  | The Amherst Society show in Springfield (see enclosed flyer).   |