

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

JUNE 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

OUR SUMMER SCHEDULE HAS BEEN CHANGED!!! PLEASE TAKE NOTICE!!!

NEXT MEETING:

JUNE 8, 1985

1st UNITARIAN

CHURCH

WOBURN, MA

8:00 P.M.

June 15, 1985

Slides and talk by Harry Frye

Harry is back by popular demand with more from his vast collection of slides of New England Railroad. Harry's accurate knowledge of the Boston & 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 evening!

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 the back page of this Newsletter. 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, MA. A joint meeting with the BMRA featuring Railroad videotapes will be held after the game at the Bank of Boston. Come out and enjoy the fresh air!

JULY 13, 1985

Slide/tape program by Dennis Adams and Scott Whitney

Dennis and Scott will be presenting a multi-projector slide program featuring slides taken from negatives of the recently acquired Nash/Ludlow photo collection. This meeting will be held at **Winnacunnet High School in Hampton, NH**. (Please note change in scheduling!!!) Dennis and Scott have edited the B&MRRHS Newsletter for almost five years, and Scott was recently elected vice president of the B&MRRHS. Their show will consist of the west end of the B&M between the years of 1945 - 1957. Cattletristle Productions returns, this time with Ash Pit Productions!!!

AUGUST 10, 1985

Joint Meeting with the 470 Railroad Club

Once again, our annual trip to the north country and the Conway Scenic Railroad! Plans for the day include special trains, (perhaps the 4266A will make another run for us!), a pick-up softball game between the B&MRRHS Flying Yankees and the Mt. Washington Valley All-Stars at Kennet School in Conway, the Supper Chief and entertainment in Stall Four Theatre. A night photo session is also being planned, weather permitting. Dwight Smith will undoubtedly out-do all his previous efforts (no mean trick) so plan now to attend and bring the family!

SEPTEMBER 14, 1985

Joint Meeting with NHRHTA at the Valley Railroad

This meeting has been rescheduled from July to better make use of Amtrak, the off-season motel rates and the Valley Railroad facilities. Tentative plans for the day include passenger and freight trains, a BBQ or meal, and a softball game with NHRHTA (who has been itching for revenge for the beating delivered by the B&MRRHS squad last year.). Amtrak group rates are elsewhere in this Newsletter. Make plans to attend and bring the family!

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

**GUILFORD DEVELOPING RAIL
MONITOR SYSTEM**

Guilford Transportation Industries has formed a subsidiary to develop a satellite system for railroad trains that will be able to monitor the position of a locomotive or car and provide instant communications between a train and its control center. If it is successful, the system could make railroads safer and more efficient and revolutionize signalling and dispatching procedures.

The new Guilford subsidiary, Railstar Control Technology, Inc., will be involved in a joint

project with the Geostar Corp., of Princeton, NJ, to develop software and hardware systems for railroads.

At least one other railroad, the Burlington Northern, has been experimenting with a Navstar system, developed by a Rockwell International subsidiary, which involves the same basic principles of operation.

Frank G. Fotta, vice president of transportation for Guilford and president of Railstar, said that the new Geostar system, invented by Dr. Gerard K. O'Neill, should be able to determine the position of a vehicle to within

six feet. The first Geostar satellites are expected to be launched next year and commercial service would begin in 1987.

From the Boston Globe.

Submitted by Dick Symmes.

Beam me up, Scotty-(eds).

**Remember when...
they used to ask "How many came to the meeting by train" at B&MRRHS meetings?**

INTERCHANGE

... a column of opinion

Once a year, Scott and I like to take a few column inches and review the progress of the Newsletter, and also outline plans for the future. Glancing at the ol' calendar on the wall, we find that it's just about time to do it again!

The move to first class mailing last year has just about eliminated our earlier mailing problems, and we happily admit that of all the letters received this year, not one concerned problems with the mail. The added expense of first class mailing has definitely been worth every penny.

The major new development of 1984 was the introduction of Modeler's Notes, our quarterly Newsletter insert devoted to modeling the Boston & Maine Railroad. Bob Warren and Bruce Bowden have done an exceptional job in getting the insert off the ground, and are to be highly commended for their efforts. The success of the modeler's insert also destroys another rumor, that being that you can't help the B&MRRHS unless you live in New England. Bruce lives in Georgia and Bob lives in Florida, that's about as far out as you can get and still stay in the same time zone. That old excuse doesn't work anymore!

Our photo coverage of Boston & Maine activities increased as far as budget considerations allowed, and our correspondents New England wide kept the Newsletter well supplied with photos of new B&M, MEC, D&H and MBTA equipment, and even some older equipment and location photos. We feel that our photo coverage is among the best in railfan newsletters, thanks to our many field correspondents and photographers. We sometimes wish that photo reproduction could be better. We often have to print a less-than-perfect photo, but we feel that it is far better to have a photo, regardless of quality than no photo at all.

