

Boston & Maine Railroad Historical Society 19 Incorporated 71 NEWSLETTER

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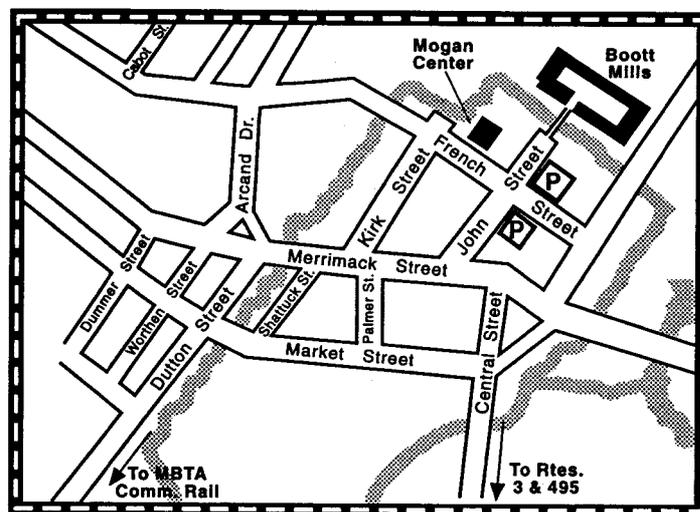
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— B&MRRHS CALENDAR —

- JANUARY 11, 1997** 7:30PM at the Boott Mills Center (See directions below). Program not set at press time.
- FEBRUARY 8, 1997** 7:30PM at the Boott Mills Center (See directions below). Program not set at press time.
- MARCH 8, 1997** 7:30PM at the Boott Mills Center (See directions below). Program not set at press time.

**REMEMBER THE MEETINGS ARE AT 7:30 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.



B&MRRHS WINTER STORM MEETING CANCELLATIONS

During the winter months, cancellation of B&MRRHS meetings will be broadcast on **WHDH AM Radio**—Boston, on the day of the meeting. Also, notice of cancellation will be announced on the **B&MRRHS Answering Machine** at (617) 628-4053 *after 12PM* on the day of the meeting.

As always, if you do not hear the notice or are not sure of whether the meeting has been cancelled or not, *use your discretion*. Chances are, if you don't want to drive in it, we don't either!

ANNUAL REPORT OF THE B&MRRHS: 1995-1996

Looking back at the past twenty-four years, as chairman it is indeed an honor to bring the Society into its 25th year. The officers, board of directors, staff members and support of our membership have brought the B&MRRHS to a higher standard with regards to railroad interest in our beloved Boston & Maine Railroad.

As of September 30, 1985, the membership base stood at 1263. As of September 1, 1996 this had increased to 1370, as reported by membership secretary Gerry Dube. This has been a year of transition for our society, with the duties of the membership secretary being brought back to New England from Florida. There have been some processing delays as a result of this, as well as some unexpected computer hardware problems, and I wish to thank the many individuals who helped us get through the transition successfully, as well as the membership for its understanding.

The B&MRRHS continues on solid financial ground. As of September 30, 1995, our treasurer, Mike Basile, Jr. reported a balance of \$50,690.76. Since our fiscal year ends on June 30th of any given year, however, I will report the balances as of that time. Gross receipts were \$83,833.30, with expenses of \$62,888.10 recorded as of June 30, 1996. Our balance as of September 30, 1996 was \$49,738.02. On behalf of everyone, I'd like to thank Treasurer Basile for his efforts in maintaining the society's accounts in such a fine fashion.

President Joe Shaw has been busy with many duties overseeing progress on the 410 restoration effort, expansion and cataloguing of items in the hardware collection, and of course, being a regular hand at many of the train shows with which we are involved.

Vice-President Brian Bollinger was instrumental in designing new, and very attractive jackets for our series of "B&M Memories" video tapes. In addition he provided the artwork for our forthcoming anniversary caboose, as well as spearheading the establishment of a new "web-site" for the B&MRRHS on the internet.

Clerk Richard Nichols has been busy with the task of maintaining the society's records in top-notch order.

The Newsletter has made a great turnaround under the management of Buddy Winiarz, who does yeoman duty as the B&MRRHS Recording Secretary as well, preserving the minutes of our board meetings.

Rick Conard, who has served the B&MRRHS as Archives Chairman faithfully for ten years, will be stepping down at the beginning of December, 1996 to allow "new blood" to take the helm of this responsible task. I wish to take this opportunity to thank Rick, on behalf of the entire society, for his diligence and efforts in making our archival documents and photo collection accessible and among the finest of any railroad history organization. (*Ed. note: Rick Conard presented his 1995-96 Archives report in the last Newsletter*). I would also like to extend a special word of thanks to the Archives committee members who, under the direction of Rick Conard, have been most productive in the seemingly endless task of document preservation. Indeed, it has been said many times, and by many individuals, that our organization's collection is the most actively-maintained of any in the special collections library at the Center for Lowell History.

Our Bulletin editor, John Alan Roderick has kept the B&M Bulletin in a plateau of its own as one of the finest publications in the rail history community. John has been realistic in stating that he will not sacrifice quality over quantity, however, although he continues to try to establish a more timely schedule for the Bulletin.

