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MAY 1985

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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:**

**MAY 11, 1985**  
**1st UNITARIAN**  
**CHURCH**  
**WOBURN, MA**  
**8:00 P.M.**

**Sound movies by Robert Hornsby**

Bob Hornsby is a lifelong railroad and steam locomotive enthusiast. A live steamer for many years, Bob currently serves as the Eastern Region Secretary of the International Brotherhood of Live Steamers and co-founder and current treasurer of the North East Live Steamers. Although his home road is the Pennsylvania Railroad, Bob will be showing some priceless films of New England railroading and more! His films will include:

- "Steam in the Northeast" 1930's and '40's steam!
- "Boston & Maine" steam and electrics in action!
- "American Freedom Train in New England"
- "The 4449 Goes Home to Portland, Oregon", as one of the three steam locos for the Freedom Train, this time pulling a super Amtrak fan trip from Florida to Portland, Oregon.

Please come and bring your friends for this exciting show!

**JUNE 8, 1985**

**Slides and talk by Harry Frye**

Harry is back by popular demand with more from his vast collection of slides of New England Railroading! Harry's accurate knowledge of the Boston and Maine has earned him the title of Society Historian. An expert HO modeler and author of **Minuteman Steam**, Harry brings us an informative look at the Alton Bay, Lakefront and general New Hampshire B&M lines and shortlines through his well selected and narrated slide program! Please come and invite your friends for an entertaining and educational evening!

**JUNE 15, 1985**

**Edaville Railroad Railfan's Day**

In recognition of the 50th anniversary of the Boston & Maine-Maine Central's acquisition of the Flying Yankee, the Boston & Maine Railroad Historical Society in conjunction with the Bartlett Museum Railroad Association and Edaville Railroad have planned a ceremony at the site of the train's display. More information on back page of this Newsletter and also next month! Make plans to attend!

**JUNE 22, 1985**

**B&MRRHS/BMRA Softball Game**

The Boston & Maine Railroad Historical Society's outstanding Softball Team, the **Flying Yankees**, open their 1985 season against the Bartlett Museum Railroad Association **Volunteers** at Amesbury Park in Amesbury, Mass. A joint meeting with the B&MRRHS featuring railroad videotapes will be held after the game. Come out and enjoy the fresh air!

**JULY 13, 1985**

**Joint Meeting with NHRHTA**

Tentative plans at press time are for another joint meeting with the New Haven Railroad Historical and Technical Society at the Valley Railroad in Essex, Connecticut. Planned are a full day of railfan amenities including passenger and freight (possibly), a barbeque or meal, and a softball game with NHRHTA. More information and possible Amtrak group rates available next month, stay tuned!

**AUGUST 10, 1985**

**Joint Meeting with the 470 Railroad Club**

Tentative plans are in the works for our annual trip to the Conway Scenic Railroad! Dwight Smith undoubtedly will out-do his previous efforts, and a great day of railfan amenities is in the works. More information next month!

**THERE WILL BE NO MEETINGS IN WOBURN DURING JULY AND AUGUST!!!  
 THE B&MRRHS HAS A SUPER SUMMER PLANNED FOR YOU!!! COME OUT AND ENJOY IT!!!**

Roses are red,  
 Violets are blue  
 Your Membership Committee  
 Says "It's time to renew!"

When we think of the Flying Yankee, we tend to think of a silver blur, gobbling milepost after milepost at speeds near the century mark, but, as we read here, it wasn't always that way!  
 50 years ago in the **Laconia Evening Citizen**: The Flying Yankee, Boston & Maine-Maine Central's entry into the field of streamlined transportation, broke down while en route to

Warren, NH, with a party of more than 200 Dartmouth College Alumni winter sports fans from Boston for a ski fest on Mount Moosilauke.

The ultra-modern train developed oil line trouble about a half a mile beyond the Lakeport, NH station. Several hundred spectators had lined the tracks near the local station as the train slowed down while passing through the Lake City that morning, and approximately 1500 persons gathered at the station to see the pride of the system being towed by a steam locomotive back to Boston later that evening.

From Bill Holman.

**HEAVY TONNAGE ON BERLIN MAIN LINE**

April 2nd  
 WJBE has heavy tonnage, on the point was D&H GP39-2 #7420, B&M GP38-2 #207, D&H GP39-2 #7408 in Guilford paint, with 66 cars in tow. Have not seen this heavy tonnage in several years.

