

DENNIS ADAMS, EDITOR, 28 SUMMER ST., EXETER, NH 03833

OCTOBER 1984

SCOTT WHITNEY, WEST END EDITOR, 25 MAPLE AVE., CLAREMONT, NH 03743

Opinions expressed in the signed columns contained in this Newsletter are the opinions of the authors of those columns and do not necessarily represent the opinions of the Society, its Officers or members with respect to any particular subject discussed in those columns.

B & Meeting

**NEXT MEETING:
OCTOBER 13, 1984
1st UNITARIAN CHURCH
WOBURN, MA
8:00 P.M.**

OCTOBER 27-28, 1984

NOVEMBER 10, 1984

DECEMBER 8, 1984

Entertainment will be provided by B&MRRHS Historian Harry Frye. B.O.D. Meeting at 4:00 P.M., same location.

B&MRRHS Second Annual Railroad Extravangaza!!! A two-day repeat of the best show of 1983!!! Make plans to be there now!!!

B&MRRHS Annual Modeler's Nite!!! This is the best meeting of the year to display your modeling. Location of meeting to be announced later.

Entertainment not available at press time.

**RETURNED-TO-OPERATION 4266A
HIGHLIGHT OF B&MRRHS/
470 RAILROAD CLUB
ANNUAL JOINT MEETING**

Anyone arriving at the Conway Scenic Railroad on August 11 immediately would have noticed something missing. There was the usual assortment of motive power and rolling stock, but smack in the middle of the yard was a wooden staircase leading nowhere. Something big, maroon and gold was nowhere to be seen. A harbinger of things to come?

The morning's events progressed smoothly, and the first train left for Conway and back. But about fifteen minutes later, a hauntingly familiar sound was heard from the direction of Conway: a flat, single-note airhorn! Soon, the chant of EMD 567 could be heard mingling with the airhorn, and the crowds began to gather down by the golf course. Then a headlight could be seen, and up the hill came B&M F7A 4266, making a grand entrance with a freight train in tow!!! Spectacular was about the only way to describe the scene. If that wasn't enough, the freight then backed down and repeated the run up the hill, much to the delight of the crowd, but the consternation of the golfers waiting to tee off.

The recently resurrected A cab was the result of much volunteer time and labor, and seeing it roll up the hill to North Conway made it all seem worthwhile.

Soon after the 4266's arrival, it was time to board the train to the Saco River Campground and the second annual B&MRRHS/470 Railroad Club softball game. An account of the game is elsewhere in this Newsletter. After the game, we returned to North Conway and got set to board the Intervale Extra for the trip down to the Maine Central interchange. After returning, we had only a few minutes to stroll around the yard before leaving on the Supper Chief for

Conway and another delicious ham-and-bean supper.

Another surprise!!! Power for the Supper Chief was none other than the 4266A and riding behind this magnificent diesel was even a bigger thrill than watching it! Seeing the locomotive running and hearing its airhorn echoing off the distant mountains too much!!!

After returning to North Conway, it was time for the evening's entertainment, in Stall 4 Theater, of course. This year, the program was presented by Mr. Leo Landry, who presented a program entitled "New England Railroad Night and Day" featuring his excellent night photo-

graphy. After his show, those intrepid souls who chose to remain were treated to a night photo session coordinated by Leo. A great close to a great day.

Once again, it's time to thank those responsible for this great day. First, Dwight Smith, for once again allowing the Society and the 470 Railroad Club to host their meeting there; to the Conway Scenic personnel who had to work while everyone else played; to the people at the Saco River Campground for the use of the field for the softball game; and finally everyone who came out to the meeting from both organizations. Be there next year!!!



4266A — On the Roll Again. Photo by Dodi Lamson

INTERCHANGE

... a column of opinion

A TIME TO REFLECT, A TIME FOR CHANGE

Another election has passed our way, and with it a few new faces are showing up in the elected offices. For me, being elected to the vice-presidency is my first attempt at any form of official position in the B&MRRHS. I have served, and will continue to serve as the West End Newsletter editor, which has served to keep me well informed on the Society's ups and downs. The B&MRRHS was formed by a few dedicated people who wished to start a basis for the preservation of the history of the Boston & Maine Railroad. The first meetings were held in members' living rooms, and the first Newsletters were done on ditto machines. The Society was not an instant success, but it did grow quickly. Along came new faces and new ideas, some of which were good, and some of which were not so good. Over a long period of time, the attitude of the Society changed from one of dedicated historical preservation to one where more and more reaching out into unsecure new ventures were tried and to say the least, failed, putting us in the uncomfortable position we find ourselves in today. Not to say we shouldn't grow and try new things, but we should do these when we are able, both from the standpoints of money and manpower.

