

Newsletter

P.O. Box 2362, Harwood Station, Littleton, MA 01460

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

JANUARY 1985

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:
JANUARY 12, 1985
1st UNITARIAN CHURCH
WOBURN, MA
8:00 P.M.

Entertainment will be provided by Mr. Charlie Smith, who will present a slide/tape presentation on New England Railroadng.

FEBRUARY 9, 1985

Tentatively Scheduled:
Entertainment to be provided by former engineer Walter Dunn.

MARCH 9, 1985

Tentatively Scheduled:
Entertainment to be provided by Mr. Russ Munroe.

Happy New Year!!

We apologize for both the lateness of the December Newsletter and also most likely this Newsletter too, but a new job has left your editor with much less spare time during the holiday rust than was anticipated, and both Newsletters were late getting to press. As of press time, the schedule will be come more stabilized and there should be no more delays. Thank you for your patience!!!

GUILFORD NEWS

The Guilford Inspection Train was on the move again recently. The Prince Spaghetti Company chartered it to run from Boston to Lowell and then over the former Stoney Brook Branch to Willows, the site of the flour mill. The train consisted of Guilford GP-7 # 573 (D&H) and cars 190, 192, "Champlain" and "Guilford." Grafton and Upton 44 tonner #10 was at the mill to greet them. This unit is now Northern Equipment Co. #10 and sub-leased to Ital Grani USA, Inc.

Waterville shops has painted B&M covered hopper 5835 in green, red and blue and labeled it "Wednesday is Prince Spaghetti Day." The car is in regular revenue service. Boston & Maine locomotive U33B #190, purchased from Conrail, is the latest repaint in the Guilford colors. B&M GP-40-2's #300 and #301 have also been repainted in GTI colors, #301 having been repaired after being damaged last spring.

Wells River Rail Trestle has now been repaired and back in service. This bridge over the Wells River and Route 302 owned by the B&M collapsed this past summer. This will allow the six or more freight trains that use it, to return to their normal routes. **From the 470.**

Steamtown ... the third move of Steamtown equipment headed west on Nov. 1, 1984. D&H 7319 and 7413 lead CP 4-6-2 1278, Rahway Valley 2-8-0 15, MEC 2-8-0 519, a CNJ caboose, an assortment of a half dozen different passenger cars, a Rutland flatcar and

piledriver and Vermont Rwy. caboose 7. The train was restricted to 20 mph.

Steamtown's UP Big Boy 4012 (Alco 1941, serial no. 69583) should be at Scranton by the time you read this. Tuesday, Nov. 13th saw the unit leave Bellows Falls enroute East Deerfield with Guilford painted GP39-2s fore and aft; the units are lettered for the B&M but are former D&H units. The 4012 then was to go to Mechanicville, NY, Binghamton then Scranton, Pa via the Nicholuson Viaduct, the world's largest concrete railroad bridge. The locomotive was to be spotted alone on the Viaduct for "photo opportunities".

... and most of the ex-D&H GP39-2's 7601-7620 have returned from rebuilding at Morrison-Knudsen. Now numbered B&M 350-369 all have been repainted Guilford grey, have ditch lights and five chime horns. Stenciling on frame sides" leased from Mellon Financial Services". Some were rebuilt t M-K's Hornell, NY shop, but most were done at Boise, Idaho. **From the Narragansett Newsletter.**

INTERCHANGE

... a column of opinion

First, we would like to take this time to wish all of you the happiest of New Years, and best wishes, too.

About once a year it's kind of nice to extend thanks to the many volunteers that keep the B&MRRHS operating. With one exception, everyone that works for the Society does so without any compensation whatsoever. The one exception, of course, is our BULLETIN editor Gloria Stone, who receives a small salary for her work.

One of the amazing things about the group of volunteers that the B&MRRHS seems to be blessed with is the professional caliber thereof. Many spend up to twenty or more hours per week performing Society chores above and beyond their regular jobs and family affairs. Our officers and Board of Directors members have their special projects and sub-committees that they must preside over, in addition to normal duties of the office. The same applies to our committee chairpeople and their assistants who put in the same time in addition to regular work. To everyone who puts in time for the B&MRRHS, a heartfelt "thanks"!!!

We didn't write this to pat ourselves or anyone else on the back, (even though it may be deserved), but mainly to let you know that there are real people behind those names on the BULLETIN masthead and that those real people also have real pride in what they do for the B&MRRHS. Without them, there would be no B&MRRHS.