We are always keeping an eye open for new ideas, and we have several projects in the fire for 1985. We get many suggestions from the membership, some which we can use, some which for some reason or another we cannot, but all suggestions are given equal consideration. Features to look for coming up in the Newsletter include:

A question and answer column where you can write in with questions pertaining to the Boston & Maine. We look to be devoting approximately one half page per Newsletter to answering questions. The column will be tentatively titled "B&MRRHS INFORMATION BOOTH" (we're open to suggestion), and will be staffed by Harry Frye, Forrest Mack and the Archives crew, and other B&MRRHS experts. Certain restrictions will apply, and are outlined in this Newsletter elsewhere.

Continued and expanded coverage of the best railfanning locations in New England through our "Where It's At" column. Future plans, very tentative at this stage, include publication of past "Where It's At" columns in flyer form for railfanning New England.

The only thing we need now to implement these and other ideas is assistance. Scott and I have embraced the idea that we are editors, not writers, however it often turns out that we end up writing most of the news ourselves. Since the amount of work in writing, editing and coordinating materials is a rather time-consuming process, we really have no desire to begin any new ventures that might end up taking away from our other Newsletter work.

What we would like is assistance in the form of feature input, either on a one-time or continuing basis. Submissions to Modeler's Notes, Where It's At, and other Newsletter features are always welcome. For member-supported features like Modeler's Notes, they are essential. **Especially** in the case of Modeler's Notes, its very survival depends on member submissions.

We have only a couple more comments and then we'll sign off until next year. We have occasionally included in the Newsletter items which could be construed as "commercials". Whether or not to do this is a dilemma that we have wrestled with over many a phone call and Board of Directors' meeting. The policy that we have adopted is this: We are basically non-commercial, and will not accept commercials from "Jack's Hobby Shop" or the like. We do, however, feel that there are products on the market that might be of great interest to B&MRRHS members, and will bring them to members' attention through the use of "product reviews". It must be understood that neither we nor the B&MRRHS are in any way endorsing these products, but would feel remiss if we did not bring them to the members' attention. A difficult situation, and one that we hope that we have resolved to everyone's satisfaction.

In conclusion, we would like to thank everyone who sends in information for the Newsletter, whether monthly or once a year, or somewhere in between.

Without you, there would be no B&MRRHS Newsletter, and then there'd be nothing to read in between B&M BULLETINS. We would also like to thank everyone who adds the nice little "attaboys" on their submissions and cards, these really make our day. Finally, we would like to thank our tireless staff of merry

mailers, who meet each month to fold, staple, stuff, sort, and mail the Newsletter, and also thanks to all of the people that allow us to come into their homes each month on a round-robin basis and disrupt their family routine. Thanks to all of you. You make the Newsletter!

Dennis and Scott

In behalf of the B&MRRHS I wish to express my sadness upon learning of the death of Stanley M. Hauck. Mr. Hauck had been a member of our society for some years. He was a loyal supporter of our efforts to document the history of railroading in New England.

The Boston & Maine Railroad Historical Society is pleased to acknowledge the receipt at its archives of Mr. Hauck's collection of 4 albums of railroad photographs and negatives. I received these personally from Norton D. Clark on Friday, April 19, with the understanding that Mr. Hauck had willed them to the B&MRRHS.

The B&MRRHS values these materials as follows:

Four photo albums	\$321.00
Photographic negatives	135.00
Total value	\$456.00

Much of the material in the collection depicts Boston & Maine railroad cars for which we had no photos or negatives whatever. Mr. Hauck's collection thus is an important addition to our archives, and we are especially thankful that he remembered the Society.

Sincerely,

Forrest Mack

Chairman, B&MRRHS Archives Committee



B&M LOSES ANOTHER BRIDGE

Well, sort of, anyway. The trestle on the B&M's Newington line was recently dismantled to allow passage of the submarine USS Albacore to Portsmouth, NH's new sea museum. The trestle was completely refurbished with new pilings, construction began within a few minutes of the sub's passage and repair was completed by mid-week. Story and photo by Joe Shaw.

MILEAGE COLLECTORS ALERT!!!

