

Newsletter

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DENNIS ADAMS, EDITOR, 28 Summer St., Exeter, NH 03833

OCTOBER 1983

SCOTT WHITNEY, WEST END EDITOR, 25 Maple Ave., Claremont, NH 03743

B & Meeting

**NEXT MEETING:
OCTOBER 8, 1983
1ST UNITARIAN
CHURCH
WOBURN, MA
8:00 PM**

Entertainment will be provided by Mr. Gerry Putz, who will give a presentation on railroading in Chicago in the '70's!!!

NOVEMBER 12, 1983

The annual B&MRRHS Modeler's Nite. This year's meeting will be held at the **North Shore Model Railroad Club!! PLEASE NOTE CHANGE IN MEETING LOCATION!!!** Keep your flyers from the North Shore Club show last month for directions to the layout. The North Shore Club promises an evening we won't soon forget, so be there!!! Bring your models for display and operation!!! (Layout is HO) **No meeting in Woburn in November!!!** Entertainment will be provided by Don Clerke.

DECEMBER 10, 1983

Tonight's entertainment will be a **Member's Night**. All members are invited to bring a maximum of 20 slides or 200' movie. A slide projector will be provided, but please bring a movie projector if you intend to show movies.

BOSTON & MAINE RAILROAD HISTORICAL SOCIETY 1983-1984 ELECTION RESULTS

The Boston & Maine Railroad Historical Society held its annual election of officers and Board of Directors on September 10, 1983. There were a total of 188 ballots cast, and the results are as follows:

For Officers of the Society:

For President:
John Hutchins 184 votes

For Vice President:
Robert Hagopian 184 votes

For Secretary:
Jeff Ursillo 185 votes

For Treasurer:
John Goodwin 185 votes

For Board of Directors:
The tally of votes for all candidates for Board of Directors is as follows:

Robert Allen	157 votes
Don Clerke	150 votes
Harry Frye	166 votes
Mal Houck	156 votes
Richard Irish	83 votes
Preston Johnson	151 votes
David Lamson	179 votes
Forrest Mack	136 votes
James Reardon	123 votes
John Smallwood	99 votes
Richard Symmes	178 votes
write in:	
Donald Valentine	4 votes
Joseph Shaw	1 vote

There were nine openings on the Board, three 3-year terms, three 2-year terms, and three 1-year terms. Positions were decided by vote count (ie. the three highest vote counts serve three-year terms, next three highest serve two-year terms, etc.)

The B&MRRHS Board of Directors for 1983-1984 is as follows:

Three year terms:
David Lamson179 votes
Richard Symmes178 votes
Harry Frye166 votes

Two year terms:
Robert Allen157 votes
Mal Houck156 votes
Preston Johnson151 votes

One year terms:
Donald Clerke150 votes
Forrest Mack136 votes
James Reardon123 votes
Congratulations to you all!!!

WANDERING RS-3's

A recent phone call from Scott on the West End informs us that the B&M has pulled its last RS-3, 1547, out of the weeds at Mechanicville, and transferred it to East Deerfield. Can anyone tell us why???

Also, a recent trip to Concord, NH, showed no signs of the Goodwin's ex-Maine Central RS-3. Was it put inside the shops, or moved to another location???

Kevin—Where the heck is Bellows Falls???

One of the advantages of working in the hobby field is getting the chance to read some of the so-called "trade publications". These normally make advance notices on products before the regular magazines get them, outline good points and bad points in more detail than other types of magazines, and update on problems, delays, etc., so common in the model railroad manufacturing field. While glancing through the most recent issue of **Model Retailer** magazine, I noticed the following article and found it interesting if not a little bizarre. Read on:

"There have been all sorts of interesting things going on in the model railroad industry as of late, one of which involves the Chessie System (you know, the **real** railroad - 12 inches to the foot!)"

"It seems that someone outside the model railroad industry was using the Chessie System logo in a wrongful manner (beats us how - Ed.). As a lot of you know, the CSX Corporation then sent letters to a number of model railroad manufacturers of engines and rolling stock telling them to "cease and desist" producing model railroading equipment with B&O, C&O, WM and/or Chessie System logos and reporting marks."

"I (author of the article) recently had a conversation with a spokesman of the CSX Corporation on this matter. After considering the unique nature of the model railroad industry and re-evaluating its position, the CSX Corp. has decided not to pursue the matter regarding lettering and such on engines and rolling stock."