Hardware committee co-chairmen Joe Shaw and Dan Hyde have been hard at work keeping track of our ever-expanding collection of B&M and Northern New England Railroad-related artifacts. The fol-

lowing acquisitions have been received during the past year: "Dummy Signals" from the Rigby Yard (anonymous donor), MEC Sign and bonding drill (anonymous donor), a complete "Wig-Wag"-style crossing signal from Jones Crossing in Milford, N.H., which was generously donated and delivered to Lowell by Guilford Transportation Industries, a pair of locomotive headlights, 3 B&M Conductor uniforms and a B&M Ice Bucket, donated by the MacGowen family of Medford, Mass., a GP9 air horn, and a freight car measuring stick, donated by Linda Weeks. In addition, an anonymous donation was received in the form of a 10-volt spring switch indicator from the South Portland engine house, signal lights, a semaphore, and last but not least, a B&M No. 3 Pot Belly stove, donated by Allan Burdett-Thomas.

The 410 locomotive restoration project continued apace during the past year with Jim Nizgus, Jr. and Dan Hyde getting the side-rods connected and tender steps fastened. Work will resume in the spring of 1997.

Bruce Bowden and Bob Warren continue to delight the membership with their informative "B&MRRHS Modelers Notes" feature which is included with the bi-monthly B&MRRHS Newsletter.

Show Committee chairman Jim Nizgus, Jr. reported another successful year with show and catalogue sales. In addition, I would like to also thank the many individuals who have stepped forward to lend a sorely-needed hand at shows. Among them; Joe Shaw, Buddy Winiarz, Mike Basile, John Alan Roderick, Alden Dreyer, Steve Butterworth, Rick Conard, Fred Brown, Brian Bollinger, Charlie Eastman, and Carl and Patricia Byron. If I have omitted anyone, please accept my apologies, coupled with the sincere appreciation of the society for your efforts.

Program Committee chairperson Jim Byington has seen to it that we were provided with a number of interesting presentations at our monthly gatherings. October, 1995 began with a slide presentation from Buddy Winiarz followed by a video presentation of vintage B&M movies taken by the late Charles Ellis and brought to us by Carl Byron; November saw us at North Shore Model Railroad Club in Wakefield. Due to inclement weather, our member's night in Lowell was cancelled. January's show was a potpourri presented by various members; February featured an outstanding presentation by the inimitable George Dimond who gave us a sampling of some wonderful vintage B&M color slides. March featured a presentation of color slides of steam in the midwest by Arnold Wilder. April was our turn to host the annual joint meeting with the B&MRRHS and MBRRE. The evening's presentation was given by Mr. Donald McKay, who did a show on the New Haven railroad. B&MRRHS Historian Harry Frye entertained us in May with a selection of rare slides from his collection featuring railroad history in the state of New Hampshire. Arnold Wilder came back for an encore presentation in June—this time showing us slides of steam in the Canadian Rockies. July was the society's annual display at the Lowell Folk Festival and August brought us to Conway Scenic where Gary Webster and company treated our members to a memorable rail trip to Crawford Notch with a tasty dinner following. During September, we returned to Lowell, where Craig DellaPenna did a presentation on Rail-Trails of the Northeast.

Preparations are under way for the Society's Twenty-Fifth anniversary celebration which will feature Hal Carstens.

Respectfully Submitted,
Paul Kosciolk, Chairman: B&MRRHS

ARCHIVES NOTICE

Your Society is looking for somebody to do the task of "ARCHIVES CHAIRMAN." There are people who have done work in the Archives and will help you. Listed below are the duties of Archives Chairman.

Co-ordinate & supervise the work of volunteer members of the Archives Committee in organizing, cataloging, storing and preserving paper and photographic materials in the Society's collection. Organize periodic meetings of the AC to work on the collection.

Keep the Board of Directors and other members informed about activities of the AC.

Identify solutions for the storage of various types of paper & photography materials in accordance with proper archival conservation techniques. This includes developing recommendations for the purchase or acquisition of storage furniture and archival supplies.

Supervise and co-ordinate collection development activities (i.e. acquisition of historical materials for the Society's collection) and acknowledging donations.

Identify duplicate or non-relevant items to be deaccessioned from the collection through sale or disposal, with the proceeds to benefit the Society.

Submit periodic requests for reimbursement (with full documentation) for Archives related expenses to the B&MRRHS Treasurer. Prepare and submit annual budget as necessary.

As time allows, attempt to answer inquiries from researchers as to whether the Archives is likely to have material or information on specific subjects, and if so where it might be found. Inform members and researchers of how and when to obtain access to the collection.

If anyone is interested in the position please contact the Society through the Woburn P O Box.

NOTICE!..NOTICE!..NOTICE!

To the people who wrote in asking about the magazine collections, if you are still interested please send in a sealed bid for the collections. Address it to B&MRRHS—MC. This is the only way to do it.

Also please take note: the Society has been notified of a collection of past B&M Bulletins from Vol. #2 to Vol. 15 #4, (49 issues) in real good condition. These are in the possession of a hobby store in New Jersey that sells our Bulletin. If interested mail bids to: B&MRRHS PO Box 2936 Dept. B Woburn, Ma. 01888. The Society gets nothing from this Bulletin offer, it is done only as a collection of the bids which will be forwarded.

RAIL HISTORY CONVERGES IN TILTON

TILTON, N.H.—Two northbound railroad snowplows arrived in Lochmere at the same time that a historic steam locomotive headed south from Lincoln.

Ed Clark, president of Hobo Railroad in Lincoln, said the snowplows, owned by the MBTA are going to Lincoln for restoration. He said the two 1942 Mainline Russell Plows, 35 tons each, are being brought to the Hobo Railroad to be refitted with a state-of-the-art diesel generating system that will control the plows. New windows and hot air furnaces will also be installed to keep engineers warm while the plows, which are not self-propelled, are being used. The project is expected to take four months.

