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JULY, 1982

B & Meeting

NEXT MEETING: JULY 10, 1982 1ST UNITARIAN CHURCH WOBURN, MA

August 14, 1982:

This will be our annual jaunt to the north country and the Conway Scenic Railroad!!! This is always an exceptional all day event, and a real family fun day. The "Supper Chief" will run again, from North Conway to Conway and back, followed by the joint B&MRRHS/470 Railroad Club meeting in the Roundhouse. Entertainment will be movies by the late Stan Whitney of B&M and other New England railroad subjects. Details on "Supper Chief" menu and price will appear in this Newsletter, along with reservation forms.

September 11, 1982:

Entertainment will be provided by Carl Byron, program (not set definitely at press time) will feature contemporary railroading.

NOTICE!!! THERE WILL BE NO MEETINGS AT WOBBURN DURING JULY AND AUGUST!!!!

GUILFORD MANAGEMENT STRUCTURE

Guilford Transportation Industries has outlined a proposed management structure to implement its common control of the Maine Central, Boston & Maine, and Delaware & Hudson railroads, following Interstate Commerce Commission approval of this control. In its application to the ICC, Guilford has stated that its management philosophy is to achieve its objectives "through integrative efforts at the Guilford company level without impairing the business initiative and operating autonomy of each individual railroad." Guilford's aim in bringing these carriers under united ownership is to "bring about significant improvements in the service of the three roads to shippers and consignees."

Guilford's common control is not designed to merge the three carriers; instead they will retain their separate managements and identities under the overall policy guidance of Guilford. The system is designed to best utilize the combined resources of the three railroads while retaining the integrity of each carrier. Guilford intends to establish an Operating Policy Committee. It will be made up of Timothy Mellon, chairman and chief executive officer of Guilford; David Fink, vice president of Guilford; John Gerity, Maine Central president; Alan Dustin, president of the Boston & Maine; and Charles McKenna, president of the Delaware & Hudson. Guilford has no plans to develop a new functional staff but will draw upon the staffs of the railroad companies. Thirteen Standing Committees will be created to identify the major cross company issues of integration, perform analytical work and develop plans of action for recommendation to the Operating Policy Committee. Guilford believes that these committees will be an important element in its management structure as a primary source for cooperative and coordinative work of the three carriers. Each railroad will have a representative on each Standing Committee.

From the Maine Central Messenger.

The answer to the mystery of the Missouri Pacific caboose at East Deerfield recently was answered by Russell E. Martin and also Robert

G. Nylander. It will be used for an ice cream and candy store by Michael Gates of Greenfield, Mass. Called "Caboose Sweets and Treats", it will open in July next to the Toys-R-Us store in Greenfield, Mass. **From a news item in the Greenfield Morning Union, 5/12/82.**

RIGBY RAIL YARD JOBS MAY GO!

As many as 60 jobs at the Maine Central Railroad's Portland Terminal Co. switching yard in South Portland may be phased out, workers were notified yesterday (May 5, 1982). But Federal rules on work changes mean "There will be no precipitous loss of employment," according to MEC Vice President Bradley L. Peters. "Sixty jobs are not going to be abolished on day one" Peters said. "We expect that most of these employees would remain employed." But, the announcement "could effect future employment" at the yard as attrition and transfers gradually reduce the work force there.

The announcement was made by Guilford Transportation Industries, of Guilford, CT., as the Maine Central's owner. It gave 90 days' notice, as required by federal regulations, that changes could come. The impetus for the announcement lies in Guilford President Timothy Mellon's application to buy the Boston & Maine Railroad. Common ownership of the two railroads would permit some efficiencies that would reduce the labor required at the Portland Terminal Co. facility, also known as Rigby Yard. The ICC approved Mellon's plan to buy the B&M on April 23. The plan still needs the approval of the federal court that oversees the B&M's operation under bankruptcy law.