**MINUTES OF THE JULY MEETING
OF THE B&MRRHS**

The July meeting of the Boston & Maine Railroad Historical Society was called to order at 8:00 p.m. at Winnacunnet High School in Hampton, NH, by B&MRRHS President John Goodwin.

The minutes of the June meeting were read and accepted by the body.

President John Goodwin read the Nominating Committee report and asked if there were any further nominations from the floor. Two additional members, Dick Irish and Preston Johnson, were nominated for the Board of Directors. Larry Blanke suggested that both men be notified before being placed on the ballot. There being no more nominations, John Goodwin closed the election to further nominations.

Membership reported only 500 unrenewed members left.

Don Clerke announced that there will be four satellite meetings in Connecticut for the Society this year, and that the Valley Railroad has offered the Society the use of a car where we can hold meetings.

There is still no word on the steam locomotive #444, or the Mountaineer. The Lowell National Historical Park has asked the B&MRRHS for help in the restoration of the #410 locomotive and the combine at the park. Dennis Adams reported on the plans for the softball game in North Conway at the August meeting, and encouraged all to attend. However, there is one small problem, there is a state softball tournament in North Conway that weekend, and we are having trouble finding a field to play on. Dennis asked if anyone knew someone in the North Conway area that could help us find a field. Also, the winners of our game with the 470 Railroad Club have been challenged by the Mass. Bay RRE, the game to be played sometime in September.

Dave Lamson made a plea for help to man the B&MRRHS Railroad Extravaganza in October, and also asked if anyone knew someone who could man one end of the telegraph setup at the show.

Joe Shaw reported that the Newsletters will be mailed the week of July 11, ballots will be enclosed, and he asked that they be filled out immediately, as ballots will be counted at the September meeting. Joe also hopes that everyone is receiving the Newsletter in time for the meeting, as they are being mailed one week earlier now.

Jim Reardon announced two Mass. Bay RRE trips, one on August 6 and 7 to be day trips on the Providence & Worcester, and the other on October 1, a one day trip to Bellows Falls, VT. John Alan Roderick gave his Program Report through December:

August: Joint meeting with the 470 Club at Conway Scenic Railroad, No. Conway. Emmons Lancaster will give presentation; other events of the day to include the Supper Chief, (still at \$9.00, includes train ride from Conway, and supper, and door prizes; also our softball game with the 470 Club; and also a night photo session, so bring a tripods, cameras, and preferably a slow speed film such as Kodacolor 100 or Kodachrome 64.

Sept. Presentation to be made by Leroy Fredericks.

Oct: Presentation to be made by Gerry Putz.

Nov: the annual B&MRRHS Modeler's Nite.

Dec: Entertainment will be a Members Nite.

Dick Nichols reported on the opening of the Salisbury Point station. Alan Dustin, President of the B&M, cut the ribbon to officially

open the station, and also donated a B&M boxcar to the museum in Amesbury, which is open 1 to 4 on Sundays. Dick also reported that B&M caboose #104373 is sitting on a truck in Zeke's parking lot in Amesbury.

John Alan Roderick then announced the evening's program, to be presented by Bob Allen. Bob gave an excellent show on B&M steam, which was well received by all present.

The meeting adjourned at 9:30 p.m.

Respectfully Submitted,

Jeff Ursillo

Secretary

In continuing with the strange motive power happenings of late, we submit these tidbits:

- A Canadian National GP-9 showed up in Springfield after helping out on Amtrak's Montrealer in mid-August. Reportedly, a CN Alco FPA-4 also made an appearance about the same time.

- The Boston & Maine's 300-100-301 combination recently ran through Crawford Notch on the Maine Central's mountain division.

- Main Central U18B's have been operating on the B&M's Conway Branch and have been frequent power on train DOBO.

- Maine Central GP38's and U25B's have been spotted headed west to Bellevue. Ohio on the Norfolk & Western. **(The 470)**

- Maine Central Alco RS11 802 is back in service, operating out of Bangor. **(The 470)**

The removal of track between Northampton and Amherst, MA, has been completed, and work on removal of the track between Canal Junction and Bondsville on the old Wheelwright Branch (formerly the Central Mass. branch) is underway.