MBTA's 1900 Series' Engines

MBTA Model	Built	Serial No.	Former	Built As:
1900 SW-9	2-51	13136	SCL 141	ACL 369
1920 GP-9	6-55	20309	BN 1848	NP 222
1921 GP-9	8-57	22739	BN 1921	NP 336
1922 GP-9	2-57	22769	BN 1724	NP 286
1923 GP-9	4-57	22791	BN 1789	GN 716
1924 GP-9	4-54	19356	BN 1823	GN 671
1925 GP-9	6-58	24056	BN 1945	NP 366

MBTA Buys Two More Geeps ... as you noticed, there are more MBTA GP-9's in the above list than you may remember - the 1924 and 1925 were shipped from Chrome Crankshaft of Silvis, Illinois on Friday, November 2nd.

MBTA 1922 ... was outshopped on October 25th in the MBTA's image; but not in their "traditional" purple scheme. It appeared in a maroon (lighter than MBTA SW-9 1900) body with silver stripe around the unit scheme. A reliable B&M observer comments "looks nice!"

MBTA 1107 ... during July appeared repainted like the 1100 but with a maroon stripe in place of the purple stripe. It seems, judging by the 1107, 1900 and 1922, that purple is out and maroon is in. Most railside observers would agree that the maroon is a more "railroad" color than the unique purple. **From the Man-Narragansett Newsletter.**

The MBTA - Looking Down the Road Toward the Future

- Eight new F40's which will be longer than the existing F40's to accommodate a separate head end power generator.

B&MRRHS FLYING YANKEE 50TH ANNIVERSARY COMMEMORATIVE T SHIRTS NOW AVAILABLE

After a long wait, the B&MRRHS' official FLYING YANKEE 50th ANNIVERSARY commemorative T Shirt is now available!!! Printed in four colors (silver train, red and black writing with gold numbers), this shirt will be a collector's item for year to come.

This shirt will be available ONLY during 1985, and will be available only from the B&MRRHS, so don't delay, order today using the order form enclosed with this Newsletter.

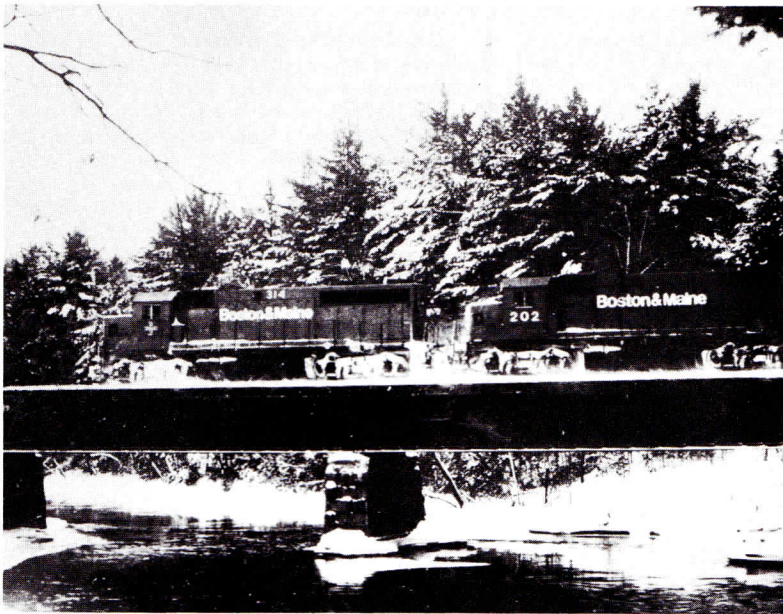
- Thirty-fourty Bombadier single-level cars, ala Pullman Standard cars now operating. (Similar cars have gone to NJ Transit and will be going to Metro North: 20 for NYC lines, 19 for NH line to Danbury.)

- Bi-levels to visit, arrangements are being made or one three-car set of gallery cars from Chicago and one three-car set for Toronto or operational and clearance tests.