The Portland Terminal Co. is a wholly owned subsidiary of the MEC. Its role in life has been to interchange cars between the B&M and the MEC systems, record damage to cars and goods, inspect and repair equipment. Common ownership of both the MEC and B&M by Guilford, Peters explained, would allow trains to "run through" the entire system from Bangor, Me. to Mechanicville, NY, without having to switch engines, or undergo inspec-

tions or other operations at Rigby. And, "preblocking" of cars bound for the same destination could reduce the need for switch engines to break up and reshuffle trains. The efficiencies could save up to eight hours - roughly 25% - from the Bangor to Mechanicville transit time, Peters said. "Obviously," he said "one objective of the Guilford system is to improve transit time and service would make such an effort even more attractive to long distance shippers, he noted. Faster and more efficient service would improve the financial soundness of the railroad, attract more shipping that now goes by truck and be an attraction for potential industrial developers, Peters said. **From the Portland Press Herald. Submitted by Capt. William J. Frappier.**

IT DON'T HAPPEN ON THE B&M



The B&M **never** runs their power long hood forward. I mean, **everybody** knows that only the Norfolk & Western does that !!!! Well, one day last fall, LAME left Lawrence with GP40-2's 302 and 316, running long hood forward due to the third unit being cut off. This unusual configuration lasted only until the train reached the wye at Chelmsford.

An interesting observation brought to our attention by Charlie Breslin, concerning the B&M Railroad Police: "B&M Railroad Police have had their jurisdiction extended to cover all towns adjoining the B&M right of way, etc., and also local and state police now have jurisdiction on railroad property."

ACQUIRED APRIL 1, 1982:

North Adams - Pittsfield: B&M owns 16 miles of track from North Adams to a point 1.5 miles north of Conrail CP 148 (North Adams Junction, on the east side of Pittsfield).

Trackage rights over CR mainline CP148-CP150 (2.6 miles)

Pittsfield-Canaan: B&M owns entire branch from B&A mainline connection at CP150 (west side of Pittsfield) to end of track at Canaan, totaling 38.7 miles.

Springfield - Hazardville: B&M owns entire branch, 12.5 miles.

TO BE ACQUIRED JUNE 1, 1982:

New Haven (Fair Street) - Plainville - Avon: total 37.5 miles. This is the ex-NH "Canal Line".

Waterbury-Plainville-Berlin: total 24.3 miles.

Waterbury-Torrington: 20.7 miles.

Industrial tracks at Waterbury: three stubs totalling 6.3 miles.

Griffins Industrial track (Hartford): 2 miles

Hartford-Wethersfield: this involves 3 miles of CR trackage rights at the north end and 4 miles of B&M-owned track at the south end of a 7-mile branch.

Waterbury-Derby Junction: Trackage rights over ConnDOT-owned branch. Conrail will continue to operate commuter service. Total 18.1 miles of freight trackage rights.

Springfield-New Haven: Joint freight trackage rights with Conrail over Amtrak-owned line, total 62 miles.

Notes: On Waterbury-Derby Jct. line B&M will provide all freight service. On Springfield-New Haven line B&M may handle the following: (a) traffic originating or terminating on B&M's owned lines in Connecticut, (b) TOFC/COFC traffic out of New Haven, (c) traffic bound for Hartford or New Haven, or originating there, coming to or from other B&M points, from Canada east of the Ontario/Manitoba border, or from points on the D&H north of Delanson, NY.
-- Tom Nelligan

Did some train chasing today and started at Boston's yard 8. The "Hump" track exists no more. The old hill is being carted away and the track arrangements have been changed. There's only 6 "R" tracks and 4 "C" tracks now left at the yard. Significant changes around the now doomed Tower H area are also very noticeable. I was also told that in time to come there will probably be only the 1st "trick" switcher to do the yard's work. Yard 7 continues to service and put up power, on this given day the 1576 in new scheme and the 1556 were there along with three yard switchers. Two CV GEEPS were there and came in on MEBO that again started on 5/11. This new job probably won't last but due to the derailment last week in Vermont piggy back trains were backing up out on the west end. Also due to the derailment SPCP was going east to WRJ via Concord NH.

DOBO has been seeing some extra power lately in the form of GP 38's 202, and 205 within a week of each other due to the gravel trains tonnage, it's expected to see **DO-3** by early summer!

A lot of D&H equipment has been coming into Lawrence in the shape of GP 38's, 39's, and even Alco's lately, not to mention D&H

buggy's. This is due to an agreement that the D&H has with the B&M to make up their trains out in the west end and utilize D&H equipment the same manner that its brought into B&M territory. This also saves time with the crew changes..

Track crews are replacing rails and ties around the Bradford Station area. Word is that passenger trains will be put up there instead of Haverhill. On the subject of passenger trains the 1566 (GP-7) is still pushing and pulling Budd Cars, the last location seen was at Lowell depot.