The old Wolfboro 250 steam locomotive was transported from Lincoln to Concord for storage after purchase by John Flagg of Marshfield, Ma. Clark said the 85-ton 1926 Baldwin Prairie-type locomotive is a 2-6-2 engine which develops 1,000 horsepower. It was transported by a diesel switcher that once saw service in Wolfboro.

Flagg said that his uncle once owned the Northfield freight house which now headquarters the Merrimac Valley railroad. Upon pulling into the Lochmere area a fire was lit in the boiler. "It's probably the last steam engine that will go over these tracks," said Leo Boisoneault a conductor for the Hobo Railroad.

(Union Leader)

ASHLAND, N.H. STATION RESTORATION

Ashland, N.H.— What was supposed to be another two years wait, has been moved up to 1997. The NHDoT has notified the Ashland Restoration Committee that work will begin sometime this coming spring.

Architect Tom Samyn of Ashland will be drawing up the plans and submitting them for approval in February, out to bid in March and work to begin in April. The work is expected to take ten to twelve weeks to complete.

A \$20,000 portion of a \$100,000 grant must be raised before the restoration can begin. To date \$13,000 has been raised.

When completed the station will have a platform, house a seasonal railroad museum and gift shop as well as provide a place for community meetings. On the inside walls will be a display of all those who helped make the project a reality. A plaque will have the names and businesses that have donated \$250.00 or more; a diagram of all the windows will outline who owns which pane(s) along with a brass plate identifying its owner on the window sills.

The restoration Committee and Historical Society of Ashland are looking for items that may have belonged in the station and other items that could be used for display. Some of the items are:

Ticket punches, rail tickets etc, Ticket dater, tariffs and circulars, baggage checks (non-revenue), ticket case and timetable racks. Anybody that can help them is asked to contact: Roland Garland c/o Ashland Historical Society PO Box 175 Ashland, N.H. 03217.

RAILS OF ABANDONED LINE BEING TORN UP

The railroad has abandoned the line between Littleton and Woodsville. Now the tracks are being torn up. For some this is a loss of historic means, for others it is a blow to the future of the area's economy, especially the industrial sector.

One such person is Peter Corey from Whitefield and a member of the N.H. Railroad Revitalization Assoc., who dedicate themselves to seeing that the rail industry stays healthy. He says that cost of products could go up due to increases in transportation costs by truck that would not be a direct route to industries. Corey found this out first hand when he worked on a plan to ship wood south to a mill in Berlin by train of at least 25 cars per week, were hoped to be brought in (1 car to 3 trucks). But the line was not operating.

At one time trains with 100 cars came through twice a day,

added Corey who grew up in Littleton. "Most of the local businesses that used freight when he was a kid are still here but conditions changed that caused freight to be directed to trucks rather than rail." "The removal of the rail is just another way of closing the door a little bit and excluding certain industries and businesses from ever locating up here in the North Country," said Corey.

But Sharon Penney, North Country Council explained that the state will buy the 19 mile stretch of track but doubts rail will ever be replaced as it is to expensive to do. She said the biggest factor is that the railroads are abandoning the lines for a reason. And that is that the lines are not economically viable.

(Condensed from the Caledonian-Record)

MEMBERS REPLY!

"GRAVESIDE MYSTERY SOLVED!"

The mystery surrounding Sidney William Smith Brigham first came to my attention in 1950, when the article first appeared in Railroad magazine. Since I was researching the Connecticut & Passumpsic Rivers at that time, I felt it was worth following up on.

After unsuccessfully searching the locale cemeteries in Woodsville, I contacted Herman Smith, the B&M employee who was cited as the contributor of the item.. Mr Smith informed me that Brigham was actually buried at Bible Hill Cemetary in Wells River, Vt., across the Conn River from Woodsville.

I located the cemetary on a gravel road off US 5, situated on a hillside above the Montpelier & Wells River right-of-way. The Brigham lot was enclosed by a low wrought iron fence, and the marble slab gravestone bore a lengthy inscription:

*"As a tribute to his merit, This stone is erected.
By his former railroad associates.*

*To the memory of Sidney Wm. Smith Brigham.
Aged 18 yrs.*

*Who while in the performance of his duty as Brakeman on
the Passumpsic Railroad cars was killed in Boston, Mass.
September 9, 1852."*

A story in the Boston Atlas indicates that Sidney Brigham was killed in a rear-end collision near the Boston & Lowell depot in East Cambridge, Mass. On the night of September 9, a freight, running ahead of the northbound passenger train, had taken the passing track at East Cambridge, and the switch was negligently not reset for the manline. The passenger train entered the siding, and the impact of the collision threw Brigham off a passenger car, causing fatal injuries. The newspaper story did not discuss the arrangement whereby passenger cars from the B&L's northern connections were run through to Boston.

(Thanks to Arthur D. Aldrich)

"MYSTERY PHOTO!"

The "Mystery Photo" in the Nov./Dec. issue has been ID'ed as located in Chelsea. The building has a different sign printed now (Smtihcraft Flurescent Lighting). The building is located on the other side of the tracks from the Pizza Hut and Mall off of Everett Ave.

The enclosed photo was taken from the spot where the men are working in the center-right of photo (compare with photo in last issue). The train is inbound to Boston. Today's photo shows MBTA #1064 coming outbound in the October sun. There are some details that are still in place. Like the two windows by T unit are located by end of flatcar with sideboards, newer pole for wires, less track and the the track that does remain is overgrown.