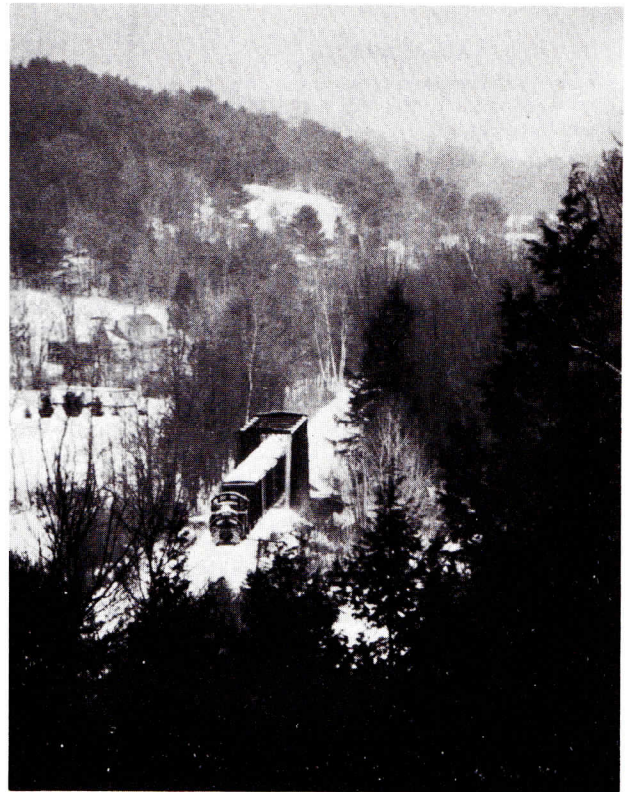
B&M News -- Norfolk Southern Power is running through to Mechanicville on the D&H. The NS power is serviced at Mechanicville and then goes east on SEPO to East Deerfield where the NS power is swapped, returning west on EDNW. All types of NS power has been seen from a GP-9 to a SD45, even Southern units have been spotted. Quite a site to see a trio of SD-45's running long hood forward working upgrade to the West Portal of Hoosac Tunnel!!! **From the Narragansett Newsletter.**

Providence & Worcester 2005 was the first locomotive to wear the new company emblem when it was outshopped from the P&W Worcester shop in late October. It is painted in the brown and orange scheme that the 2001 appeared in two years ago. The emblem is the only railroad identification on the unit; too bad there is still no name or emblem on the ends of the locomotive. Earlier schemes featured the stylized P&W on the ends and had the name spelled out on the side.

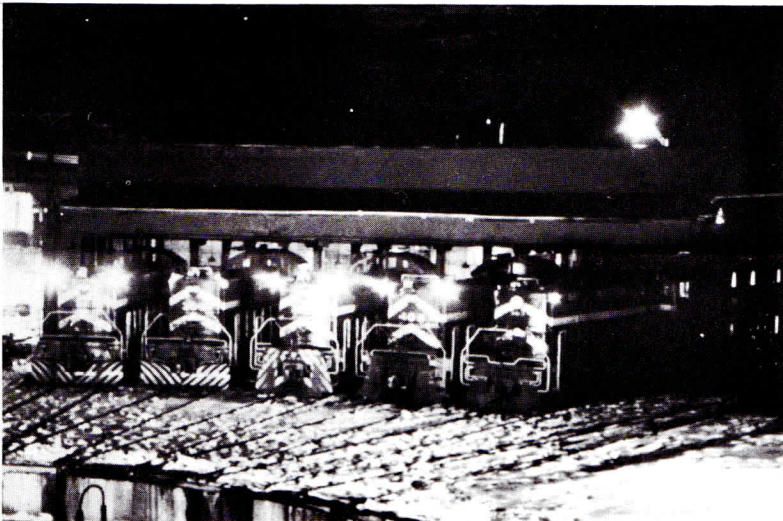
Mr. Kenneth F. Chivers has requested information, drawings and photos concerning Boston & Maine boxcars of the turn-of-the-century period used in Canadian Pacific Despatch service. These cars probably include but are not necessarily limited to those numbered 10,000 - 10,334. Please respond to Kenneth Chivers, 74 Wigan Drive, Nepean, Ontario, Canada.



First Place Prototype:
Bruce MacDonald



Third Place Prototype:
Bruce MacDonald

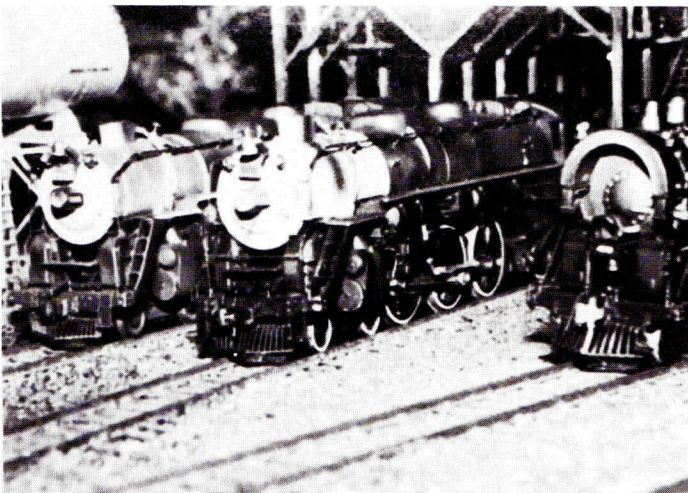


Second Place Prototype:
Scott Whitney

B&MRRHS PHOTO CONTEST WINNERS 1984

The following photographs won prizes in the contest at the second annual B&MRRHS Railroading Extravaganza in October.