South Station will begin the first phase of rebuilding shortly, plans are for only **4 tracks for MBTA passenger trains**, other tracks will be used by Amtrak and other purposes. But will be significantly smaller than it is now. A temporary yard is being built at Southhampton St. to store equipment once passengers have been dropped off at the station. High speed rail traffic is quite evident in the future from Boston to Wash. D.C. New roadbeds are being put in from Readville to S. Station along the Back Bay right of way. It is also the intentions to **ELECTRIFY** the line from Boston to Now Haven. This also opens the door to new and more modern equipment to be purchased.

For posterity purposes it wouldn't be a bad idea to get some photos of the South Station area tracks and trains while you still can. Adequate "shots" can be taken from a nearby overpass. B&M GP38-2 #204 should be put back on line by the end of this month from damages at E. Deerfield. GP 40-2 #300 remains at Billerica with cylinder rebuilding, paint, low idle, etc. This unit may also be the first unit to be wired up to be able to have the new **SLUG** put between it and another GP 40. It is not known when the slug will be completed. But it is being built on a GP-9 chassis. (Modelers take note).

Submitted by **Don LeJeune.**

B&M Members:

From Dora Lamson, Membership Secretary. We welcome the following new members to the B&MRRHS:

- Roger A. Drouin 4 Cheyenne St. Dover, NH
- Paul E. Pescatore 118 Drake Rd. Burlington, MA
- Lawrence Tomaskovic 17 Ritchie Dr. Yonkers, NY
- Tom Hassenmayer 23 Westfield Rd. Milford, CT
- Peter Jacklin P.O. Box 414 Alton, NH
- Rudolph Koehler, Jr. 16A Ward Ave. East Hampton, MA
- Tom Buckner 11 Waverly Pl. New York, NY
- Joseph P. Elgosa 11 Elm St. Whitefield, NH
- Jim Simmons 128 Everett Cir. Stoughton, MA
- Philip Johnson 93 Cambridge St. Manchester, CT
- John B. Gibbons 203 Lafayette Rd. North Hampton, NH
- Jack H. Hutchinson RD1 Thompson, CT
- Robert D. Brown P.O. Box 18 Paris, ME
- Mary W. McGarry 172 Damons Pt. Rd. Marshfield, MA
- Herbert A. MacLeod 4 Iroquois Rd. Arlington, MA
- Paul A. Griffin 21 Crescent St. Keene, NH

"While passing through Boise, Idaho recently on Amtrak's Pioneer on UP's main line to Portland, Oregon, an industrial complex was noted with numerous B&M stainless steel passenger cars on the property. (Also some Rock Island diesels among other things). Apparently this was some kind of salvage yard, no one on the train seemed to know the name of the company. Perhaps some B&MRRHS members might shed some light."
From George N. Bartemus.

Here is a listing of the renumbering system in use for the MBTA rebuilt Budd RDC cars, set to us by **Preston Johnson:**

Existing Car No.	Type	Rebuilt Car No.	Class	Existing Car No.	Type	Rebuilt Car No.	Class
6100	RDC-1A	400	BTC-2	6100	RDC-1A	400	BTC-2
6102	RDC-1A	401	BTC-2	6102	RDC-1A	401	BTC-2
6104	RDC-1A	402	BTC-2	6104	RDC-1A	402	BTC-2
6113	RDC-1A	403	BTC-2	6113	RDC-1A	403	BTC-2
6115	RDC-1A	404	BTC-2	6115	RDC-1A	404	BTC-2
6123	RDC-1A	405	BTC-2	6123	RDC-1A	405	BTC-2
6128	RDC-1A	406	BTC-2	6128	RDC-1A	406	BTC-2
6129	RDC-1A	407	BTC-2	6129	RDC-1A	407	BTC-2
6132	RDC-1A	408	BTC-2	6132	RDC-1A	408	BTC-2
6133	RDC-1A	409	BTC-2	6133	RDC-1A	409	BTC-2
6135	RDC-1A	410	BTC-2	6135	RDC-1A	410	BTC-2
6136	RDC-1A	411	BTC-2	6136	RDC-1A	411	BTC-2
6139	RDC-1A	412	BTC-2	6139	RDC-1A	412	BTC-2
6141	RDC-1A	413	BTC-2	6141	RDC-1A	413	BTC-2
6144	RDC-1A	414	BTC-2	6144	RDC-1A	414	BTC-2
6145	RDC-1A	415	BTC-2	6145	RDC-1A	415	BTC-2
6147	RDC-1A	416	BTC-2	6147	RDC-1A	416	BTC-2
6151	RDC-1A	417	BTC-2	6151	RDC-1A	417	BTC-2
6300	RDC-3A	425	BTC-2A				
6301	RDC-3A	426	BTC-2A				
6302	RDC-3A	427	BTC-2A				
6303	RDC-3A	428	BTC-2A				
6304	RDC-3A	429	BTC-2A				
6306	RDC-3A	430	BTC-2A				
6912	RDC-9B	450	BTC-2B				

THIS IS YOUR NEXT TO THE LAST B&MRRHS NEWSLETTER!!!