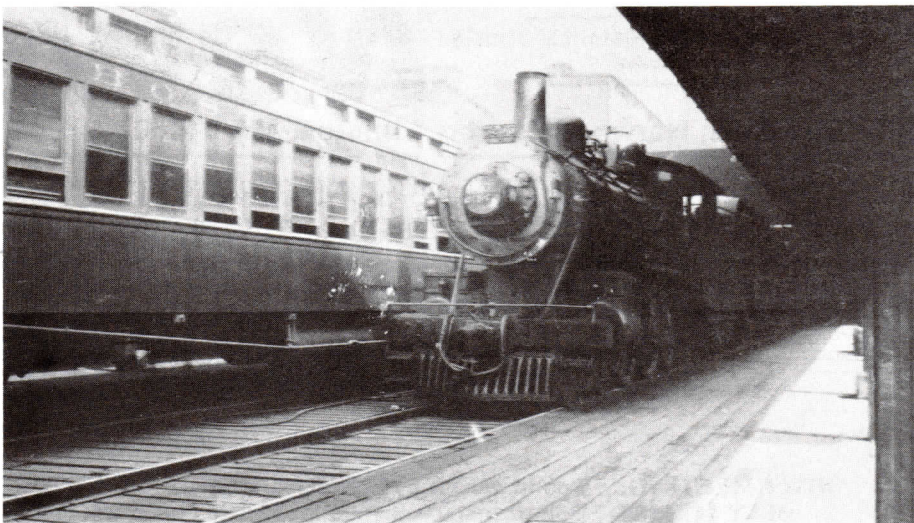
Of interest to note that in the April Newsletter D&H #7420 was listed to be in the Guilford paint scheme, not so - today it was still in the old D&H colors.

From Roger Robar.

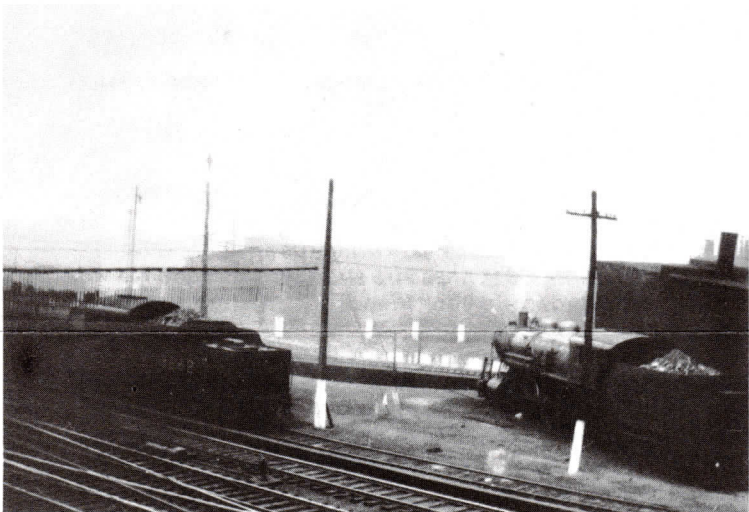
Last year, one of our **Interchange** columns was devoted to what to do with photos and railroading to avoid it being destroyed unwittingly. Well, we recently had the honor of borrowing a collection of negatives that was literally rescued from the trash can by a concerned individual.

In place of **Interchange**, and some of our other regular features this month, we present for your perusal a few gems that came twenty-four hours away from being incinerated. We hope that you enjoy them, and will look forward to seeing more of them in the B&M BULLETIN soon!

We regret that we cannot be too specific in captioning, as the photographer is unknown, nor can we date them. Perhaps some of our more knowledgeable members can shed some light on these "mystery photos!"



B&M #3200, The Class Number 4.4.2, waits at North Station.



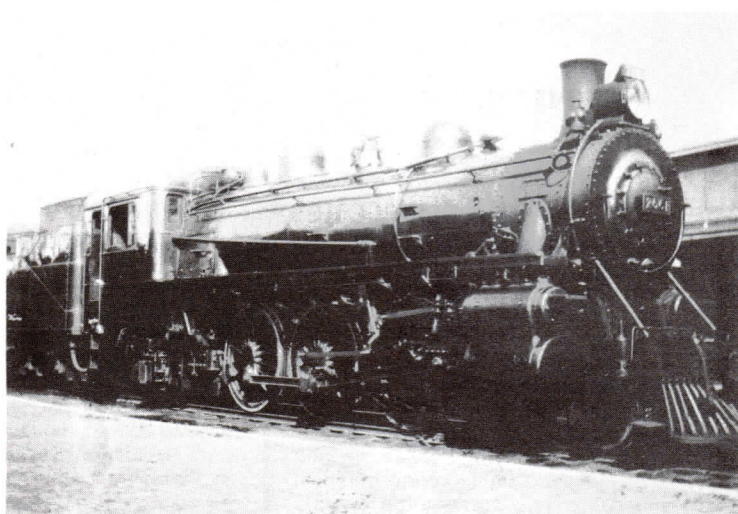
B&M P.2 PACIFIC #3662 and Ten-Wheeler #2108 share yard facilities at unknown location.