First Prize: \$15.00
Second Prize: \$10.00
Third Prize: \$5.00



First Place Model:
R.L. Broderick



Second Place Model:
R.L. Broderick

There were only two entries in the model photo category.

ALL ABOARD!!!

Be on the first train in order to get one of the new publications from the B&MRRHS Archives Department!!

1) **Boston & Maine Rail Motor Car Diagrams**

This is the book that many of you have been waiting for! Twenty-six pages of side, end and interior plans for the Boston & Maine's "Doodlebug" fleet are yours in a sturdy vinyl-cardstock folder. Also included in the plans are those for the trailer cars that were used with the gas cars. This book is a reprint of an original copy as it came from the B&M and is complete with penned in notations. This is a must for the serious rail historian or modeler.

Price: \$5.00 @, plus \$1.25 postage & handling per copy. (Mass. residents add sales tax.)

2) **B&M Standard Track and Structure Plans**

Another must for historians, but more so for the serious modeler who desires more accuracy in his work. Twenty-six pages of plans from switches and signs to water tanks and clearances. Please note that this is **not** a complete set of B&M standard plans, but a carefully selected set that would be of most use to modelers. Don't be without one!

Price: \$5.00 @, plus \$1.25 postage & handling per copy. (Mass residents add sales tax.)

3) **Boston & Maine 1937 Characteristics Charts**

Have you ever wondered just what the

B&M was like in 1937? Most of us are too young to have seen much of the B&M in that era, but fortunately records of that period are still available. Our copy of this Characteristic Book will show you things like: operating divisions, multiple tracks, weight of rail, ballast, signals, turntables, wyes, and much more, all by using specially coded system maps. A super buy!

Price: \$5.00 @, plus \$1.25 postage & handling per copy. (Mass residents add sales tax.)

Not from the Archives, but now available:

B&MRRHS Modular Model Railroad Plans

Based on the Ammonussuc Valley Railroad Association's modular railroad system often seen at shows and exhibitions, the B&MRRHS version is part of a proposed exhibit for the 1986 National Model Railroad Association convention in Boston. The book of standards is now available, and enclosed with each is a card for you to return with your name, and location modeled, (a log will be kept, and periodically listed in the Newsletter or **Modeler's Notes**) to give an idea what others are modeling and also avoid duplication. Time is short for 1986, so order today!!!

Price: \$5.00, plus \$1.50 postage & handling. (Mass residents add sales tax.)

Order any of the above publications from:

B&MRRHS
P.O. Box 2362
Harwood Station
Littleton, MA 01460

CLAREMONT & CONCORD RY - The C&C, in coordination with local plant shutdowns, ceased operating for a week in July to conduct track work preliminary to the \$240,000 rehab of the shortline which is expected to begin next spring. C&C train crew and maintenance-of-way personnel assisted the Max Track Railroad Construction Co., of Equinunk, PA with a number of projects including rebuilding a switch and reducing the curvature at Electric Jct. near Mulberry St. in Claremont from 47° down to 37°. Upgrading the curve will permit passage of sixty-foot-long cars while coupled directly to the shortline's 44-tonners and eliminate a long-standing practice of poling long cars on this section of track. **From the 470.**

SPRINGFIELD TERMINAL RAILWAY

In July the Springfield Terminal ended "roving Trackmobile" service which it has provided under contract for two years on several relatively short, widely scattered segments of the Bay Colony Railroad. Service was maintained "as-needed" out of Ayer, MA utilizing a Whiting Model 95TM Trackmobile (#ST-5) which was hauled by flatbed tractor-trailer to lines requiring switching. Trackmobile #ST-5 will continue to serve the Springfield Terminal's home line between Springfield, Vt. and Charlestown, NH. **New England Shortline News via the 470.**

Boston & Maine Railroad Historical Society

Incorporated

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

ADDRESS CORRECTION REQUESTED

PRESORTED
FIRST-CLASS MAIL
U.S. POSTAGE
PAID
East Kingston, NH
03827
Permit No. 1

JANUARY 1985

**NON-PROFIT
ORGANIZATION**

DEADLINE FOR FEBRUARY NEWSLETTER IS JANUARY 12!