You will receive the next one

BUT

In September you will receive **NOTHING!!!**

NO Newsletter!!!

NO Bulletin!!!

NO Membership Card!!!

Your name will be dropped from the rolls!!!

UNLESS ...

You pay your dues of \$13.00 for the membership year 1982-83 **BEFORE** August 31, 1982

This rather sophomoric notice should be disregarded if you have already paid your dues this year. If you **haven't** **Pay it now ..** Before it's too late!!!

The Membership Committee

A public auction was held on Saturday, May 8, of the former Boston and Maine Railroad depot in No. Hampton, NH. The land consisted of .82 acres with 75 ft. frontage on Atlantic Avenue, 540 ft. along the railroad right of way. The original B&M passenger and freight station was built circa 1865, and was a hub of activity for the local populace and arriving vacationers. The Victorian building is structurally unique, both in appearance and physical composition. The main hip roof is covered with slate shingles and the secondary roof with its chamfered cantilever supports adds to the picturesque charm of the building. The sale was per order of the American Society for Environmental Education, Inc. and was purchased for a reported \$41,000 by Peter Simmons, local developer.

5/4/82 by Gary J. Remal, Laconia Evening Citizen - A survey of shippers and

potential shippers along the state owned Concord to Lincoln rail line was introduced to an advisory committee made of shippers, and local regional and state officials of the Lakes Region Planning Commission and the North Country Council.

The survey is part of a marketing study being done by the regional planning agencies funded by the state's Division of Railroads of the N.H. Dept. of Public Works and Highways.

The planners are committed to a very tight time frame since the signing of a five-year contract is scheduled for July 1. State railroad officials hope to make the results of the study available to bidders by June 1 in order to gauge their expectations.

5/8/82 Train Derails at Twin Mountain, NH About a dozen cars of a Maine Central freight train left the tracks. Two tank cars used for propane gas were reported among those that derailed, but all of the cars remained

upright and there was no serious damage nor were there any injuries reported.

The accident happened on Maine Central track that parallels Route 302 and the Ammonoosuc River between Twin Mountain and Fabyan.

"Most of the damage was to the rails," said auxiliary trooper Erva Barnes.

75 Years ago in the Laconia (NH) Democrat: "Brakemen on the Boston and Maine Railroad will no longer be allowed to show the bosoms of their white shirts or the gayly decorated front of outing shirts to the traveling public. While riding on the trains of the Boston & Maine, whether on duty or not, the brakies must suppress the glint of the polished bosoms beneath the solemn blue of the uniform coats. If they display the garment they will be discharged from the service or be relegated to the call service. Brakemen must wear their uniform coats buttoned from top to bottom, with not a peephole."

Submitted by Bill Holman.

MEMBERSHIP RENEWAL (July 1, 1982 to June 30, 1983)

Annual Dues: United States \$13.00
 Canada 15.00
 Foreign Countries 18.00
 (U.S. currency)

Send to: Dora Lamson, Membership Sec'y
 P.O. Box 2362, Harwood Station
 Littleton, MA 01460

At this time the Boston & Maine is engaged in the removal of all signal apparatus (crossing flashers, etc.,) on the Bedford Branch from Lexington to Bedford, and also all signals and equipment on the Central Mass. west of Boston Street in Waltham.

At this time, there are tentative plans for a night photo session during the August meeting of the B&MRRHS and 470 Railroad Club at the Conway Scenic Railroad. (I might add that those plans are very tentative at this early date).

This will be the first time we've attempted anything like this, and cannot guarantee results, but it should prove to be most entertaining. Bring along your camera and tripod, and weather and powers that be permitting, we'll come back with some good shots!!!

NAME _____ Date _____
 Address _____
 City/Town _____ State _____ Zip _____
 Phone # _____
 (Make Check or Money Order payable to B&MRRHS)
 Check one _____ New Or _____ Renewed

Boston & Maine Railroad Historical Society

Incorporated

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