(Thanks to Rod Bjelf)



"Northbound 'T' train at the site of the last mystery photo 10/23/89." (Rod Bjelf photo)

THE ABANDONED TRACK

(This will be a column that deals with past events of the Boston & Maine Railroad, which can include photos)

PASSENGER TRAIN SCRAPED BY DERRICK

Hooksett, N.H.—A local train from Boston to Concord due at the latter city at 8:34 a.m. was damaged and delayed about an hour this morning when two of the cars scraped by the structure of a work train derrick on an adjoining track. None of the 21 passengers were injured.

The work-train derrick scraped two battery boxes underneath one of the cars from their hangings and also shattered several windows. The local, proceeding at slow speed, passed the work car and stopped.

Passengers were transferred to busses and reached Concord about one hour later. There were no delays to other trains.

(ML 11/22/38)

B&M MAY TAKE OVER WILTON RR

Nashua, N.H.—A meeting of the stockholders of the Wilton RR will meet at the Second National Bank in Nashua on Friday, December 15, to consider a proposal by the B&M railroad to purchase the Wilton RR.

The B&M offers to purchase the smaller company with four per cent income bonds as explained in a letter from E.S. French, president of the B&M, to president John K. Whiting of the Wilton Co.

The Wilton railroad has been under lease to the B&M for many years.

(ML 12/6/39)

APPROVAL OF B&M PURCHASE OF NASHUA-LOWELL LINE

Washington—The ICC today authorized the B&M Railroad to purchase the properties and franchises of the 109-year-old Nashua & Lowell Railroad for \$880,000

The common report said that since the B&M owns a majority of the Nashua & Lowell's capital stock it is expected that the B&M will get back about 95% of the purchase price within a few days.

(ML 8/22/44)

B&M DINNER FOR 50-YEAR COMMUTERS

Boston, Ma.—Forty-three veteran commuters, two of whom are women, who for more than 50-years have been and still are traveling regularly on the B&M railroad today were invited to join with a group of railroading officials in attending an informal dinner to be held on February 8th, at the Hotel Manger.

The group, believed to be the largest half-century active commuting group of any railroad, has collectively, marked up 2,367 years of travel on the B&M commuting trains.

Gathered with the veteran commuters at the informal dinner will be 17 B&M conductors and ticket agents who, still in active service, have been selling and punching tickets of the commuters for a half century or more.

To each of the veteran commuters at the dinner the B&M will present a tiny gold lapel pin reading: "50-Year commuter-B&MRR."

(ML 1/27/40)

CONRAIL & GUILFORD LAUNCH "DOWNEAST EXPRESS"

Philadelphia—11/7/96—Conrail with Guilford Rail System, today announced DownEast Express, direct intermodal rail service linking Maine to major U.S. markets in the Midwest and Southeast. Through this service, Maine shippers and receivers will have transportation options never before available. At the present there is limited intermodal service available to and from Maine.

"We are truly excited about introducing Maine to Conrail's premier intermodal service," said David M. LeVan, Conrail's Chairman, President and CEO. "Our partnership with Guilford, which began with the launching of Press Runner Service in 1995, will enable Maine shippers to reach more markets than ever before, connecting them to markets that had previously been available only by truck. Through DownEast Express, the growth potential for Maine shippers and receivers is unlimited."

"DownEast Express gives Maine industries direct access to Conrail's outstanding intermodal service to all of North America," said David A. Fink, Guilford's Chairman, President and CEO. "Our new service will make industries in Maine more competitive and make Maine even more attractive for

industries looking for a place to locate. Guilford Rail welcomes Conrail and the Conrail team to Waterville."

DownEast Express will operate between Guilford's new intermodal terminal at Waterville and markets such as Chicago, Kansas City and St. Louis in the Midwest and Atlanta in the Southeast, and many other major markets. Because of the design of the new service, Maine shippers will be assured of having the necessary equipment available when they want it. They will also benefit from single-point-of-control for service, and the electronic availability of shipping orders, status reports, and advanced pre-notification of arrivals.

DownEast service was officially dedicated in Waterville on Friday, 11/8/96 at 10:30 a.m. In addition to LeVan and Fink, featured speakers were Maine DOT Commissioner John Melrose, Waterville Mayor Ruth Joseph, and Thomas College President, Dr. George Spann, who is Chairman of the Mid-State Economic Corp. The Guilford Terminal is located at 55 College Ave. in Waterville.

(From the Conrail WWW site)

SIDINGS...

GREENLAND, N.H.—The NHDoT did work to remove the Breakfast Hill Rd. bridge over the B&M tracks. The existing timber bridge, which was in poor condition, was replaced by an at-grade crossing complete with signals.

The project was expected to take six-weeks and motorists had to find alternate routes. This road connects NH Rt. 151 to US Rt. 1. Cost for the project was \$230,000 and done by BAR Excavating of Deerfield.

(Union Leader)

The rails of the old Eastern Route between Foss Mfg., the last customer on the line, in Hampton, N.H. and the 'nuke plant in Seabrook, where they crossed the salt marsh east of Rt. 1 have been torn up.

In the Nov. 5, 1996 Boston Globe, Norfolk Southern ran a full page ad stating that they have "one hundred fifty trucks and one driver." This seemed like an ad for getting trucks off the road or for working together with trucks, it didn't exactly say one way or the other.