The Mass Bay Railroad Enthusiasts announce that the Maine Central Railroad will operate three very interesting excursions this summer! Equipment will be coaches from Guilford Transportation Industries official inspection train which has again been made available for the Mass Bay RRE's use. Since space will be limited (four cars maximum), a word to the wise, act quickly! The routes to be operated are:

- Saturday, July 27, 1985
 - Bangor to Mattawaumkeag (round trip-morning)
 - Bangor to Bucksport (round trip - afternoon)
- Saturday, Sept. 21, 1985
 - Portland to Rockland (round trip)
- Sunday, Sept. 22, 1985
 - Portland to North Conway, NH (round trip)

All regularly scheduled passenger service on the Maine Central was discontinued in 1960, with passenger service to Bucksport discontinued in 1932, to North Conway (St. Johnsbury) in 1956 to Rockland in 1959 and to Mattawaumkeag in 1960. A few RRE excursions have run on the Maine Central since 1960: Portland Division trips in 1983 and 1984. The 1985 series will give extraordinary opportunities for railfans as well as the general public to ride over these pieces of "ultra rare" mileage. Prices for these trips have not yet been established, but a \$20.00 per trip deposit will reserve your place on any of these trips. Please list your name and address along with which trip(s) you wish to reserve, and send your deposit to Mass Bay RRE, Box 136, Ward Hill, MA 01830. All Aboard!!!

Our "Mystery Photos" that we published in last month's Newsletter drew a good response from the membership. Some of the comments that we received were most interesting!

Harry Frye writes: "The photo of 2108 and 3662 was taken at Charlestown, Mass., on June 12, 1926. The photo of 3624 was taken at Lowell, Mass., on the "Alouette" about the same time."

Don Robinson adds: "3624 pauses at an unknown location! Twenty lashes with a wet noodle! (accepted-ed.) Even though the old Lowell Station on Middlesex Street has been gone for many years, there are enough post-cards around that it should be recognized by anyone. The diamonds are, of course, trolley. The circus looks like East Cambridge. The Canadian Pacific could be anywhere on or off the B&M."

From Glen Kidder: "It would appear the upper left photo showing the 3662 and 2108 are at the East Somerville roundhouse (looks like the water tank on the roof of the Fargo Building is showing to the left of the second pole from the right. On the photo at the lower left, that is almost certainly Lowell, with the train heading north. Those tracks crossing the main line are unquestionably street railway tracks. The photos add a lot of interest to the Newsletter."

From Joseph Kopycinski: The unidentified station on page two of the May 1985 issue is the old Lowell Station on Middlesex Street, demolished in 1959. The building in the background was the old Livingston House which later served as a girls' high school - Keith Hall. It has also been demolished. The Lord overpass occupies the depot site now."

And finally, from Samuel Vaughan: "The

lower left photo, I believe, is the old Lowell station. The train is headed north, and the tracks across the railroad are trolley tracks." Thanks to everyone who responded, and since these photos got a great response, we will be featuring more soon!

B&M EASTERN ROUTE GLOUCESTER BRANCH

The inbound track is being relaid with welded 132lb. rail. New rail (about 15 gondola loads) has been delivered to Castle Hill yard in Salem and trucked from there. Some of the welded rail is stamped "1944", evidently relay rail. The work started in Gloucester and is now in the Manchester area. Some of the old 85lb. rail is "KRUPP Germany 1926." New ties are going in where necessary.

Four ballast cars are spotted at the siding at Manchester station. A TTPX platform flat is in Beverly loaded with new tires.

The station platforms have been torn out at Manchester and Beverly Farms.

A new parking lot has been built at the old West Gloucester station (not Harbor Station). The bridges over Essex Ave. (Rt. 133) and Magnolia Ave. in Gloucester have been repainted.

The bridge over Federal St., Beverly (near the Depot) has been removed and the granite blocks cut for abutment work.

Barge mounted cranes started driving square shaped concrete piles for the new bridge over the Danvers River. The work is starting at the Beverly end. The abutment on the Salem end has been torn up.

From Steven Butterworth

NORTH STATION REOPENS 15 MONTHS AFTER FIRE

On January 20, 1984, a fire destroyed the wooden piers that carried the tracks leading into North Station. For three bitter cold days, Boston firefighters worked to extinguish the smoldering piers, and when the fire was finally out, the \$7 million fire had cut off the rail terminal for some 12,000 daily commuters from north and west of the city.

But on April 20, 15 months to the day after the fire erupted, North Station reopened. There were the usual ceremonies, the speeches from the federal, state and local leaders and the like. But there was more - almost a feeling of rebirth on a nice spring day. There were trains actually coming and going. There were train whistles and bells and hissing brakes and the smell of trains in the air.

The politicians and leaders even shortened their usual speaking times. The station was spotless, probably for the first time since the original opening of the station.

Total cost of the reconstruction was almost \$12 million, with some 75% of it coming from federal funds. The work included the reconstruction of the trestle, fireproof pilings, the sandblasting of the drawbridges, the construction of new platforms and canopies, better lighting and public address systems, improvements in the signal system and the general upgrading and cleaning of the terminal itself.