Maine Central signal outfit car 950, ex-gas electric 901, has apparently reached the end of the line, having lost a drawbar earlier this year. The car was cleaned out and moved to Waterville in a cripple extra in mid-August. **From the 470.**

Canadian officials have been taking a poll to study the market for a possible high-speed rail route from Montreal to New York via Vermont. The train would be of a design to travel at speeds up to 160 miles-per-hour. At least one stop in Vermont would be planned.

From the Eagle-Times.

Excitement has grown on the Connecticut River line with the new Central Vermont trains between White River Junction and Brattleboro, Vermont. Engines are run in matched sets of five Geeps or five Alco's. The units start out in St. Albans and run all the way through to New London, Connecticut.

The Green Mountain Railroad Company's latest addition to its "rolling" fleet of locomotives is former Gulf, Mobile and Ohio Alco RS-1 1053, back on the road again after a long slumber at the GMRC's North Walpole NH engine facilities.

The unit, numbered 400, made its debut in GM&O livery (with touched-up lettering) on local freight XR-1 with its sister engine 401 (ex-GM&O 1052). This marks the first time that the engine has hauled freight since the early 1970's when it was retired by the Illinois Central. After a week of break-in runs, the 1053 (400) went back into the shops for inspection and more service prior to being painted into Green Mountain livery.

Your editors would like to thank all of you who remembered us and the Newsletter during this long, hot summer!!! Keep up the good work!!!

HELP WANTED

I am trying to gather information about the Sanford & Eastern Railroad. I'm looking for slides, black & white photos of locomotives and rolling stock, as well as structures (bridges, stations, etc.), maps are another item I would like to have. Please respond to: R.J. Bergeron, 5 Cemetery Road, Essex Junction, VT. 05452.



We knew you probably wouldn't believe it unless you saw it, so here it is!!! B&M's MT-4 "slug" unit powers YR-1 past the Unique Inn landmark through Notchland on the Maine Central's Mountain Division. Photo by Richard Irish

1983 REPORT OF THE B&MRRHS ARCHIVE COMMITTEE CHAIRMAN

1983 was a year of steady achievement for the B&MRRHS Archives. Many important items were added to our Archives during the fiscal year. The Harry U. Camp collection has been completely accessioned and cataloged. The Dana Goodwin collection is presently being added incrementally; it is rich in photographs and public timetables.

Special thanks are due to John Goodwin and H. Arnold Wilder for their help in acquiring this collection. A fine run of New Hampshire Railroad Commission Reports for the period 1886-1920 were purchased.

Two tube files and two flat files - one of the latter belonging to Univ. of Lowell - have been added to our equipment. They improve access and storage of our steam erection and parts drawings.

The most gratifying facet of chairing the Archives Committee has been the support shown by so many B&MRRHS members in helping to inventory and accession the collections. Bob Cowan continues to do the bulk of the cataloging of new acquisitions, a job demanding much personal time, energy, and logic. John Goodwin and Arnold Wilder continue to guide important items as well as whole collections to our Archives. A total of 256 person/hours of work was done at 10 work meetings during fiscal 1983; over 2½ times as much as during the previous year. This is partly due to Lyndon Library being open on Saturdays this year. It was not open on Saturdays during fiscal 1982. In addition to the persons named above, thanks are due to John Barr, Joe Camarano, Rick Conard, Dave Engman, Tom Field, Mike Gaudette, Roy Hutchinson, Walter Lenk, Russ Munroe, Jim Reardon, and Frank Willard, Jr. for their time and expertise at our work meetings.

During October, 1982 your Archives Committee Chairman attended the week-long Society of American Archivists annual convention in Boston. Long-range planning was the theme of this convention, and it provided a helpful perspective in developing goals and objectives for our Archives. These goals and objectives will be considered in some detail by the B&MRRHS long-range Planning Committee. Briefly, they involve collection development, obtaining adequate space and environmental controls, equipment (we need additional vertical and flat files) and information management.

Respectfully Submitted,
Forrest Mack
Chairman, B&MRRHS Archive Committee

MAINE CENTRAL ABOLISHES REGULARLY SCHEDULED MOUNTAIN DIVISION TRAINS

The Maine Central Railroad has discontinued its daily freight across New Hampshire to St. Johnsbury, Vermont, but a railroad official said that cargo would be shipped along that route when companies request it.

It is cheaper to carry freight to northern Maine and then on to Montreal because more energy is required to transport cargo through the rugged mountainous area of New Hampshire, said Ansel Tupper, Maine Central General Manager.