(Boston Globe)

A pledge from the MBTA that work on the Ipswich commuter rail extension will begin in the spring no matter how an ethics problem turns out. Plans call for a basic train station at Rowley and an elaborate historic train station on the Newburyport/Newbury line. Funds are set aside and the only glitch seems to be the result of the investigation of the contract award. Previous general manager Robert Mabardy went to work for Middlesex Corp. before the bidding, but the second-lowest bidder asked for an investigation.

(Salem Evening news)

BOSTON, MASS.—Amtrak has agreed to pay \$150,000 in fines for dumping pollutants into the sewer system at the South Boston train-washing station. Att. General Scott Harshbarger says the company has dumped illegal levels of lead, zinc or petroleum into the sewers at least 21 times in the last two years. Amtrak has also agreed to install new pollution controls at the station.

(Boston Globe)

LONDON, ENGLAND—Five truck drivers were hospitalized and the CHUNNEL was closed due to a fire on a truck being transported on a train. Thirty-one passengers were evacuated to a central service shaft and then transported via another train back to France.

FIRE DESTROYS OLD B&M BUILDING

LEBANON, N.H.—Fire of unknown origin last night (11/22/96) left only the walls standing of a long unoccupied bunkhouse at the old railroad yard. A fire department spokesman said no injuries were reported.

The two-story building was close to the also unoccupied roundhouse, sparking fears of the fire spreading to that building.

The fire was reported about 6:00 p.m., became a two-alarm and then a three-alarm fire with nine towns called in to fight it. The fire was declared under control about an hour-and-a-half later.

(Union Leader)

(Ed. Note—both the bunkhouse and roundhouse were empty and talk was at one time to refurbish both buildings for use as a town community area. The bunkhouse had signs stating that there was a danger of asbestos. The roundhouse, please forgive me, should have been let to burn as it is in a state of disrepair.)

A REMINDER...

Remember the deadline for the MARCH-APRIL, 1997 issue of the Newsletter is FEBRUARY 1, 1997. Please send all items for the Newsletter to the Woburn PO box in care of "Newsletter."

(BW)

BARNSTEAD CABOOSE PLAN NIXED

Barnstead, N.H.—Naomi Avery had hoped to have a caboose parked next to her railroad depot. But now she is looking for another caboose after she found out that moving the one she had chosen from its present site in North Hampton, N.H. would cost her three times what she had expected to pay.

"I was shocked and said no deal," said Avery, an artist who has lived for the past 15 years in the former Barnstead railroad depot near the Suncook River.

She had planned on buying the 35-foot-long former NY Central caboose from Mel Clark, but balked when she received a quote for moving the vehicle from a Massachusetts mover.

"We're going to start looking again," she said. Her and her husband have been looking for a caboose for a number of years in order to carry on the railroad theme of their unique home.

Avery's paintings, including one of the depot, have been displayed at the New Hampshire Historical Society in Concord.

(Union Leader)

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.

**New England
RR Videos from
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**

**for up to two tapes*

**SECOND
EDITION!**

**A PINPRICK 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

B&M Bulletin

— back issues available —

Fill in your collection of the award-winning *B&M Bulletin* while back issues are still available.

These special prices for the B&M Bulletin are available through this merchandise catalog offer only. Prices are not available at shows, and only while supplies last. Order 1-3 Bulletins and Deduct .25¢ per magazine. Order 4-7 Bulletins and Deduct .50¢ per magazine. Order 8 or more and Deduct \$1.00 per magazine!

SOLD OUT	\$0.25	Vol. XVII #2	\$4.95
Fall 1981	\$3.25	Vol. XVII #3	\$4.95
SOLD OUT	\$0.25	Vol. XVII #4	\$4.95
Spring 1983	\$3.25	Vol. XVIII #1	\$5.95
Fall 1983	\$3.25	Vol. XVIII #2	\$5.95
December 1985	\$3.95	Vol. XVIII #3	\$5.95
April 1986	\$3.95	Vol. XVIII #4	\$5.95
July 1986	\$3.95	Vol. XIX #1	\$5.95
Vol. XV #2	\$4.95	Vol. XIX #2	\$5.95
Vol. XV #3	\$4.95	Vol. XIX #3	\$5.95
Vol. XV #4	\$4.95	Vol. XIX #4	\$5.95
Vol. XVI #1	\$4.95	Vol. XX #1	\$5.95
Vol. XVI #2	\$4.95	Vol. XX #2	\$5.95
Vol. XVI #3	\$4.95	Vol. XX #3	\$6.95
Vol. XVI #4	\$4.95	Vol. XX #4	\$6.95
Vol. XVII #1	\$4.95		

Postage & Handling:

1-3 magazines:	add \$3.50
4-7 magazines:	add \$4.50
8-12 magazines:	add \$5.50
13 or more magazines:	add \$8.00

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

**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 T-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.**

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

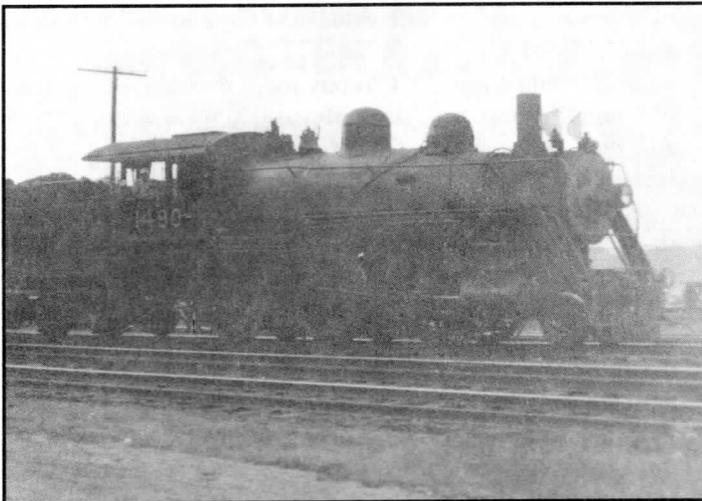
Some B&M Photo Vignettes...



