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AUGUST 1983

B & Meeting

NEXT MEETING
AUGUST 13, 1983
CONWAY
SCENIC RAILROAD
NORTH CONWAY, NH
ALL DAY

Of course, our annual joint meeting with the 470 Railroad Club, and our annual trip to the north country and the Conway Scenic Railroad. Many events are being planned for this all day **FAMILY** affair, including softball games, special trains and a nights photo session!!! Come early, bring the family and plan to stay all day!!! Entertainment (in stall 4 of the North Conway roundhouse) to be provided by Mr. Emmons Lancaster.

SEPTEMBER 10, 1983

Back to Woburn after our summer jaunts!!! Tonight's entertainment will be provided by Mr. Leroy Fredericks, who will show vintage movies of the Claremont & Concord Railroad, and also the Springfield Terminal under wire!!!

October 8, 1983

Program not set at press time.

November 12, 1983

Modeler's Nite. This is the best night of the year to display your modeling. More details will follow.

THERE WILL BE NO MEETINGS AT WOBURN IN JULY AND AUGUST!!!

This Newsletter and the Summer 1983 Bulletin are the last items that you will receive from the B&M-RRHS unless you have paid your 1983-1984 dues!!!

DUES ARE DUE!!! Remember, the *June* Newsletter and Summer BULLETIN are the LAST items you will receive from the B&MRRHS unless you have paid your 1983-1984 dues.

Dues are STILL only \$13.00, the same price as buying the Bulletin off the newstand, and you don't have to worry about missing an issue, as they come right to your door.

Please make things easy on the Membership Committee, we have reached the 1700 member plateau, and trying to file everyone and expedite everything and make sure that everybody gets everything that's coming to them can be a colossal job!!! (one, we might add, that's done with a *minimum* of problems and confusion!!!).

AN IMPORTANT NOTICE CONCERNING THE B&MRRHS/470 CLUB SOFTBALL GAME!!!

Due to an unforeseen conflict, our softball game with the 470 Club has been moved from the field in front of the North Conway station to (tentatively) the North Conway Elementary School field. The field is close to the station

and should present no logistics problems. Any change in plans will be announced at the next B&MRRHS meeting and at the North Conway meeting. Maps to the field will be available at the North Conway meeting, and we're still looking for a good turnout for the cheering section!!!

The B&MRRHS's starting lineup is as follows:
Coach/Manager Joe Shaw
Starting pitcher Dick Hazzard
Catcher Mal Houck
First base Dick Irish
Second base Kevin Smith
Shortstop Scott Whitney
Third base Dennis Adams
Right field John Hutchins
Center field Bob Allen
Left field Dave Demeritt
Short field Phil Stockbridge

While our starting lineup was a first come, first served at any position, we still need more people to play!!! We especially need a couple of extra pitchers and backup infielders (seems we have an overabundance of outfielders!) so bring your baseball gloves north and join in the fun!!!

MASS BAY RRE ANNOUNCED TWO MORE RAIL EXCURSIONS!!!

The Mass Bay RRE announced two Providence & Worcester railroad excursions. Planned for the serious railroad enthusiast and mileage collector, these excursions will cover all the lines of the P&W passable by passenger trains. Equipment will consist of diesel locomotives, modern coaches, a snack counter car and first class accommodations in the round-end observation car, the New Englander.

Saturday, August 6: Depart Worcester (Southbridge Street) at 8:30 a.m. Trip will operate to Gardner and return to Worcester, then to East Providence (including the Slatersville Branch and Valley Falls to Boston Switch) and return to Worcester at 7:30 p.m.

Sunday, August 7: Depart Worcester (Southbridge Street) at 8:30 a.m. Trip will operate to Groton, including the Willimatic Branch and return to Worcester at 7:30 p.m. Buffet lunches will be available at \$4.50. Luncheon is included in first class fare. Capacity is limited to 125 coach passengers and 25 first class passengers. Reserve early!!! For more information, contact the Mass Bay RRE, P.O. Box 136, Ward Hill, MA., 01830.

You have undoubtedly noticed that your August Newsletter is just a little early. The reason for this is that it contains your ballot for the 1983-1984 B&MRRHS elections!!! We urge you to vote!!! At the risk of sounding a bit like the "Get out and vote" commercials on television, this is your chance to put in your two cents worth, as it were, and say how the B&MRRHS is run for the next year!!! Please follow the directions on the ballot, any ballot not filled out correctly will be disqualified.