More and more of the "founding fathers" of the B&MRRHS became less and less satisfied with the avenues that the Society was taking, and many, sadly enough have abandoned what they feel to be a sinking ship. Some have remained members only for the fact that they had taken out the at-one-time-available life membership, and will remain members unless they take the time to formally resign. This, to me, is the saddest thing of all, because these people were the most dedicated and were also the ones we needed most.

As I have stated, the purpose of the B&MRRHS is to preserve the history of the B&M, and one must remember that history begins as soon as the moment has passed. Preservation is the name of the game, and not duplication. There was, for a time, fear that the Boston & Maine Railroad would never reorganize and would disappear under the flag of Conrail; and for a while the fear has been that the B&MRRHS would be consolidated into an all-encompassing New England historical society. Fortunately, just as the B&M rejected inclusion in Conrail, the B&MRRHS has rejected the regional society idea. Just as the B&M has pulled itself up by its bootstraps, the B&MRRHS will also now begin anew and recapture our old ideas and dedication to the cause. It is not an idea we are pushing; it is a fact and it will be done.

Most of the original leadership of the Society was also made up of people who were employed within the railroad industry, so that their interest was not just a hobby, it was their life. Many of the leaders of the Society today are railroad employees, and more are showing up all the time.

With these changes, it is my sincere hope that interest in some of our forgotten membership will be rekindled and we can once again have an organization that we will be proud to be a part of. The past few years have not been good ones, and ignoring them will not make the situation better. We must learn, and we have learned, from our mistakes in order that we as a group do not pass into the history we are trying to save. I have received much praise from the general membership, and much criticism from what are now former members. Be it good word, bad word, or none at all, we are all at fault

for what has happened, and we are all responsible for the Society's future. If one does not tend their garden, and food does not grow, then complaining about being hungry is useless, so to speak. Those of you who took the time to read this have taken the first step to helping us all do our jobs, as we need all who can to take the additional steps in donating your time and effort. We need much in the way of good BULLETIN material, and monthly contributions to the Newsletter, and all around support in all of our projects. The future is not built on wishes, but on deeds. **Scott Whitney** - Vice President - West End Editor.

NORTH STATION NEWS

If you haven't visited North Station recently, you may have to look twice to recognize the place. Rails for all 11 tracks have been removed south of Draw 1. All platforms, track canopies and bumping posts have also been removed, and the track bed excavated to a depth of several feet in preparation for eventual conversion to high-level platforms. This is the first time since the Boston & Lowell Railroad was opened in 1835 that rails from north side railroads have not extended south of the Charles River into Boston. Construction work has recently begun on the MBTA's \$13 million trestle replacement project, scheduled for completion in August 1985. All wood pilings have been cut off to a uniform level above the water line, and all debris and trestle approaches (including those for the two former bridges on the west side) have been removed.

Changes are happening inside North Station, too. The fabled Iron Horse bar, a frequent watering hole for homeward-bound commuters, is no more, its site within the station completely gutted by construction crews. The Iron Horse occupied the location of the original station waiting room.

As steel construction crews complete the framework for the new Tip O'Neil Federal Office Building on the site of the Madison Hotel, we can only speculate on the future of the North Station building itself. A preliminary feasibility study for a new Boston Garden which was released in July has proposed construction of a new arena behind North Station, which would then be demolished. **Rick Conard**.

B&MRRHS "FLYING YANKEES" TRIUMPH OVER STRONG 470 CLUB TEAM 12-9

The B&MRRHS "Flying Yankees" softball team extended its record to 2-1 with a win over the 470 Railroad Club team at the Saco River Campground on August 11. This game was played on perhaps the most scenic field that we've played on so far this year.