THE CIRCUS COMES TO TOWN! An elephant to the right and what looks like a seal in the wagon. We assume this is in Boston.



B&M P.2 PACIFIC #3624 pauses at unknown station. Note the diamonds in foreground, which should help identify location.



CANADIAN PACIFIC, PACIFIC #2661, location unknown. Do you have questions about these photos? So do we!!! Can anyone answer them?



**B&M/MBTA "EQUIPMENT RESCUE"  
NOW COMPLETE**

The transfer of locomotives and cars around the burned-out North River bridge between Beverly and Salem is now complete. The timber piling structure burned in a spectacular fire last November 16, isolating two B&M/MBTA commuter trains on the Rockport and Ipswich ends of the line. The charred Salem end of the trestle has now been torn down, making way for reconstruction when better weather arrives, and the swing span remains open to navigation on the North River. Shuttle train service using both trains continued between Rockport and Beverly until January 6, with buses shuttling between Salem and Beverly. Starting on January 7, service has been provided by shuttle buses directly to and from Salem from points on both lines. Ridership on North-Side (former B&M lines) is down due to the inconvenient shuttle service in Boston because of another bridge fire (the Charles River draw bridge burned on January 20, 1984, isolating North Station). However, commuter equipment is in very short supply on the South-Side (former-New Haven lines) due to Southeast Expressway reconstruction, as well as removal from service of Govt. of Ontario coaches because of fire safety concerns.

Thus, with two trainsets available but isolated until the North River bridge is rebuilt (at least October 1985), a plan was devised to truck two locomotives and eight coaches to the nearest railroad. Several routes were considered, but Danvers Center on the former-Newburyport branch eventually was selected. Passenger cars were moved from Tozer Road in Beverly and locomotives (and two covered hopper cars) from the Hamilton-Wenham station. Equipment was returned to Boston for inspection and return to service. Truck moving dates were as follows:

- 3/8 Ex-BN GP-9 #1921 + 1 covered hopper
- 3/9 F40PH #1007 + covered hopper
- 3/11-12 4 Ballast Cars in reverse direc-

tion - for trackwork this summer on the Rockport and Ipswich lines

- 3/19 Pullman coaches #312 and #339
- 3/20 Pullman coaches #1308, #308, and #326
- 3/21 Budd RDC's #6117
- 3/22 Budd RDC's #70, and #6933

From Bill Crawford.

**Be sure not to let  
Your Membership derail,  
Renew now,  
Without fail!**

**CENTRAL VERMONT RAILWAY  
BLEEDING BADLY**

Officials of the Central Vermont Railway Company are expected to report that the line, Vermont's major rail carrier, lost as much as \$2 million last year, and faces a bleak future unless new and lower-cost wage agreements can be reached with its unionized employees. The Central Vermont has been trying to renegotiate its contracts since last summer, but apparently has not reached any accords with the 12 unions that represent its workers.

John Burdakin, the lines president, said that the railroad faces increased competition for traffic from its competitors to the south - the relatively new Guilford System and Conrail - and the deregulated truckers.

Traffic on the line, which is basically a connecting carrier, has been declining, but sources close to the road say revenues have been falling even faster as the railroad pays higher costs for inter-line connections and for switching; and as its shippers argue for lower transportation in today's deregulated environment. It has cut rates, some rather deeply, to keep the traffic it now has.

The CV's health is important to the state of Vermont's passenger service as well as to its freight business. The Amtrak Montrealer, which runs through Vermont on its route from New

York to Canada, serves Montpelier and Burlington among other cities, using CV tracks. Overall, Vermont is served by twelve rail lines, a rather large number for such a small state.

From the Rutland Herald.  
Submitted by Jonathan Meeks.

Early February was not a kind month for the Boston & Maine. The bad luck started on a Monday, February 4, when SEPO-04 derailed twelve to fifteen cars coming out of Hoosac Tunnel's East Portal. East Portal Interlocking was severely damaged when stuck by three or four cars. No one was hurt, and no dangerous cars were involved. The passing track which extends down to Soapstone was also damaged between old Hoosac Tunnel station grade crossing and East Portal Interlocking. Three days later, MERU-7 derailed one car at Exeter, NH. Although that one was more nuisance than anything else, it was a prelude to another substantial wreck. The wee hours of the morning of February 8 saw BASE derail five cars at Hoosac Tunnel.