JUDGE AUTHORIZES SALE OF THE BOSTON & MAINE RAILROAD

Judge Patrick J. Murray issued a consummation order on June 20 authorizing sale of the bankrupt Boston & Maine Railroad to Guilford Transportation Industries for \$24.25 million, B&M railroad vice president William Rennie said. The sale takes effect June 30, and comes after thirteen years of bankruptcy. During those years, the railroad was under control of the board of trustees appointed by a federal court. The railroad will become one of three railroads Guilford Transportation wants to operate, including the Delaware & Hudson, and the Maine Central, Rennie said. Guilford presently owns the Maine Central.

Rennie said that railroad went bankrupt in 1970 after it was unable to meet payroll and other bills, including liquidating a set of bonds that came due in March 1970. But, at that time the trustees did not want to merge into Conrail because they felt the railroad could make a go of it.

Rennie said the bonds that are yet to be paid off by the railroad will be honored at 100 cents on the dollar, plus accrued interest. Rennie said the bonds are selling on the market for almost twice their original value. "This supports the belief the trustees had in 1975 that the railroad could do better not going into Conrail," he said. Conrail was set up by Congress in 1976 to reorganize and consolidate six bankrupt railroads. Rennie said in only very rare bankruptcy cases are the companies able to pay back their debts, let alone accrued interest. **From the Boston Herald American.**

David K. Johnson sent along these observations from June 16:

A Sperry Rail car was seen southbound on the Central Vermont at Vernon, Vermont, at 9:10 a.m.

It appears that there is no train service out of Brattleboro, Vermont to Hinsdale and Winchester, NH, as the northbound Boston & Maine mainline is being used for storage of British Columbia Railway pulpwood cars as well as other rolling stock. We noted at East Northfield Junction, Mass., that the track to the New Hampshire side of the Connecticut River and the switch are still in place, although rusty as might be expected.

Who said that Maytag repairmen are the lonliest people on earth??? Your West End Editor is even lonlier than that!!! He wants some news from you west end members, so let's show him that you still care. Write him some news now!!!

(Dennis' note: **Please** do it!!! He gets awfully cranky when his mailbox is empty, and **YOU** don't have to listen to him complain!!!)

GREAT NEWS!!! The 470 Railroad Club has agreed to meet us in battle on the softball field on August 13!!! They have asked us for a catcher's mask and chest protector, if anyone can provide one, please bring it along!!! We'd also like to see a good turnout for the cheering section, and also a couple of umpires!!! See you in North Conway!!!

The original idea for this article came in a letter received during the past winter. A member who lives way out of New England happened to comment that, while the majority of B&MRRHS members are fortunate enough to live close to the territory served by the B&M and can view their diesels every day, there **are** members who live far away, and do not get to see the trains of their beloved Boston & Maine very often. The letter continued on to say that the Bulletin and Newsletter constantly make reference to "current repaint schemes" or "mid 1970's scheme", etc., however very seldom show what these paint schemes are.

Now we come to the second reason for this article. We are putting this Newsletter "to bed" only 12 days after closing on the July Newsletter, and needless to say, we needed a space filler bad. The reason for the fast turnover is that this issue of the Newsletter contains your 1983-1984 election ballots, and owing to the bulk rate mailings we must use, we need the extra time to see that every one gets their ballot.

While this is not meant by any means to be an all-inclusive paint scheme catalog (I am firmly convinced that such a catalog could easily fill two issues of the **Bulletin!!!**), it should provide an idea of the various paint schemes that have graced B&M diesels over the years. Believe it or not, there are people now in the Society who never saw the McGinnis paint scheme on the GP-9's! so read on and enjoy!!!

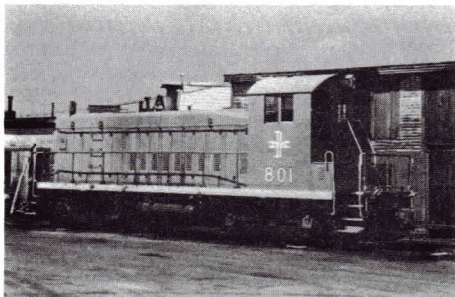
SWITCHERS



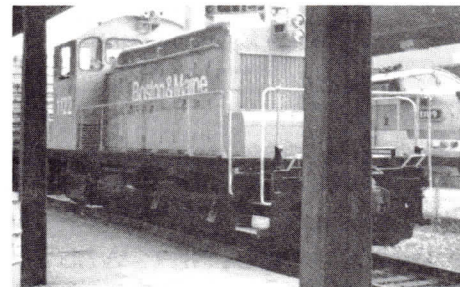
Early black with red and white stripes. Bob Allen photo.



