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DECEMBER 1984

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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:
DECEMBER 8, 1984
1ST UNITARIAN CHURCH
WOBURN, MA
8:00 P.M.

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

JANUARY 12, 1985

Entertainment not set at press time.

FEBRUARY 9, 1985

Entertainment not set at press time.

Season's Greetings



ON THE ROAD AGAIN!!! The B&M's MT-4 TEBU is back in service after several months repair following damage earlier this year, and sporting a Guilford paint scheme to boot!!! Photo by D. Lamson.

INTERCHANGE

a column of opinion...

Interchange will take a month's vacation to allow us to present extended photo coverage of the B&MRRHS Railroading Extravaganza and our annual November meeting at the North Shore Model Railroad Club.

GUILFORD CHAIRMAN SAYS LINE IN BLACK

The board chairman of Guilford Transportation Industries says the company's consolidated rail system is operating in the black. David A. Fink says the Maine Central, Boston & Maine and Delaware and Hudson Railroads "will be a sound, profitable railroad" by the end of this year. Fink said more than \$20 million was invested in rehabilitation of the Maine Central and over \$26 million had gone to the Boston & Maine. He said the Delaware & Hudson was in worse shape than the other two, and last winter it was decided to "virtually take the railroad out of service for 10 hours a day" while track gangs restored the main D&H line from Albany, N.Y., through Binghamton, N.Y. to Sunbury, Pa. and on up to Montreal. Many of the D&H locomotives were in poor shape, Fink said. Eighteen units were purchased and 20 were overhauled this summer. "The track program is near completion, he said, "and the consolidated line is operating at 40 miles an hour from Bangor to Sunbury". Fink said Guilford sees potential for growth in the Maine paper industry and potential for growth in rail traffic as a result. But he said a clear, concise direction is lacking. "Over the past years, we have seen declines in the shoe industry, we have faced problems with the poultry industry and we are losing the competitive edge to Idaho in the potato industry. There is no reason for this to happen," Fink asserted. **Portland Press Herald via the 470.**

Guilford and Conrail - One of Guilford's pressing problems is Conrail. In the 1970's the U.S. Railway Assn. rescued the D&H, whose tracks extended only from Montreal to the anthracite region of eastern Pennsylvania. The agency gave the ailing railroad rights to run its trains over Conrail tracks to the major traffic-generating gateways of Buffalo, Newark, Philadelphia, Baltimore and Washington. Whatever entity finally buys Conrail from the government could impose a crippling increase in rent for those rights.

If Norfolk Southern were to win out, it would inevitably try to keep any New England bound freight on its own trains for as long a run as possible. That would mean turning traffic over at Albany - effectively closing down Guilford's largest east-west gateway, at Niagara Falls. The company now handles 600 cars a day there. "Conrail's new owners would choose where to make deliveries," concedes Guilford's Fink. "We'd have to fold up the tent at the D&H."

Timothy Mellon's men insist they may yet win a piece of Conrail to complete their dream of a muscular New England rail system. If they don't, they may be able to mount enough political clout to ensure that they are not clobbered by the sale. But their longer-range gamble - that the New England economy will revive to the point where it is once again an exporter of goods by rail - remains a long shot. "Nobody knows if they are going to

make it," says James Down a partner at management consultants Temple, Barker & Sloane Inc., "but people credit them for trying." **Business Week via the 470.**

TOURIST TRAINS

A new twist in Vermont: The Green Mountain Railroad has purchased two cab control cars from New Jersey Transit and expects to have one ready to go with at least two of the matching coaches, purchased a while back, for this spring. Primary reason for the move is the reduction in labor of having to run around at the end of each run which involved pulling the train out of the station at Bellows Falls and several grade crossings in Chester. It also makes trips to virtually any place on the GMRC possible as the need for a runaround track is eliminated.