The Maine Central train has carried products from Portland up through Fryeburg, through the White Mountains across northern New Hampshire and on to St. Johnsbury. There the line connects to the Lamoille Valley line, which extends to St. Albans.

In New Hampshire, the coal-fired Mount Washington Cog Railway, which has carried passengers up the Northeast's highest peak since 1869, relies on coal brought in by Maine Central trains.

Vickie Hall, a dispatcher for the cog railway, said the company has not yet figured out how it will get the 10 tons of coal it needs each day.
From the Boston Globe.

Rumors... we hear rumors!!! (Do we ever!!!)

Most of the time, we take them with a grain of salt, however during the beginning of the summer, consistent rumors that Electro-Motive (GM) had expressed an interest in refurbishing the "Flying Yankee", currently on display at Edaville, began surfacing with amazing regularity. This one sounded too good to be true, and unfortunately, it was. We quote from a letter sent by EMD, in response to our letter, requesting verification:

"There has been some discussion concerning the possibility of restoring the original Pioneer Zephyr, which is located at the Chicago Museum of Science and Industry, for a promotional tour of that unit to commemorate its 50th anniversary in 1984. To the best of our knowledge, overtures have been made by some midwest railfan clubs to this extent. Nothing concrete, again to the best of our knowledge, has been decided about this."

"As far as we know, there are **no plans** to restore either the Mark Twain or the Flying Yankee. We believe the rumblings you are hearing are rumors; however there may be other segments of historical societies planning something of which we are not aware."

"Yours truly,"
"R.P. Vogt"
"Manager, Community and Government Relations"
There you have it, straight from the horse's mouth. Too bad....it would have been spectacular!!!

INSTANT REPLAY DEPARTMENT

Last year, when power pooling between the B&M, MEC and D&H began, we printed a handy-dandy three railroad roster to help you at trackside. (This is not meant to be a complete roster; we have listed only currently active classes, and avoided complicated sub-

classes for simplicity. For a more complete list, consult the **B&M BULLETIN**, **Northern Rails** or another appropriate source.) We rerun it here, with 1983 updates.

Boston & Maine

800-807	SW-8
1115-1132	SW-1
1203 & 1206	NW-2
1208-1213	NW-2
1220-1231	SW-9
200-211	GP38-2
300-317	GP40-2*
1555-1577	GP-7
1700-1749	GP-9
1750-1755	GP-18
100	MT-4 TEBU
*GP40-2's 300 and 301 modified to operate with MT-4 TEBU.	

Maine Central

281-293	U23B*
331-333	SW-7
334	SW-7
251-263	GP-38
225-238	U25B**
400-409	U18B
450	GP-9***
561-581	GP-7
801-802	RS-11
*ex Delaware & Hudson	
**ex Rock Island	
***ex Algoma Central	

Delaware & Hudson

4075, 4099, 4103, 4118	RS-3
5000-5011	RS-11*
5012-5023	RS-36
401, 404-415	C-420
451-456, 461-463	C-424m
501-408	RS-3m
7314-7325	GP-38-2**
7401-7420	GP-39-2***
7601-7620	GP-39-2
754-762	U33C****
*5000-03, 05 high hood	
**ex-Lehigh Valley	
***ex-Reading	
****only six-axle units on roster.	
Special thanks go out to Jim Conroy, Mohawk & Hudson NRHS, for the D&H roster.	



MEET THE 1983-1984 B&MRRHS OFFICERS AND COMMITTEE CHAIRPEOPLE!!!

Front row: Arthur Purchase, Program Committee; Donald Clerke, Board of Directors/Modeling Editor; Forrest Mack, Archives Chairman/Board of Directors; Scott Whitney, West End Newsletter Editor; John Goodwin, Treasurer.

Back row: Dora Lamson, Membership Secretary; David Lamson, Board of Directors; Dennis Adams, Newsletter Editor; Jeff Ursillo, Secretary; John Hutchins, President.

Missing at the time of photo were: Dick Symmes, Harry Frye, Robert Allen, Mal Houck, Preston Johnson, Jim Reardon, Board of Directors; Robert Hagopian, Vice President; Ellis Walker, Exhibits Coordinator; Gloria Stone, Bulletin Editor. B&MRRHS photo by Bob Foley.