Classic maroon and gold switcher scheme.



Mid-1970's simplified blue and white scheme.

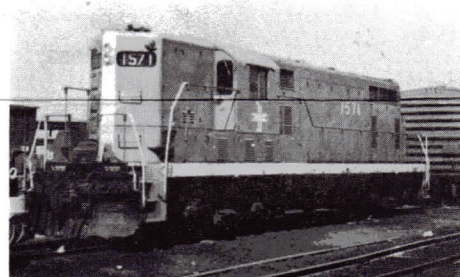


Current switcher scheme.

GP-7's



Maroon and gold delivery scheme. Bob Allen photo.

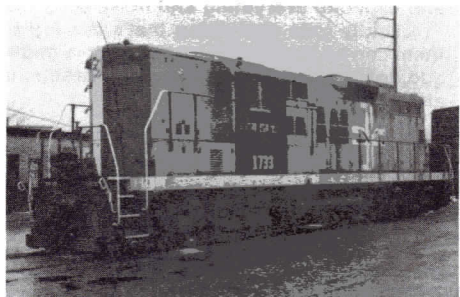


Mid 1970's blue and white paint scheme.

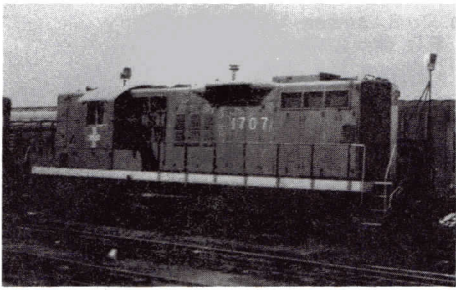


Current paint scheme for GP-7's.

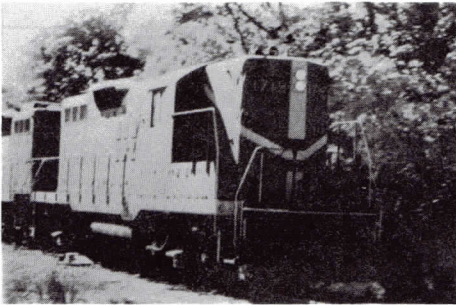
GP-9's



Original 'McGinnis' delivery scheme. Bill Fothergill photo.



Mid 1970's simplified blue and white scheme.

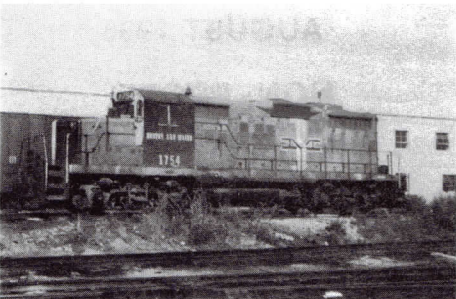


A few GP-9's received bicentennial stripes on their noses.

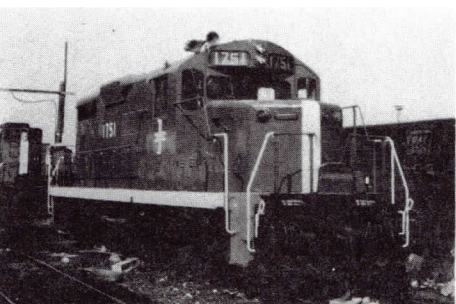


Current GP-9 paint scheme.

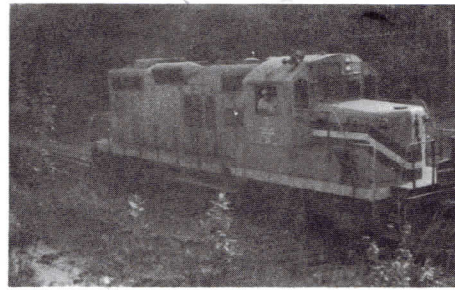
GP-18's



Original 'McGinnis' delivery scheme. Bob Allen photo.



Mid 1970's simplified scheme.



1754 also received the bicentennial striping. Bill Fothergill photo.



Current GP-18 paint scheme.

GP38-2's



Simplified blue and white delivery scheme.