The Flying Yankees played their most consistent game this year, scoring in almost every inning. The 470 Railroad Club played outstanding, also, and as happens when two excellent teams play, the game was decided on the breaks (and perhaps a rather large bribe by B&MRRHS pitcher Phil Stockbridge given to umpire Arnold Wilder!!!). Again playing outstandingly for the B&MRRHS were Dick Irish, Bob Irish, Mike Gaudette, Mike Woods and many others. Thanks again to Arnold Wilder for his umpiring service. Winning pitcher Phil Stockbridge avenged last year's loss by going the route against the 470, and also got three hits.

The final game of the 1984 season will be played at Exeter, NH against the Bartlett Museum "Volunteers" on September 9, a rematch of the June 24 game.

INTRODUCING MODELERS NOTES!!!

The purpose of Modeler's Notes, a quarterly insert in the Newsletter, is to respond to the B&MRRHS members modeling needs and pass on tidbits from individuals and publications that B&M fans might otherwise miss out on. It is not the purpose of this column to compete with or replay the model press. This, then, is your opportunity to ask for help, make suggestions and tell the world how you solved a gnawing problem or modeled a particular prototype. To get this off the ground we need to hear from you! So, send your questions, comments, suggestions, black and white photos, drawings, sketches, etc., NOW!!! We'll do the rest, and if you can't wait for a reply, please include a stamped, self-addressed envelope (SASE). Your co-hosts for this endeavor are Bob Warren and Bruce Bowden. Address your letters and articles to Bob or Bruce as follows:

Bob Warren, B&MRRHS
1201 Kapok Circle
Clearwater, Florida 33519

Bruce Bowden, B&MRRHS
4346 Abingdon Drive
Stone Mountain, Georgia 30083

You've asked for this column for years, now it's up to you to make it go!!! Bob and Bruce will do the rest!!! Go to it!!!

HIGHLIGHTS OF THE AUGUST MEETING OF THE B&MRRHS BOARD OF DIRECTORS

The August meeting of the B&MRRHS Board of Directors was held at the Conway Scenic Railroad in North Conway. Bob Hagopian called the meeting to order. A proposal was outlined by Dennis Adams for production of photos from the B&MRRHS Archives for general distribution to both B&MRRHS members and the general public. The proposal suggested photo packs of five 5x7 photos of a related subject be produced, and hopefully could be ready by the B&MRRHS Extravaganza in October; and continue to produce more and different packs as time and success allows. The Board motioned that we proceed with this proposal.

Bob Hagopian complimented the people involved in production of the photos, T shirts, hats, and the recent doodlebug book; as the development of these items have contributed considerably to the B&MRRHS treasury and made possible more and different items.

A proposal to produce a videotape of current B&M operations for sale was put before the BOD by Dick Symmes and Joe Shaw, and will have a firm proposal to put before the BOD by early spring 1985.

A replacement is being sought for Art Purchase, who will be stepping down as Program Chairman at the end of the year. The search committee will meet very soon and report to the BOD in September. Any input or volunteers from the membership would be welcome.

Scott Whitney showed a copy of a book he recently obtained and asked if it could be produced along the lines of the recent doodlebug book. Scott's book features track plans, data and a lot of other information on the B&M circa 1937. The book was voted into production and should be available in about a month.

Bruce Bowden outlined a proposal for a Modeling column to be featured in the B&MRRHS Newsletter on a quarterly basis. He and Robert Warren will be producing the insert, and will rely heavily on input from the membership. The insert was voted into production and will begin in the November Newsletter.

With no further business to come before the Board, and with Freight Extra 4266 due up the hill shortly, the meeting was adjourned.

**50TH ANNIVERSARY WEEKEND
A HUGE SUCCESS
by William Crawford**

RRE's Fiftieth Anniversary Weekend (August 25-26) is now history, and we wanted to take this opportunity to review the events of the weekend for the benefit of those members who weren't present. First, more than 650 people participated in at least one event during the weekend. They came from almost every RRE division, with two individuals travelling from California, and one from West Germany. It was especially gratifying to see Ron Goldfeder (former editor of the Chesapeake-Old Dominion Divisions' **HIGH GREEN**), Bob Hepp (a former director for the St. Louis Division), and Dave Beach (former Forest City Division President). Dave and Sheila Beach made the Saturday events a part of their New England Honeymoon!