The following is a list of the old and new numbering series for the ex-Delaware & Hudson GP39's that are now returning to the Guilford system:

Old D&H#	New B&M#	Old	D&H#	New B&M#
7610	350	7611		360
7620	351	7602		361
7612	352	7603		362
7613	353	7604		363
7614	354	7605		365
7615	355	7606		366
7617	357	7607		367
7618	358	7608		368
7619	359	7609		369

The following is a list of Conrail locomotives and their New Boston & Maine/Guilford numbering series:

Old CR#	New B&M#	Old	CR#	New B&M#
3227	320	3241		328
3228	321	3245		329
3231	322	3247		330*
3233	323	3248		331*
3234	324	3253		332*
3235	325	3254		333*
3237	326	3257		334*
3239	327	3258		337

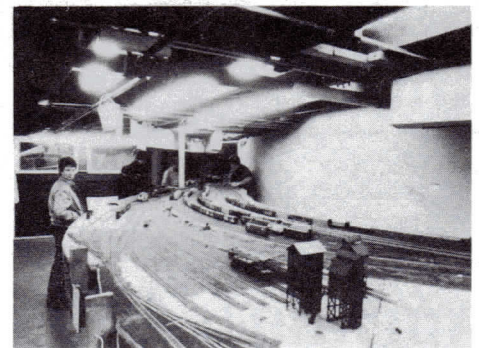
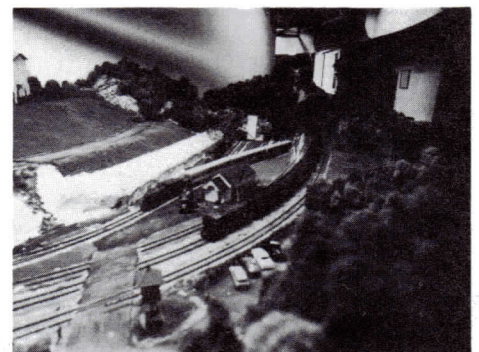
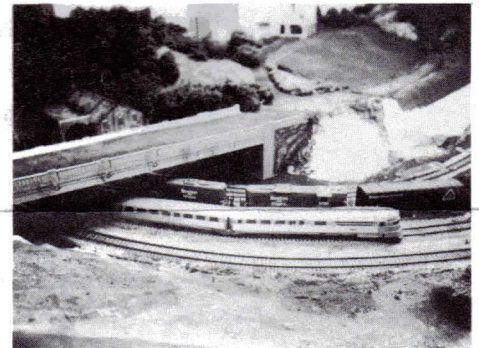
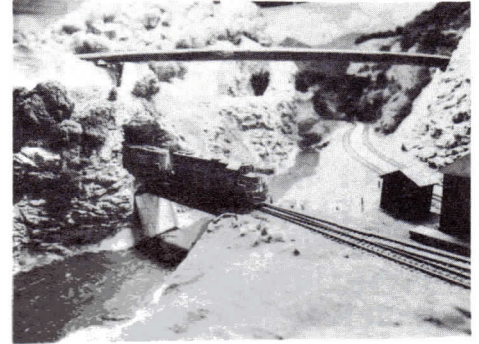
Units with (*) indicate cab signal equipped locomotive. These units will slowly be rotated to Waterville shops to be painted in Guilford colors.

Roster information from Don LeJeune.

THE B&MRRHS VISITS THE NORTH SHORE MODEL RAILROAD CLUB

The November meeting of the B&MRRHS was held at the North Shore Model Railroad Club in Wakefield, Mass., on November 10, 1984. The North Shore Club put on a great evening of operation for us as always.

A great variety of motive power was on hand to power the trains over the rails of the Club, through their beautifully scened terrain. Most of the power was B&M, although there was a smattering of Maine Central and Guilford locomotion on hand as well. Special attractions were Don Hills' Flying Yankee built from plans in Model Railroader, Don Robinson's steam-powered Flying Yankee, resplendent in two-tone green and Scott Whitney's kitbashed 4-8-2 Mountain and 2-6-0 Mogul.



**B&MRRHS RAILROADING
EXTRAVAGANZA 1984**

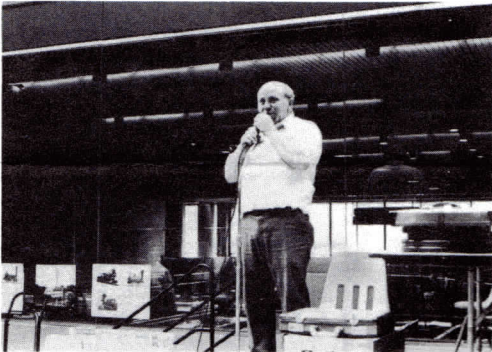
October 27 and 28, 1984 was the Second Annual B&MRRHS Railroading Extravaganza at the Minuteman Regional Voc-Tech in Lexington, Mass. It was the first two-day show for the Society.

A large turnout of both dealers and displays were present for all to enjoy. Many people came to the show, we are waiting for the final figures, but the count is expected to exceed last year by a good margin.