GP38-2 repainted to current practice with white striping



... and without.

GP40-2's



Delivery scheme with B&M symbol on cab and white striping.



GP40-2 with white stripes painted black. Jeff Ursillo photo.



Current GP40-2 paint scheme.



Is the Guilford 'Big G' the next paint scheme that B&M diesels will wear?

We hope that you enjoyed the article, as you can see, the B&M's paint shops were kept busy over the years!

The Boston & Maine Railroad and the Delaware & Hudson Railway have jointly applied to the Federal Railroad Administration for permission to install a traffic control system between Noonans, NY and Mechanicville West interlocking, 3.2 miles, as part of a plan to consolidate Boston & Maine and Delaware & Hudson facilities in the area. From Railway Age. Submitted by Robert Warren.

**PROVIDENCE & WORCESTER
PASSENGER TRAIN RETURNS FOR DAY;
RAILROAD EYES MORE "FUN TRIPS"
IN FUTURE**

Not since the 1950's has the Providence & Worcester Railroad transported anything other than freight on its line. But recently, the cargo has been people, the 600 rail buffs who board coaches for the one-day, three-trip revival of the P&W run between Woonsocket and Worcester, Mass.

If P&W officials get their wish, more trips will be coming in the future, excursions more fanciful than recent runs. For example, runs into the hills of Massachusetts to watch the foliage change in the fall, wine and cheese trips to Connecticut this summer to watch the sun sets by the Thames River, and Saturday runs to Mystic, Connecticut for a little sight-seeing.

But when passenger service is due to return for a longer period isn't really known. According to David Murphy, manager of excursions for the P&W, the trips were sort of a trial effort to see if the idea would fly, or roll if you please.

Railroad officials had hoped to start a leg from Worcester to Roger Williams Park, with a stop in Woonsocket. But apparently Amtrak, which has rights to passenger service on the tracks had objections to that as well as other trips. Providence & Worcester owns some tracks between Woonsocket and Worcester, but the terms of a joint ownership agreement with Amtrak on other track gives Amtrak rights to all passenger service. Murphy thinks it may only be a matter of the legal departments for the two talking things out. "I didn't think it would be such a hassle," he said. "They'll let us use it for freight but not for pasengers." He said the P&W railroad is trying to garner support for its plans, but

MEMBERSHIP RENEWAL (July 1, 1983 to June 30, 1984)

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

NAME _____ Date _____

Address _____

City/Town _____ State _____ Zip _____

Phone _____

(Make Check or Money Order payable to B&MRRHS)

Check one _____ New Or _____ Renewed

didn't elaborate on whether any of it would be political support.

Murphy said the P&W had no interest in taking any business away from Amtrak. Instead, the company would concentrate on weekend-type excursions, "strictly day trips" for the fun of it, as opposed to using trains as another form of transportation. P&W remains hopeful, investing large sums of money in purchasing old coaches and refurbishing kitchen cars with stainless-steel kitchens, new seats and all-around better facilities over the past three or four months. Much of the equipment the company has purchased are old Amtrak coaches. From the Providence Journal. Submitted by Everett Stuart.

WANTED: B&M BULLETINS - Summer 1976 and earlier. Need to complete my set. Respond to Paul F. Hunt, RFD #1, Box 204, Haverhill Corner, NH 03765. (603) 989-5546.

**MASS BAY RRE ANNOUNCES
TWO UPCOMING RAIL EXCURSIONS**
Saturday and Sunday, September 10-11, 1983: Railroad Excursion - Boston, MA to Bangor, Maine, via Boston & Maine and Maine Central Railroads. Both Maine Central routes (Back Road and Lower Road) will be used. All-inclusive package plan (box lunches both days and overnight lodging) being planned. Write for details and fares: Mass Bay RRE, P.O. Box 136, Ward Hill, MA 01830

Saturday, October 1, 1983 Railroad Excursion - Boston to White River Jct., Vermont via Boston & Maine's Fitchburg and Connecticut River main lines. Last chance to visit Steamtown U.S.A. by special excursion (Steamtown is leaving Bellows Falls at the end of 1983) Write for fares and details: Mass Bay RRE, P.O. Box 136, Ward Hill, MA 01830

Boston & Maine Railroad Historical Society
Incorporated

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

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**TIME- VALUE
PUBLICATION**

DEADLINE FOR SEPTEMBER NEWSLETTER IS AUGUST 13