The Boston Trolley Tour participants were able to "cover" the entire Green Line system, including the now-unused Watertown line. We rode on Seashore Trolley Museum's Boston Type 5 #5734, built in 1924; "Picture Window" PCC #3295, recently restored by volunteer members of the Boston Carman's Union; and LRV #3402, one of two trolley-pole equipped LRV's on the system. The group was divided and people rotated so that everyone had plenty of time to ride in each car. More than 155 people participated in this trip. Thanks go to Jim Reardon, Larry Blanke, Tom Humphrey, and Art Bliss for acting as Car Hosts on the trolley trip. We also acknowledge the cooperation of the Boston Street Railway Assn. and the Seashore Trolley Museum, with special thanks to Brad Clarke, BSRA President. Sixty-four people took the "Raifan-Whalefan" whale watching trip from Cape Anne. Credit for the original idea here goes to Carol Crawford; and John Ehrlich and Gloria Raymond were the "Whale Hosts" for the day. The Saturday evening banquet at the Summerside Lodge (formerly the B&M's Malden depot) was attended by more than 140 people. Entertainment featured three professionally-produced films: **8444, THE LAST OF THE GIANTS**, and **A STEAM TRAIN PASSES**. The Sunday Fiftieth Anniversary Excursion to North Adams and Adams was a huge success. We did not get to Pittsfield as originally planned - a track inspection on August 17 detected storm damage, and the trip beyond Adams was cancelled. We used ten "Boise-Budds" to carry our 550 passengers. The success of a fan trip requires the cooperation of many people. Jim Stoetzel, Jim Morse, Rich Rezek and Lester Stephenson of the Boston & Maine were especially helpful, along with the B&M shop forces and train crews, and other operating personnel who made certain that our excursion train operated smoothly. B&M Engineers John Love and Emmons Lancaster took care of placing the plaque.

**THE B&MRRHS BULLETIN IS
LOOKING FOR A FEW GOOD ARTICLES!!!**
Our **BULLETIN** editor, Gloria Stone, has requested articles for the **BULLETIN**, as the files are getting a little low. You don't need to be a literary genius with five Pulitzer prizes under your belt, all you need is desire, a little information and some photos! Send all articles and photos to:

Gloria Stone
B&MRRHS BULLETIN
45 Cresthaven Drive
Burlington, MA

WANTED

I'm looking for back issues of the B&M BULLETIN that are not longer available. I would

Speech delivered by William Crawford, President, Massachusetts Bay Railroad Enthusiasts, Inc., at the East Portal of Hoosac Tunnel, on August 26, 1984, on the occasion of the Fiftieth Anniversary of the World's First Raifan Excursion.

"Ladies and gentlemen, we stand on hallowed ground. Over a century ago, men labored for more than twenty-two years to bore this shaft we call Hoosac Tunnel through almost five miles of solid rock and treacherous dirt and debris. Due to their efforts, the rails of the Fitchburg Railroad stretched unencumbered from the shores of the Atlantic some one hundred forty miles to the east, to the booming industrial towns of Western Massachusetts and Eastern New York State. There, they connected with sister railroads which carried New England's wares to the new land west of the Berkshires and Taconics, and returned to the East much of the fabled riches our Western neighbors offered in astonishing abundance. Thus, a link was forged which connected commerce east and west, and did much to build and bind together the dreams of a growing nation."

"Not long thereafter, enterprising businessmen from Vermont and Massachusetts agreed that a rail link connecting little Wilmington, Vermont with the mighty Fitchburg at Hoosac tunnel would do great things for southern Vermont's economy. So came into being the Hoosac Tunnel and Wilmington Railroad, whose initials, H T & W, gave rise to its better-known nickname, 'Hoot, Toot, & Whistle.'

Recognizing the tenuous financial fortunes of the H T & W, a fledgling organization of railroad aficionados aptly-titled "The Railroad Enthusiasts" organized an outing on August 26, 1934, whose purpose it was to explore, while it still existed, the entire length of the H T & W from wooden coaches and a caboose drawn by a diminutive coal burning steam locomotive. That journey, fifty years ago to this very date and hour, marked the first-ever railroad excursion organized strictly for the pleasure of rail enthusiasts. It is that demi-centennial which we honor here today, with the emplacement of a bronze plaque, whose legend reads as follows:

August 26, 1934 - August 26, 1984
50th Anniversary of the World's
First Raifan Exsursion

At this point on August 26, 1934, passengers disembarked from a Boston & Maine passenger train to board a special excursion to Wilmington, Vermont via the Hoosac Tunnel and Wilmington Railroad. This marked the first-ever railroad excursion planned exclusively for railroad enthusiasts, and spawned a new railroad tradition - The Fan Trip.