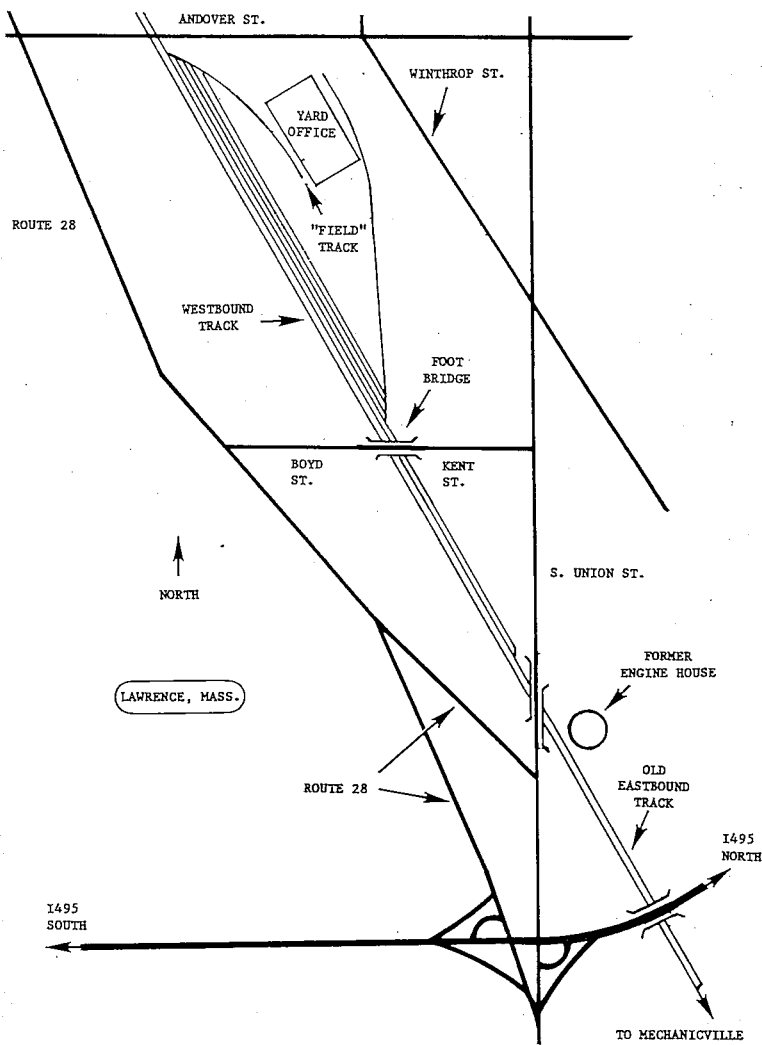
The B&M Lawrence, Mass. yard is located 1 mile north of Interstate 495. To reach the yard from I495, take the Route 28 exit to Lawrence and follow Route 28 to the 2nd traffic signal. Turn right onto Andover St. and go east on Andover St. and 1 block to the north end of the yard. As an alternate, take the Route 28 exit to Lawrence, but continue north on South Union St. Cross over the railroad bridge and turn left onto Winthrop St. at the 1st traffic signal. Turn left onto Andover St. at the next traffic signal and go west on Andover St. about 1 block to the yard.

There is a public footbridge over the south end of the yard. The bridge is accessible from both South Union St. and Route 28, but actually connects Kent St. with Boyd St. Action at both ends of the yard can be viewed easily without trespassing into the yard.

The Lawrence yard sees all the Mechanicville/Portland route through freights (about 12 daily); two Lawrence turns; a morning local and, usually, an afternoon local; and the MBTA's Boston/Haverhill commuter trains. The yard switcher is almost constantly busy during the normal work week. Portland to Mechanicville trains do not usually stop at Lawrence, but Mechanicville to Portland trains stop for set-outs/pick-ups and crew changes. Motive power for the turns is parked on the "field" tracks next to the yard office. The commuter trains run 16 weekday trips and eight Saturday and Sunday trips.

Jovial Joe Shaw reports in that the Boston & Maine freight agency in Portsmouth, NH will close effective October 1, 1983. After that date, all business will be transacted out of Lawrence, MA.

As another summer of train-watching comes to an end, let us make a tip of the proverbial hat to all the B&M, MEC and D&H train crews that give us a smile and wave from the train.



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

Boston & Maine Railroad Historical Society

Incorporated

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

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NON-PROFIT
ORGANIZATION**

**TIME-VALUE
PUBLICATION**