The B&M is back to running power through to Selkirk yard. They started this arrangement sometime in early February. At least one of the freights is a run-through train, Selkirk to Rigby. Also, SPBA and BASP now have full crews. BASP is still exclusively piggyback; SPBA, however, is now handling freight from Springfield, Holyoke, East Deerfield, Ayer and Lowell.

From the Narragansett Newsletter.

The Boston & Maine Railroad Historical Society has learned of the passing of the following members:

Fred P. Coggin of Wakefield, MA; Francis P. Gorham of Lynn, MA; Randolph J. Owen, West Boylston, MA; William H. Steeves, Beverly, MA; and Bruce O. Berry, Wilton, CT. We extend our deepest sympathy to their families and friends.

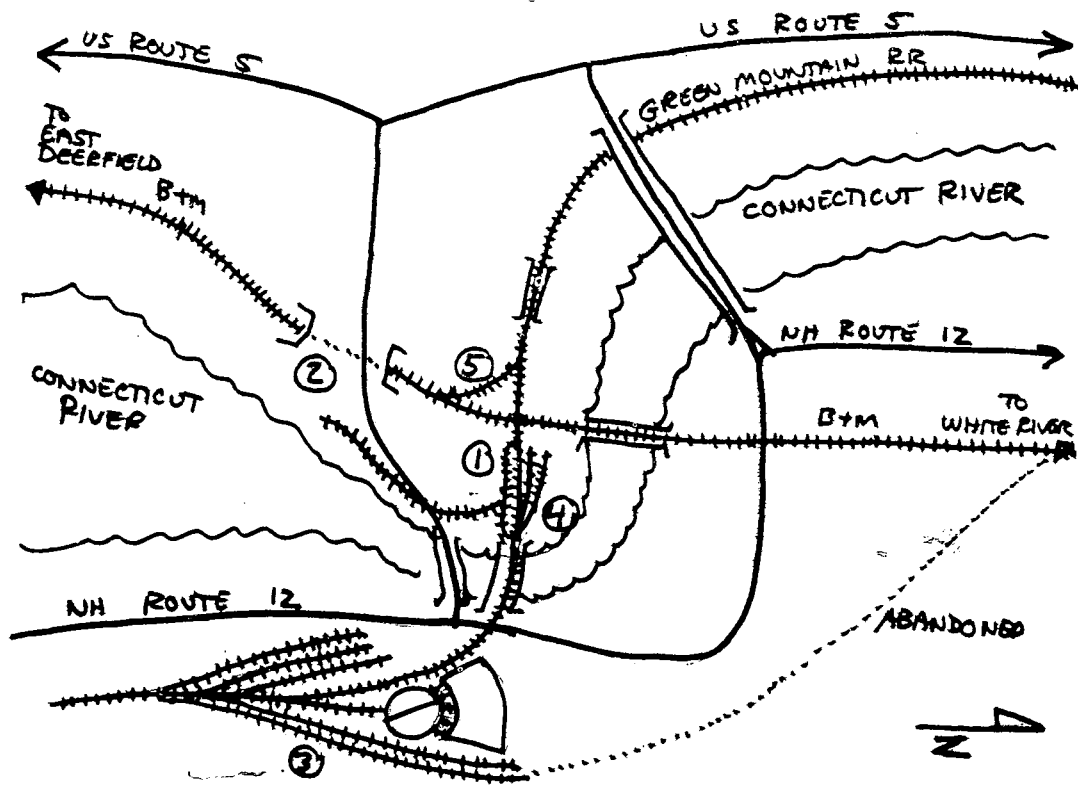
**WHERE IT'S AT!!!**

**Bellows Falls, Vermont**

Best reached from north and south by Interstate 91 to U.S. Route 5; from east by NH Route 12.

Bellows Falls, Vermont was once the busy junction point between the Rutland and the Boston & Maine, but now serves as the connection with the Green Mountain Railroad that is headquartered in Bellows Falls. Four B&M mainline freights, two Central Vermont and two Amtrak trains pass north and south on the B&M's Connecticut River mainline each day (except two less Central Vermont trains on weekends). The Green Mountain Railroad's local freight leaves town each weekday after 9:00 a.m. During the summer months, the Green Mountain also operates the Vermont Historical Railroad train that runs between Bellows Falls and Chester, Vermont.

Amtrak and Vermont Historical Railroad station is located at (1). The famous tunnel under Bellows Falls is at (2). Green Mountain yard and enginehouse is at (3), but are off limits to visitors for safety reasons, but all action is clearly visible from the property fence. The ex-Rutland yard is at (4). Vermont Historical Railroad trains load at (5); they are usually pulled by one of the Green Mountain's Alco RS-1 locomotives. Many of the Connecticut River jobs run in daylight near the times of the tourist train. Not a bad way to spend the day!