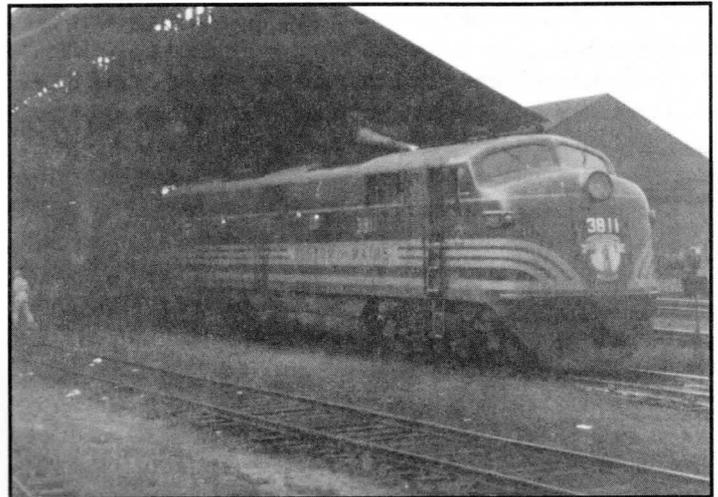
"Installing new #1 track in Dover, N.H. where New Hampshire Northcoast will lay-up. Track #1 continues to CPF241." (Linda Weeks photo)



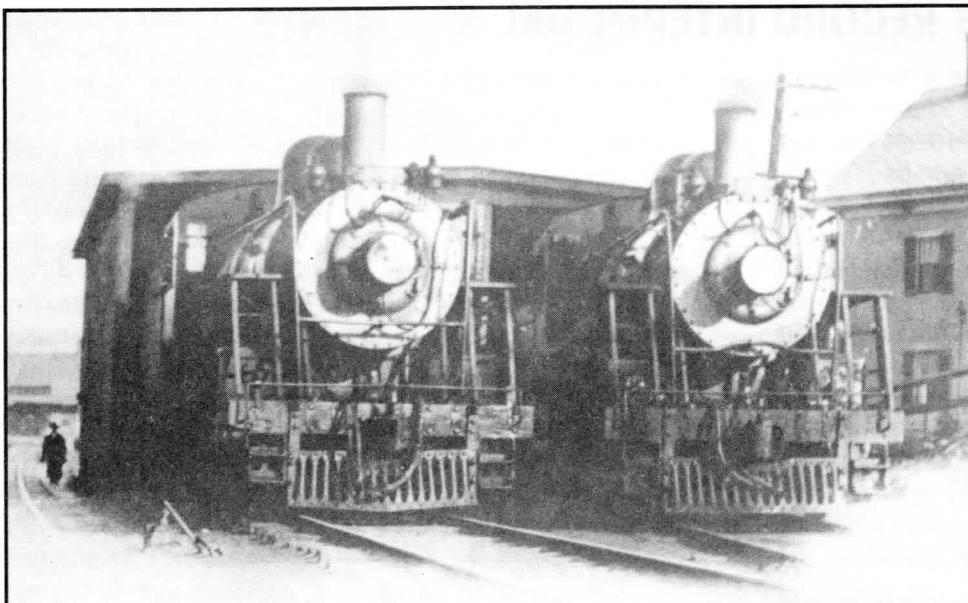
"B&M BL2 #1552 at Concord, N.H. northbound for Plymouth." (George Bartemus photo)



"B&M 2-6-0 #1490 coming off the Claremont Branch in Concord." (George Bartemus photo)



"B&M E7A #3811 at the Concord, N.H. train shed looking southbound." (George Bartemus photo)



The two-stall engine-house at Marblehead, Ma. in 1934. Steam and passenger service ended in the 1950's with some diesel power until abandonment. This was the terminus of both the Swampscott and Marblehead Branches. The 4.41 miles of the Swampscott branch was abandoned in 1962 and the 3.52 mile Marblehead branch in 1962.

(Photo collection of Buddy Winiaz, photographer unknown)

BATTLE FOR CONRAIL GETTING UGLY

By Randall Mikkelsen

PHILADELPHIA, Oct 28 (Reuter) - Conrail Inc. asked a federal court Monday to throw out rival Norfolk Southern Corp.'s lawsuit seeking to block an \$8.4 billion railroad merger between Conrail and CSX Corp.

"Lawsuits should be based on principles and statutes; this lawsuit is based on frustrations and spite," Conrail said in its motion filed with U.S. District Court for Eastern Pennsylvania.

Conrail's motion said Norfolk Southern's suit, filed last week, was "legally deficient" and had no basis for a challenge either under Pennsylvania state law or federal law.

Norfolk Southern had no immediate comment on the motion.

Also on Monday, some takeover stock specialists said doubts were growing Norfolk Southern could prevail in court.

