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JUNE 1986

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## B & Meeting

### NEXT MEETING:

**JUNE 14, 1986**

**VERMONT HISTORICAL  
RAILROAD  
BELLOWS FALLS, VT  
ALL DAY!**

#### A Rutland Ramble!

This month's meeting will be held at the home of the Green Mountain Railroad in Bellows Falls, Vt., as an all day affair. To help us kick off this venture, we're also inviting the 470 Railroad Club, the Mass Bay RRE, and the Amherst Railway Society. Entertainment will be from the best of the Nash-Ludlow collection. Be there!

**JULY 12, 1986**

#### A Pre-Convention Warm-up!

Due to construction problems in Hampton, we will be unable to hold our annual meeting in Hampton, instead we will be holding a Pre-Convention Warm-up at Woburn!

**JUNE 25 & JULY 2, 1986**

#### Open House at SPRHS Archives

The Salisbury Point Railroad Historical Society will be sponsoring an Open House at their Archives at 4 Water Street, Amesbury, MA from 7:00 to 10:00 P.M. All members of the B&MRRHS are invited!

**JULY 21-27, 1986**

#### Minuteman '86 Convention, Boston, MA!

The joint NMRA/NRHS/RRE Convention comes to Boston! The B&MRRHS will be an active participant, and we need you. Please notify any officer that you would like to help out as we have learned that we must submit names in advance in order for you to work.

**AUGUST 9, 1986**

#### Our annual trip to the Conway Scenic Railroad!

August will be our annual trip to the Conway Scenic Railroad in North Conway, NH! Dwight Smith once again promises to put on a great show, and the Conway Scenic crew has never let us down yet! Details next month!

**SEPTEMBER 13, 1986**

#### A Big Surprise!

Our Program Chairman, John Alan Roderick, has told us that he has a big surprise planned for September, but we'll have to wait and see!

**OCTOBER 1986**

#### The B&MRRHS' 15th ANNIVERSARY!!!

October 1986 marks the Boston & Maine Railroad Historical Society's 15th Anniversary, and to celebrate, we will be holding a special dinner meeting, and our featured speaker will be **Mr. George Drury**, of Kalmbach Publishing! Date and location of meeting to be announced! Come and help us celebrate our 15th Anniversary!

**THE B&MRRHS HAS A SUPER SUMMER PLANNED FOR YOU! COME OUT AND ENJOY IT!!!  
THERE WILL BE NO MEETINGS AT WOBURN IN JUNE, AUGUST OR OCTOBER!**

I wonder if some Newsletter readers could clear up a mystery. For several years, there has stood an odd arrangement of B&M box-cars, just west of WN&P (old) mainline and beside the abandoned Central Mass branch. One is planted in the vertical position, the others lie horizontally beside it. **Andrew M. Wood**

We get a couple of letters a year concerning this "monument" and no one has been able to identify its purpose for us. If anyone can help, please let the Newsletter know, as our curiosity is killing us!

#### D&H's Belden Tunnel:

A recent article in Modern Railroads magazine has shed some much needed light on the

goings on concerning the D&H's Belden Tunnel located near Binghamton, N.Y.

The tunnel which was to short and narrow to accommodate high and wide cars has been totally rebored to a height of 26'3" above the rail (an impressive figure) and a width of 18'6". The south portal of the tunnel which was recorded as a historical structure in the county record was dismantled and will be

rebuilt to accommodate the new clearances and also a roll door to reduce winter icing. The rebuilding of the tunnel will close the book on another chapter in the life of the D&H's Penn. Div. which will most likely be torn up in the near future. This remnant of the D&H's old route to Scranton was the scene of a flurry of railfan activity at and around Star-rucca Viaduct during the summer and fall of 1985.

#### TRAINS TO ROLL AGAIN ON ROCHESTER-OSSIPEE LINE

For the first time since last October, trains will be rolling along a 31-mile stretch of track from Rochester to Ossipee, says the company that purchased the rail line from the Boston & Maine Railroad. Russell Peterson, General Manager of New Hampshire North-coast Corp., a subsidiary of Ossipee Aggre-gates, said he expects the company's trains to start running for the first time since the line was abandoned by the B&M last fall. North-coast paid the B&M \$618,000 for the 31 miles of track stretching north of Rochester. The Ossipee company also bought two locomotives from Conrail at an undisclosed price and acquired 33 sand and gravel cars from Trumix Corp of Houston for the shortline railroad.

The company will run two freight trains daily along the track, he said, but the times will vary. Northcoast has a 12-year contract with the B&M allowing it to haul sand and gravel fro Ossipee Aggregates to Boston Sand and Gravel. Northcoast has also purchased for an undisclosed amount, the right to operate its trains on the B&M's lines between Rochester, Rollinsford and Dover. Northcoast will also haul fiberboard to Spaulding Fibre of Roch-ester and lumber to an Ossipee lumber com-pany. The firm will not, however, handle shippers now served by the B&M line between Rochester, Rollinsford and Dover. The company intends to replace some 10 miles of 90-year-old rail from Sanbornville to Ossipee at a cost of \$1.2 million. The firm is

asking the state for \$400,000 to assist it in making the repairs. The state has tentatively approved the funds in past legislative mea-sures, but those funds have not yet been released.