Placed by Massachusetts Bay Railroad Enthusiasts, Inc.

prefer to purchase copies of the magazine itself, but if no one steps forward, then I would settle for Xerox copies, at my expense. Please contact Jim Seacrest, P.O. Box 1666, North Platte, NH 69103.

NOW AVAILABLE

Conway Scenic Railroad's 1984-1985 Gift Shop Catalog. We specialize in New England Railroads. Send a large SSAE for your free copy. Conway Scenic Railroad, P.O. Box 947, North Conway, NH 03860.

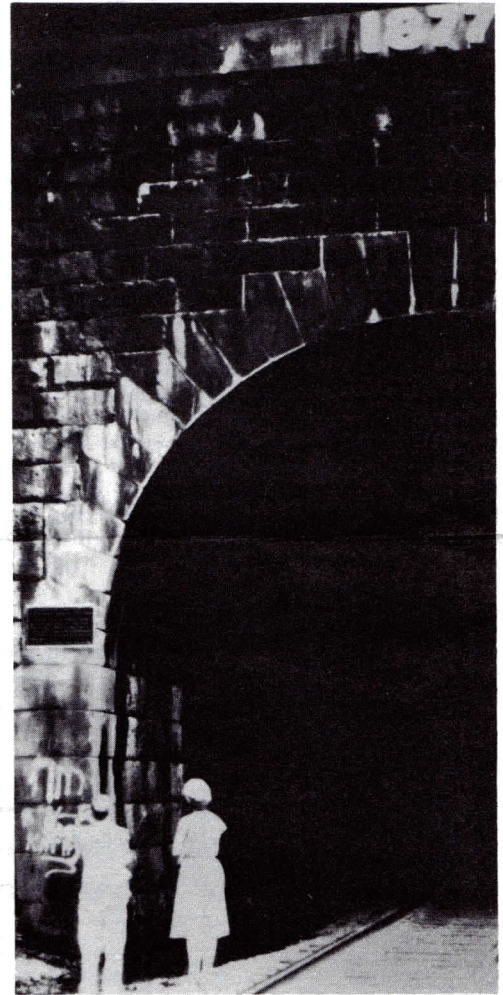
AWESOME!!!

Parents, show your children the true meaning of the word "awesome". Take them to a grade crossing to watch the rails flex under the steel

Now, before we leave these pleasant and historic environs, whose mountains once echoed to the labors of great steam and electric locomotives hauling the tonnage east and west, listen once again. Can you hear the squeal of steel flange on rusted rail, the hiss of steam and the shrill soprano cry of an ancient and honorable little locomotive as it makes its careful way north along the banks of the fast-flowing, as yet untamed Deerfield River? That's the sound of history you hear!

"Thank you for joining the Massachusetts Bay Railroad Enthusiasts today. We're honored to have you here to share this special occasion with us."

Written by John W. Ehrlich, Director, The Railroad Enthusiasts, Inc.



A couple examines the plaque placed at Hoosac Tunnel by the Mass Bay RRE on August 26, 1984.

wheels, let them feel the air vibrate to the harmonies of three 1800-horsepower diesel locomotives laboring up an incline; give them a memory they will never forget: a wave from the engineer, the bell and the whistle!!! **From the Countywide. Submitted by Richard Steinberger.**

SOUTHERN VERMONT TRAIN MEET

When: Sunday, October 7
Where: Springfield High School, Springfield, Vermont
Time: 9 a.m. to 4 p.m.
Take exit 7 off Interstate 91, head north on Route 106 to first traffic lights, take sharp left, then about one mile to the High School.