The accompanying photographs will tell the story of the 1984 B&MRRHS Extravaganza!!!



An exceptional turnout!



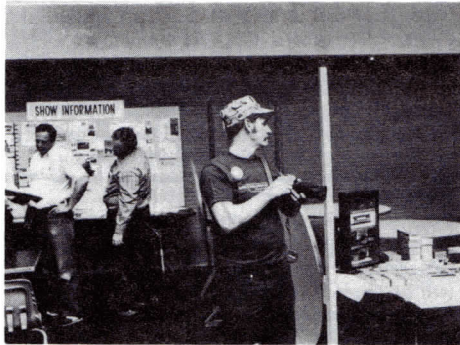
Show Chairman Don Clerke makes a PA announcement.



The RRE/470 Railroad Club were represented by Jerry Angier and Emmons Lancaster.



Rolly Osmun manned the NHRHTA booth.



Member Tim Blaisdell came all the way from Phoenix, AZ, and took photos to remember us by!



VP/Editor Scott Whitney exhibits his other hobby: teddy-bear-fanning!



Mike Gaudette mans the B&MRRHS books table.

the B&MRRHS P.O. box.

Don Clerke gave the final report on the upcoming B&MRRHS Railroad Extravaganza. All is in readiness, the hall is set, tables and chairs have been ordered, and exhibits are lined up. A problem arose with the special run boxcar, and a flatcar had to be substituted, and only one live steam locomotive will be available due to a conflicting meet. Other than that, all has run smoothly.

Forrest Mack then gave out a list of officers and committee chairpeople who were authorized to remove items from the B&MRRHS Archives. Joe Shaw asked about people who may be doing research for the BULLETIN, and it was decided that if people wish to remove material for research, that they petition the BOD at any meeting.

A list of articles in preparation for the BULLETIN has been requested to help in procuring photos and additional articles for the magazine, and to also help avoid duplication. It has been proposed that a list of future articles be included in the front of each issue of the BULLETIN.

Scott Whitney announced that the Green Mountain Railroad Corporation has donated a large negative collection to the B&MRRHS. The collection consists of approximately 1500 negatives of the B&M, CV, D&H, Rutland and several shortlines between 1948 and 1958, and will be a major addition to our Archives. Our thanks to the GMRC people!!!

Dave Lamson showed the artwork done by Dick Symmes for our Flying Yankee 50th Anniversary Commemorative T Shirt. It is beautiful, and will be a definite collector's item in years to come. Permission was given to proceed with manufacture of the T Shirts in time for the Christmas selling period. Advance sales will also be taken at the B&MRRHS Extravaganza, and at future B&MRRHS meetings.

There being no further business to come before the BOD, Forrest asked for and received a motion to adjourn at 6:25 p.m.

**B&MRRHS APPOINTS A NEW
BUSINESS MANAGER**

The B&MRRHS Board of Directors is pleased to announce the appointment of Joseph T. Banas to the position of Business Manager, succeeding John Hutchins. Joe's appointment comes at a time when the Society's business operations are becoming increasingly complex. One of his goals is to further "professionalize" the Society's business operations. Apart from experience earned from handling the Society's dealer invoicing and collections, Joe brings to the Business Manager's position a MBA from McGill University and professional experience in financial analysis and planning.

Both the Board of Directors and the Newsletter staff wish Joe success in this important Society position. At the same time, we wish to thank John Hutchins for the many years that he put in at the Business Manager's position.

**HIGHLIGHTS OF THE OCTOBER 1984
B&MRRHS BOARD OF DIRECTORS
MEETING**

Chairman Forrest Mack called the meeting to order

at approximately 4:20 p.m. on October 13, 1984.

President Bob Hagopian outlined his attempts to acquire a computer for the Membership Committee. Bob has spoken to Radio Shack concerning a TRS-80 Model 4 computer with

the peripherals that we need, and is in the process of working out a lease agreement. Bob will proceed with his investigation and report back at the next BOD meeting.

Dave Lamson announced that a committee to attend train shows for the B&MRRHS has been formed consisting of Dave Demerritt, chairman; with Dick Nichols, Joe Shaw and Bill Robertson as assistants. Dave would also like a few additional assistants, if you would like to help Dave, please contact him through

John Alden and Jeff Ursillo have both spotted a new MBTA paint scheme! One of the "T"'s ex-Burlington Northern GP-9's has been repainted into an attractive deep maroon-purple with a silver stripe in the middle, trimmed with yellow. Looks sharp, a bit classier than the bright "Easter egg" purple. Reports also have one MBTA F10 repainted with a maroon band replacing its regular purple one. We hope to have photos of these units for next month's Newsletter!