The company will take about a year to fully rehabilitate and stabilize the railroad line. Ossipee Aggregates normally has 25 employ-ees and hauls 400,000 tons of sand and gravel yearly out of Ossipee. The company has depended on trucks since October to deliver sand and gravel used in road building and construction. **From Chandler Cobb.**

#### TRAIN CRASH HURTS COMMUTERS

A commuter train slammed into a freight train in the fog Wednesday, May 7, injuring 200 people. Although most suffered only cuts and bruises in the 8:40 a.m. crash of the four-car commuter train from Framingham, about 50 people were taken away on stretchers, and five were seriously hurt.

Witnesses said the commuter train, which was carrying around 550 people, managed to slow down just before hitting the idle freight train. Glass, shoes and other debris went fly-ing as the passengers were pitched forward after the crash, witnesses said. Ambulance workers wrapped wounds and calmed pas-sengers. Pineapples and computer television screens that spilled from the freight train were strewn along the tracks. Neither train derailed.

National Transportation Safety Board offi-cials are investigating. **From the Portland Press Herald. From Bill Frappier.**

#### 1986 NOMINATING COMMITTEE REPORT

Nominating Committee Status Report, May 7, 1986

##### Officers:

President: **Scott Whitney**  
Vice President: **Carl Byron**  
Secretary: **Ronnie Shaw**

Treasurer: **Al Hale**  
Clerk: **Jeff Ursillo**

#### Board of Directors: (4 vacancies)

**John Alan Roderick**  
**Dick Nichols**  
**Dave Lamson**  
**Gerry Babyok**

**Alternates:** None available at press time.  
Nominations for any position can be accepted until close of the business meeting in August.  
Respectfully submitted,  
Robert R. Quagan

#### SHOW CODE OF DRESS AND BEHAVIOR

One of the most important public relations and fund raising activities of the society involves the attendance at shows. The pur-pose of such shows is to attain new members to the society and generally promote the His-torical Society and assist the general public in the dissemination of information on the Boston and Maine Railroad.

Because of this, it is important that those people representing the society act and pres-ent themselves in a professional and attrac-tive appearance. Dress, personality and a genuine desire to help are the most important attributes to making a good impression.

##### DRESS:

Those manning the booth should dress in neat, clean clothes. Dress should consist of clothes such as polo shirts, dress shirts, sport pants, designer jeans, etc. Shoes should be loafers, dress shoes or casual shoes.

Dress not considered acceptable would be t-shirts, including the society tee shirts, hats, dungarees or work shoes. One should not look like he just fired a steam engine or hopped off a box car as a brakeman.

Each member should wear a badge identifi-ying himself as a member. No headsets or scanners should be worn. This makes the prospective member or person feel that they are not as important as the scanner. The antennas can also be dangerous. It detracts from the appearance making one look as fool-ish as a man from mars.

##### DEALING WITH THE PUBLIC:

Remember that the reason you are there is to promote the society. When there are people at the booth, that's where the attention should be. Talking and other distractions should be stopped when people are at the booth. Greet **EVERYONE** pleasantly and show a real inter-est in them. Go out of your way to be helpful.

##### INFORMATION:

Take the time to be knowledgeable in the society. Know the dues structure, the publi-cations available, archives policies, place and time of meetings, the members of the board, officers and other important people such as the Historian.

##### ATTENDANCE:

Do not sign up if you can't make it. Be punc-tual in getting there. Always have two at the show. One can leave the booth for necessities and seeing the show.

Remember that your appearance will be the impression you leave those attending.

Donald Clerke  
Chairman  
Show/Dress Committee



The sad sequel to the "Portsmouth Branch Memories" article in the latest B&M BULLETIN. We're looking toward Manchester, NH, with the Rockingham Junction station at the right. The former roadbed has been graded, and only an occasional tie shows up here and there. Ah, progress .....

Also contributing to this Newsletter were: Mike Lennon, Jim Doufour, Arnold Green-leaf, Ron Eames, Paul Ballard.

## BY-LAWS CHANGE

The following By-Laws change was voted and passed at the May Membership meeting of the B&MRRHS.

- 1) All Directors and Officers are expected to attend a **minimum** of six BOD meetings or satellite meetings per fiscal year.
- 2) Two alternates will be elected to fill in for absent BOD members. An alternate's term will be one year. Alternates can also vote their heart, they do not have to echo the Director they may be replacing.
- 3) All Directors and Officers are expected to notify the Chairman of their inability to attend any BOD meeting. In the event of an emergency, the Director or Officer will be expected to notify the Chairman as soon as possible after the meeting. Failure to notify the Chairman will constitute an unexcused absence.
- 4) Following six unexcused absences per fiscal year, the Chairman will contact the Director or Officer by registered mail, requesting that they attend the next BOD meeting to state his/her intentions or submit his/her resignation.
- 5) Six unexcused absences per fiscal year shall constitute just cause for removal from the BOD or office, if the provisions of items 4 have not been met.
- 6) A Director may request a sabbatical period of up to one year at any time, during this time an alternate will fill his/her position on a regular basis.