**PROVIDENCE & WORCESTER
REACHES AGREEMENT WITH B&M**

The Providence & Worcester recently reached an agreement with the Boston & Maine Railroad in which the company will sell to the Boston & Maine its 23.6 percent stock interest in the Vermont and Massachusetts Railroad Company for \$920,000. At the same time, the B&M will sell to the P&W Railroad two separate railroad lines in Worcester and Gardner for \$550,000. This acquisition would give the P&W complete ownership of the Gardner line from the B&M east-west mainline at Gardner to Worcester.

To clarify: There will be no takeover of Gardner yard, and nothing to do with the Heywood Branch. The Providence & Worcester gets the west main line in Worcester and trackage from current end of ownership at the I-190 bridge to Worcester Yard. Also, trackage from yard limit board in Gardner to first switch-northbound from Worcester. The P&W will also service B&M customers in Clinton.

The B&M still owns Worcester Yard and trackage to Hill Yard in Ayer. **From Alfred s. Arnold.**

GUILFORD'S STEAM LOCOMOTIVE

The fervent rush to acquire the National of Mexico 4-8-4 #3028 that was reported in the B&MRRHS Newsletter and other publications, seems to have been pushed to the back burner in the recent months, perhaps to the point where it is off altogether, according to a reliable source. Short weeks ago this was spoken of as fact in the corridors of GTI, and still is by some. Retired Maine Central Mechanical Department personnel were asked if they would come back to help in restoration. There may have been a change of heart on the part of Guilford, or perhaps title could not be had

for the locomotive if it was in unuseable condition. Whatever the situation, the story that you read in the Newsletter was the news as such at the time. **Narragansett Newsletter/ B&MRRHS Newsletter.**

FOR SALE

Railroad caboose, formerly owned by Barre & Chelsea Railroad. Can be moved on a flatbed trailer. One lot of railroad collectibles goes with it. Asking \$5,900. Charlie Hall, West Topsham, VT 05086.

GUILFORD TRANSPORTATION INDUSTRIES

**Maine Central/Boston & Maine
Delaware & Hudson**

MAINE CENTRAL

- 225-238 U25B*
- 251-263 GP38
- 280-294 U23B**
- 331-333 SW7
- 334-335 SW9
- 400-409 U18B
- 450 GP9***
- 470 GP9r
- 561-581 GP7
- 590-593 GP9r****
- 802 RS11

- *ex Rock Island
- **ex Delaware & Hudson
- ***ex Algoma Central
- ****ex Louisville & Nashville

DELAWARE & HUDSON

- 4075, 4099,
- 4103, 4118 GP39-2*****
- 5000-5011 RS11
- 5012, 5023 RS36
- 401 C420*

- 451-456,
- 461-463 C424m***
- 501-508 RS3u
- 7314-7325 GP38-2*****
- 7401-7420 GP39-2*****
- 754-762 U33C

- *ex Lehigh & Hudson River
- **ex Lehigh Valley
- ***ex Conrail
- ****ex Lehigh Valley
- *****ex Reading

BOSTON & MAINE

- 100 MT-4 TEBU
- 190-192 U33B*
- 200-211 GP38-2
- 300-317 GP38-2
- 320-334 GP40*
- 800-807 SW8
- 1115-1132 SW1
- 1203-1213 NW2
- 1220-1231 SW9
- 1555-1577 GP7
- 1700-1749 GP9**
- 1750-1755 GP18***
- 7601-7620 GP39-2 (see B&M notes)

- *ex Conrail
- **some GP9's rebuilt to GP18 ratings and renumbered into 1800 series.
- ***some GP18's renumbered into 1800 series.

B&M Notes: D&H 7601-7620 have been sold to a leasing company and leased back as part of a refinancing deal. They will be renumbered B&M 350-369. These are currently being overhauled by Morrison-Knudson.

D&H Roster supplied by Jim Conroy, courtesy of Mohawk & Hudson (NRHS) callboard.

Boston & Maine Railroad Historical Society

Incorporated

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OCTOBER 1984

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SPECIAL NOTICE

If there is a red mark on your address label, we have not received your dues for 1984-1985 as of 9/9/84. If you've paid since then, ignore it. If not, dues are due. (You will receive all BULLETINS due you for the 1984 year.

BULLETIN UPDATE:

Winter 1983-1984 issue being printed as of 9/1
Spring 1984 issue being assembled

DEADLINE FOR NOVEMBER NEWSLETTER IS OCTOBER 13

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