**MASS BAY RRE RUNS
"SEACOAST SPECIAL"**

On Saturday, October 13, Mass Bay RRE operated "The Seacoast Special" (also known as "The Strawberry Banke Limited"), the thirty-second in our current series of railroad excursions. I am pleased to report to the membership on the success of this trip. Our eleven car train carried approximately five hundred passengers from Boston's Sullivan Square Station, with suburban stops at Malden-Oak Grove, Reading, Andover and Bradford.

The success of this type of trip requires the cooperation of many people. Jim Stoetzel, Bob Silk, 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. We also acknowledge the efforts of the MBTA and our insurance carriers for their support.

With a short-distance, early-return-time trip, we had the opportunity to do two things we ordinarily can't: offer a long layover at our final destination and conduct multiple photo run-bys. Our passengers had 2½ hours to explore Portsmouth, and many enjoyed visits to the famed Strawberry Banke restoration, while others had leisurely meals at several local restaurants adjacent to the "station." We provided a shuttle bus for our Strawberry Banke visitors, who otherwise would have had to walk ¾ mile each way. We conducted two photo stops: an old RRE favorite - the "second arrival" at Portsmouth (the only acceptable location under morning light conditions), and a stop on our return trip at Rockingham Junction. It was overcast in the morning, but the sun was bright for the Rockingham Junction shot. Our passengers were unloaded while the train was still on

the branch, and after safely escorting people to the west side of the tracks, the train was moved south to clear the switch, then north on the Western Route Main Line for the run-by. Photographers got a GREAT shot as our train of F10's and Pullman-Standard coaches ran through at speed between the former station building on the west side of the tracks and the former freight house on the east side.

Our "mileage collector" members "captured" portions of the Boston & Maine's Portsmouth Branch and the former Eastern Route Maine Line, as well as a section of the Boston & Albany Grand Junction Branch (Tower H in Somerville to CP-3 at Beacon Park). Almost 40% of our passengers (we counted 186) stayed on the train after our arrival at Sullivan Square in order to ride over this "rare mileage." This large number was very surprising to your Trip Committee. We regret that we were unable to cover the Saugus Branch as originally planned, but track surfacing work had not been completed on the Saugus Branch. **MBRRE Callboy.**

Dear Model Train Enthusiasts:

You are invited to exhibit items from your collection at The Arlington Historical Society's Annual Christmas Exhibit. The display will be from December 1st - December 29th. Locked display cases, staff present during all visitation, and building alarm systems will insure the safety of your pieces.

This year we expect to surpass last year's attendance of 750 visitors. Model trains will attract children of all ages to our holiday celebration. Your participation in this exhibit is appreciated.

For more information, call me, David Baldwin, Monday - Friday at (617) 648-4300.

Very truly yours,
David Baldwin
Museum Director

**NEW CLUB FORMING NEAR
BELLOWS FALLS VT**

Anyone interested in the formation of a model railroad club in the Bellows Falls - Springfield, VT area should attend a meeting on December 7 at 7 PM in the Amtrak Station in Bellows Falls. The possibility of acquiring a 25x100 foot space was aired at a first preliminary meeting on Nov. 9th.

The B&M's West End seems to be the place to be on a weekend afternoon as many trains have been scheduled out of Mechanicville after 12 pm. Power sightings are at an all time high as big six axle power is all over the place and some Norfolk Southern power is also showing up.

**B&M CONTEST QUESTION OF THE MONTH
Win an Airlide hopper kit!**

As most people know the B&M was primarily built up of several different railroad companies. Sometimes this lead to having one B&M line cross another at diamond crossings at such places as Ayer, Gardner, Elmwood Jct., Rockingham Jct., ETC. On the other hand, some of the crossings were via bridges, an example of which are where the Central Mass. Branch goes over the Fitchburg Route in Waltham, Mass. There are and were many other places where this occurred and we want to know how many others you can name! We've given you the first one and the one who can give us the most correct answers by Jan. 1, 1985 will win a covered hopper. A B&M line has only got to go over or under another now or in the past to qualify. Clue: We know of at least 15 places this happened. Send your answers to the WEST END EDITOR.

Boston & Maine Railroad Historical Society
Incorporated

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