It was generally felt that there was no need to include department heads under this proposal, since they serve at the discretion of the BOD anyway. All department heads, should, however, make every effort to attend BOD meetings, or submit a written report on a monthly basis should they be unable to attend. We might take a minute here to add that the reason we have had to enact this policy and amend the B&MRRHS By-Laws was that during 1985 fiscal year there were four BOD meetings where there was not a quorum of Directors present to conduct business. And, even though most of you aren't particularly interested in the "politics" (for want of a better term), a Society of over 1500 members must have an active, interested governing body.



Member Ian Clark spotted some of Guilford's latest acquisitions recently at Binghamton, NY. Former Detroit Edison, now Maine Central 602 and Boston & Maine GE U30C 640 were photographed by Mr. Clark as they were being readied to depart with a train.

## CHANGE OF ADDRESS

I would take this opportunity to remind all of our members of the importance of notifying the Society of your new address. Not only does having your correct address get you our newsletters and Bulletins on time, it also saves the Society money.

On an average newsletter mailing, we get about 30-40 newsletters returned or forwarded. For each of these pieces, the Society pays the initial postage of \$.22, the forwarding postage of \$.22, and a \$.30 fee for a notice of your new address. In the case of newsletters that are "Return to Sender", we have to pay the return postage plus the postage to mail a newsletter to the new address.

Bulletin mailings get a little more expensive. Because of the class the Bulletins are mailed, they are not forwarded. This costs the Society anywhere between \$.88 and \$1.75 per returned Bulletin, plus the cost of mailing a new Bulletin to the correct address. Even at Third Class rates, this can get expensive. These extra costs may seem small on a single

piece basis, but when you add them up, they amount to about \$30 per newsletter and about twice that for a Bulletin mailing.

The Society is now using a computer for the mailing lists and to keep track of the membership. Some of you have had me change your new address to your old address, or seemingly ignore the address changes that are sent in to me. This is largely due to getting the "bugs" out of the system, and learning what it can and can't do. I feel that the system is in very good shape now, and everyone's address should be current. With your, and the computer's, cooperation the mailings should be more timely and cost efficient.

**Jeff Ursillo**  
Membership Secretary

yards in Braintree, MA, on Wednesday through Sunday of the Convention week. There is a need for people to man the display areas, B&MRRHS members are especially needed as guides for B&M 4266A. Should you wish to volunteer, contact: Rob Quagan, 115 Maple Street, Wenham, MA 01984.

I need to borrow slides or Boston & Maine locomotives operating in Potomac Yard, Buffalo, New York (other than on B&M trackage) and other remote locations for B&M talk on "Boston & Maine in Foreign Lands" at the Minuteman '86 Convention in Boston. Send slides to Don Clerke, P.O. Box 674, South Windsor, CT, 06074. Slides will be returned after the convention in early August.

In conjunction with the MINUTEMAN '86 Convention in Boston, MA, there will be a display of prototype equipment at the Conrail



Pittsburg and Lake Erie power has been showing up on the Guilford system lately, and from the above photos, P&LE 2027 has been getting quite a tour of the New England area! Leroy Fredericks photographed the 2027 on the Conn River line, and your editor shot it at Rockingham Junction, NH.

**WHERE IT'S AT!!!**

**White River Jct., Vt.**

**Easily reached** from I 91 and I 89 and US Route 4&5. Once a thriving rail center in the Connecticut River Valley, White River is still an important division for the Boston & Maine and Central Vermont railroads. Daily traffic includes two Amtrak trains (late night), two CV freights, four B&M through freights and a couple of locals. Most action occurs in the morning between 7 and 11, and in the evening between 5 and 10. Morning action includes the arrival and departure of train CPED from the north, arrival of EDCV from the south and the passing of CV561, which will pick up the cars from EDCV. In the evening, the process is just the opposite, with CV444 coming south and turning into 560, the passing of EDCP and the departure of CVED.

Sights to be seen in and around White River include the now-unused CV round house as well as the B&M's across the river in West-boro. The joint B&M-CV station (less its stolen weathervane) is the hub of all activities as many locomotives lay over outside. B&M 4-4-0 494 sits across the tracks from the station parking lot. White River is certainly a spot to add to your list of places to visit.

**Congratulations** go out to B&MRRHS BOD member Roy Hutchinson and his wife, Shirley, on the birth of their first grandchild, Katie Erin Miller. Shirley has the booties, Roy has the trainset!!!



JUNE 1986

**Boston & Maine Railroad Historical Society**

*Incorporated*

P.O. BOX 2362 ● Harwood Station ● Littleton, MA 01460

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