**B&MRRHS/BMRA/EDAVILLE PLANS FOR FLYING YANKEE'S 50th ANNIVERSARY**

Saturday, June 15, 1985 is Railfan's Day at Edaville Railroad. Among the day's festivities are a five and a half mile steam train ride through the largest cranberry plantation in the world, modeler's flea market and other railfan amenities. Tentatively scheduled is a joint B&MRRHS/BMRA/Edaville ceremony to commemorate the 50th anniversary of the Flying Yankee. Planned events include;

- Display of Flying Yankee memorabilia. Members and friends are encouraged to bring along any Flying Yankee photos or memorabilia that they might have.
- Special guest speakers including B&M and Maine Central crews who served on and operated the "Silver Slipper" during its life will share their experiences with us.
- Edaville's famous Chicken N' Cranberry Barbeque Dinner, served in the Pine Grove Pavillion, which includes cranberry juice, one half chicken, coleslaw, french fries, rolls and butter, cranberry sauce, ice cream and beverage! Delicious!
- Don't forget to check out Boston & Maine Mogul 1455 while you're there! Make plans now to attend!

**BARTLETT MUSEUM OFFERS/ BUS CHARTER TO EDAVILLE RAILFAN'S DAY!!!**

The Bartlett Museum Railroad Association has made available to Boston & Maine Railroad Historical Society members a chartered bus to Edaville Railroad in South Carver, Mass., for the Railfan's Day festivities. The fare of \$25.00 includes:

- Round-trip transportation in air-conditioned motor coach
- Admission to Edaville Railroad
- Edaville's famous Chicken-Barbeque

Ticket available May 1 1985. Adult's Tickets \$25.00. Children 12 and under \$20.00. For ticket, contact Richard Nichols, P.O. Box 31, Amesbury, MA 01913. Busses will leave from Amesbury Middle School parking lot 8:00 a.m. June 15. Don't delay!!!

**SPECIAL NOTICE TO ANYONE INTERESTED IN B&MRRHS MODULAR MODEL RAILROAD PLANS**

We have received word from the Northeast Region of the National Model Railroad Association that the Modu-Rail plans that were given the B&MRRHS are about to be updated. Since we do not know the extent of the alterations, and the NER-NMRA is unable to inform us as to changes, we feel that we have no alternative other than to delay production of the layout plans. Since time is short for the 1986 NMRA convention, we have cancelled plans to build a display layout. If anyone wishes to pursue the modular concept on their own, current production plans can be had from:

Edwin Permon NER-MIG  
385 Donald Street  
Bedford, NH 03102

Information regarding modular benchwork can be obtained from:

Roger Robar  
17 Pine Street  
Lisbon, NH 03585

Congratulations to long time B&MRRHS member Emmons Lancaster on the occasion of his recent marriage. We wish the Lancasters a long and happy marriage!  
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**NORTH CONWAY MODEL RAILROAD CLUB ANNUAL SHOW**

The North Conway Model Railroad Club announces plans for its 12th annual Model Railroad Show.

Where: The Fox Ridge Resort, North Conway, NH

When: Saturday, May 25, 1985, 10:00 a.m. to 4:00 p.m.

Admission: Adults: \$1.50  
Children under 12: 75¢  
Family maximum: \$5.00

Featured: Slide shows, clinics, operating and static displays, operating layouts and more. The North Conway Model Railroad Club layout at the Conway Scenic Railroad Freight House will be open and operating.

**MORE BUDDS FOR YOU!!!**

The Massachusetts Bay Transportation Authority has emerged the apparent successful bidder on some Rail Diesel Cars (RDC's) for sale by the City of Philadelphia. They are some of the last of their type built, in fact, the 9152, an RDC-1, was the **very last RDC built!** (It was completed on December 12, 1962 as Budd Co. serial number 7012.

The city bought the cars for use on the Reading Company lines before SEPTA came into being as a way to help the Reading and the Pennsylvania improve commuter service in the area. The cars were delivered as Reading Company cars and appeared as such during most of their active lives. Each car will seat 103 passengers. The nine cars heading to Boston are:

9151	9157	<b>From the Narragansett</b>
9152	9158	<b>Newsletter and</b>
9153	9159	<b>Bill Crawford.</b>
9154	9161	

9162

**Boston & Maine Railroad Historical Society**  
*Incorporated*

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

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MAY 1985

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DEADLINE FOR JUNE NEWSLETTER IS MAY 11

SPECIAL HISTORIC PHOTOS ISSUE!!!