From the Boston Globe.
Submitted by Bill Crawford.

GUILFORD BUYING BISON RAIL YARD

Guilford Transportation Industries has agreed to buy the sprawling Bison rail yard in Buffalo as part of the proposed acquisition of Conrail

by the Norfolk Southern Corp. Guilford will also acquire track, or the right to use track from Buffalo to Cleveland and on to Chicago and St. Louis.

Colin Pease, Guilford's vice president, said the company will buy the Bison yard at "liquidation rates," but declined to divulge the purchase price.

From the Buffalo Business First.

We did not receive a name with this article, please notify us and we'll credit you!

MORE INFO ON B&M LOCOS:

Member Loyd Mac Nayr tells of the following: B&M units 4200-4223 A&B were delivered with stiff shackle between units. They also had small steam generators for standby heating the units when shut down, but were soon disposed of.

Units 4224-4226 had regular knuckles between units and had a steam generator inside each unit when new. These were replaced a few years after by one large steam generator in the B unit and a 1500 gallon water tank in the A unit.

Units 4227 & 4228 had one large steam plant with a 1500 gal. tank in the A unit and a 3000 gal. tank in the front of the B unit.

Loyd also stated that he believed that RS-2's 1501-1504 did not have steam units, but we editors have seen a photo of the 1501 with steam piping and short hood stack for the steam generator. Will someone tell us if this was the only one in that batch or did more have steam added.

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

AMTRAK GROUP RATES TO OLD SAYBROOK, CT

The B&MRRHS is making available group rates on Amtrak for those who wish to attend the joint meeting with NHRHTA in September. Group rates are as follows:

Round trip South Station, Boston to Old Saybrook \$29.40 (Regular fare is \$31.50)

We must have a minimum of fifteen people to qualify for group rates. Upon receipt of your check, you will be sent a confirmation card. Two weeks before the meeting, you will be sent final confirmation (or a refund if we did not receive enough people to qualify for group rates). Send to:

B&MRRHS Amtrak Rates
P.O. Box 2362
Harwood Station
Littleton, MA 01460-3362

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!!!

B&MRRHS ANNOUNCES "B&MRRHS INFORMATION BOOTH"

When did the B&M abandon the Manchester-Rockingham branch? How did the B&M's Ingersol-Rand self-propelled car get the nickname Sacred Cow"? Why did the B&M change locomotive colors from maroon to blue? What were the numbers of the B&M's four BL-2's? Have you got a question about the B&M that you'd like answered? I know I do. And now, there's a way that you can have your questions answered by the B&MRRHS panel of experts.

We proudly announce **B&MRRHS INFORMATION BOOTH**, a new feature in the B&MRRHS Newsletter. Each month, questions pertaining to all phases of the B&M will appear in this column. The rules are simple:

All questions must be concise, and submitted on **post cards only** to the Newsletter address.

We will endeavor to answer all questions that we receive, but due to space limitations, it may take several months for your question to appear in print.

Personal answer only at the discretion of the staff, and absolutely no personal answers without return postage.

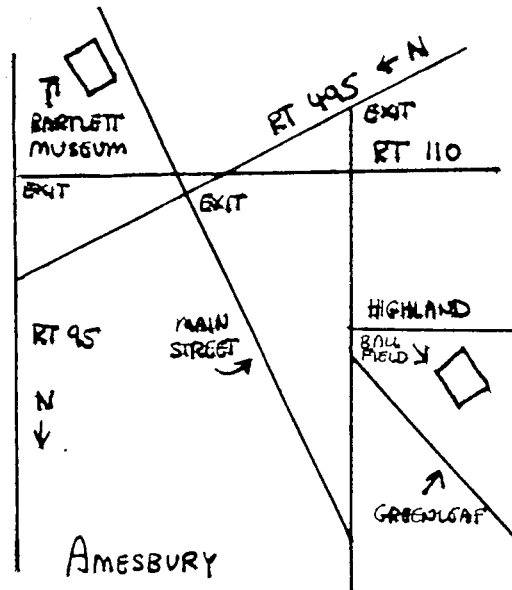
We look forward to the new column, slated to begin in the July 1985 Newsletter.

SCHEDULE OF EVENTS FOR AMESBURY DAYS,

Here is a schedule of the day's events:

- 1 p.m. Pre-game Warm-ups
- 2 p.m. Softball Game: B&MRRHS vs. Bartlett Museum Staff
- 5 p.m. Video Movies

Let's have a big B&MRRHS turnout!!!



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

JUNE 1985

NON-PROFIT ORGANIZATION