But they said Conrail shareholders might be able to force a better deal by rejecting a key corporate charter change at a Nov. 14 Conrail shareholders meeting, or by withholding their shares from an initial CSX tender offer for 19.9 percent of Conrail, which expires Nov. 15.

One trader said shareholders may reject a proposal, key to the deal with CSX, that would waive a Pennsylvania anti-takeover law. A rejection could force CSX to raise its offer to ultimately win shareholder approval, he said.

Another said there would be no reason to accept the tender while Conrail's stock price, boosted by Norfolk Southern's offer, trades higher than the tender offer price.

Conrail shares traded on the New York Exchange up 25 cents at \$93.675 at midday, which was well below highs of \$97.50 hit immediately after Norfolk Southern announced its cash bid of \$100 a share, or about \$9 billion, last Wednesday.

Conrail's proposed merger with CSX is based on a \$92.50 per share cash and stock payment by CSX.

A court hearing on the case is scheduled for Nov. 12.

In its motion, Conrail said Norfolk Southern was not a legitimate shareholder for purposes of filing its suit, which alleges Conrail's board violated Pennsylvania law by failing to act in the best interests of shareholders.

Norfolk Southern had said the board should have known about, and seriously considered, its interest in buying Conrail before cementing the deal with CSX, which contains several provisions to discourage a break-up of the merger.

"Norfolk Southern is suing as a spurned suitor, not a shareholder," Conrail said.

Conrail, which is incorporated in Pennsylvania, also said changes in its charter to facilitate the deal were specifically authorized under that state's corporate law.

It said the law grants broad authority — greater than allowed in Delaware, whose law governs the majority of top U.S. firms — to its board in considering a potential merger partner.

At the Nov. 14 meeting, shareholders will be asked to waive a state law requiring any firm that acquires 20 percent of another to offer "fair value" in cash for all remaining shares.

This would allow CSX to buy more than the 19.9 percent of Conrail shares it is currently soliciting in a tender offer and thus win control of the firm, while leaving it free to include the planned share component of the deal.

An arbitrator said if the anti-takeover law waiver were rejected by shareholders, CSX and Conrail would still have considerable time and alternatives to complete the deal.

The merger agreement between the two firms restricts them from entering into another merger for six months, and the firms have said they do not foresee completing the deal until the end of next year.

In the meantime, CSX could hope its stock price rises and thus enhances the attractiveness of the offer, or it could sweeten the deal, he said.

From AOL

CR REPORTS RECORD INTERMODAL SHIPMENTS

PHILADELPHIA, Nov. 6 /PRNewswire/ — In October, Conrail (NYSE: CRR) set a new record for intermodal volume shipped over its system, transporting 162,600 trailers and containers, an 8.1 percent increase over the previous record of 150,400 set in October 1994, it was announced today. For the first 10 months of 1996, Conrail shipped a total of 1,320,000 intermodal trailers and containers, an increase of 5.1 percent over the same period of 1995.

"In October, all three segments of Conrail's Intermodal service portfolio — Parcel/Package, Domestic and International — surpassed previous volume records for any one month," said Cynthia A. Archer, Senior Vice President of Conrail's Intermodal Service Group. "While this achievement is partly a measure of current economic activity, it also demonstrates the impact of a steady stream of new service products which we brought into the market throughout the early part of 1996, in response to our key customers needs."

Among these new offerings are service extensions into Kansas City and Minneapolis, service to the Port of Philadelphia through Pennsylvania's new double-stack clearance route, expedited service for international auto parts shippers between Detroit and the Port of New York/New Jersey, the EMP and NACS nationwide container programs, and a new intermodal terminal in Pittsburgh.

"In 1997, our Intermodal Service Group will continue to set the pace, focusing on customers, creating new services and swiftly bringing these products to the marketplace," said Archer.

Conrail, with corporate headquarters in Philadelphia, operates an 11,000 mile rail freight network in 12 Northeastern and Midwestern states, the District of Columbia, and the Province of Quebec.

From AOL

TRAIN CAR DERAILS

PEABODY, MA.—A 20,446 gallon train car filled with hydrochloric acid slide off the rails in the middle of Peabody Square (11/10/96). There were no injuries and no spillage as the car remained upright. Traffic was backed up in the square for a short time.

The train was enroute to Eastman Kodak Gelatin, located on the long ago South Reading Branch of the Boston & Maine. All that remains is a long industrial spur that goes as far as the Peabody Industrial park by Rt. 128. Springfield Terminal Railroad workers tried unsuccessfully to put it back on the tracks and then decided to detach the car from the rest of the convoy

Officials said the possibility of recent flooding was the cause of the derailment as the train has a five mile limit. The track is used three times a week for chemical deliveries to Eastman Kodak.

(Salem Evening News/Lynn Item)

TRAIN HORNS TO SOUND MORE OFTEN & LOUDER

MANCHESTER-BY-THE-SEA, MA.—If people in town think the train horns have been blown a lot lately, they haven't heard anything yet.

Some in town have complained about "horns blowing" because of teenagers hanging around the tracks lately. Police say there were several reports of kids playing chicken with trains.

The Swift Rail Act of 1994, will require trains to blow their horns four times at every crossing. The purpose is to prevent train and car collisions.

But the result will be a lot of noise says Polly Townsend, co-chairman of Halt Outrageous Railroad noise (HALT). "Many people don't realize what a nuisance this will be," she said. The group is working to find loopholes in the law.

Crossings with double gates are exempt from the law, but Townsend says new safety measures are expensive. The law, which overrides local bans on train whistles, is expected to be implemented next summer.

"The blasts reduce our quality of life," said Townsend.

(Salem Evening News)

NORTHERN KINGDOM NEWS

The rail that runs from Wells River to Berlin has been removed, picked up just north of milepost 101. An outfit from Bangor, Me. is pulling the rails from the south end of Littleton to Woodsville.

Gons for loading rail were at Littleton and the ties between Littleton and milepost 102 were pushed off the railbed.

Word is that the rails from Waumbek Jct. to Berlin will be taken up in the spring. It appears that another B&M line is history. A special hearing was held in December by the Vermont Secretary of Transportation on the St.J & L.C. More on that later.

LRTA SAYS BILLERICA STALLING ON TRAIN STATION

LOWELL, MA.—The Lowell Regional Transit Authority may pull out of the planned North Billerica train station reconstruction if the town's Historical commission continues to wrangle over the work.

Selectman and LRTA member Arthur Doyle met with members of state and local historical boards to urge their cooperation in getting the project started. But members of the local historical board have concerns. They do not want the present building torn down until there are promises of a new one. Doyle argued that the current building is rotten and should be torn down. Inspector of Buildings Ruthanne Bossi has condemned the buildings twice. And the MBTA, which transferred control of the building a few months ago, "agreed that if the building cannot be torn down or moved, we walk away from the deal."

Historical Commission Chairman, Peter Woodbury said that the LRTA has not been able to guarantee what the new depot will look like. "I've seen sketches of two different plans, but nothing definite about which one will be used."

Doyle said the intention is to make it look exactly as it is, by using as much of the present material as possible.

(Lowell Sun)

CORRECTIONS and APOLOGIES

Victor Zolinsky was kind enough to send photos to the Society for use in the Newsletter and/or Bulletin. But due to an error by the trimmer at the Printers four of the photos were misplaced. To Mr. Zolinsky and the membership I apologize.

The correct photos should have been , going left to right in A-B-C-D-E-F order but were placed in this manner matching the captions, A-D-B-E-C-F. (BW)

HELPER SERVICE

Wilfred S. Tucker writes:

"Somewhere along the line was a grade crossing, I believe in the area of Sanbornville (N.H.), and here was a lonely grave of some girl who had been hit and killed by a train. She was never identified and the train crews erected a headstone marker along the side of the track. My family stopped there every trip and my mother added a few more flowers."

"Now that the line has been abandoned, what has happened to that lonely grave?? I have not been there for at least 50+ years!."

Does anyone have any information on this request? If so, please address it to the Newsletter at the Woburn PO Box.

I know of one trackside grave on the "old system" at Potter Place, in Andover, N.H. and if I'm correct it is a black magician's and for whom Potter Place is named. I'm sure there are others but this one stands out.—Ed.

MEMBERSHIP MEETING

Our November, 1996 membership meeting was held at the Boott Mills Auditorium, Second Floor of the Boott Center, in Lowell. We were pleased to have, as the evening's presentors, Messrs. Donalds S. Robinson, Arnold Wilder, John Goodwin and Herbert Adams, who gave us an oral history of their experiences on the Boston & Maine. There were approximately 30 individuals in attendance.

The topics were more or less discussed in a "Bull Session" setting and included stories of World War II operations on the B&M, Conn. River days, White River Junction (where Mr. Adams worked for many years as a yard conductor) and the North Country (led mainly by the recollections of Arnold Wilder. This was a very well-received presentation which was recorded on videotape for future preservation.

We thank these gentlemen for coming and sharing some of their experiences, all of which helped contribute to the rich history of the Boston & Maine.

Thanks...

Thanks this issue go to Richard Soeldner, Samuel Sayward, Jr., Bruce Bowden, Linda Weeks, Paul Kosciolk, Ed Felton, Arthur Aldrich, Rod Bjelf, Ron's Books, Steve Cook, Theodore Manning, Richard Muse, Brian Dame, Peter Victory, Don Valentine.

NEXT ISSUE

The deadline for the Jan/Feb. issue of the Newsletter is February 1, 1997. This is due in part because of the holidays and mailing situation at this time of year. Please send all items to the Woburn PO Box in care of "Newsletter."

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!!

"There's No Business Like Show Business..."

If you or someone you know would like to do a slide or movie presentation for the B&MRRHS, please contact our Program Chairman, Jim Byington. He can be reached through the Society's telephone at (617) 628-4053, or by dropping a line to Jim at the B&MRRHS P.O. Box in Woburn.

MEMBERSHIP RENEWALS

Please note that when sending in your renewals for membership that the address is on the form and it is:

B&MRRHS MEMBERSHIP
P O BOX 9116
LOWELL, MASS. 01852

UPCOMING EVENTS OF INTEREST...

- Jan. 11, 1997 Wenham, Ma. 10-4 at the Burke School Auditorium on School St. Adults \$3.00 Children (6-14) \$1.00 Family \$7.00.
- Feb. 1& 2, 1997 Springfield, Ma. Amherst Railway Society show at the Eastern States Expo Grounds. 10-5 both days. Adults \$5.00 Children (under 12) \$1.00 Under 5 free.
- Feb. 8, 1997 "Sweetheart Special" on the GMRC. \$25 per couple. Call 1-802-463-3069 for details.
- Feb. 22, 1997 Mass Bay RRE "Snow Train" call 1-508-489-5277 for details.
- Mar. 23, 1997 Topsfield, Ma., Masconomet Reg. HS—10-4.

