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JULY 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

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

NEXT MEETING:

JULY 13, 1985

WINNACUNNET

HIGH SCHOOL

HAMPTON, NH

8:00 P.M.

Slide/tape program by Dennis Adams and Scott Whitney

Dennis and Scott will be presenting a multi projector slide program featuring slides taken from black and white negatives of the recently acquired Nash/Ludlow collection, with both narration and audience participation formats. The slides spotlight B&M operations on the west end of the system during the years of 1945-1957. Dennis and Scott have edited the B&MRRHS Newsletter for almost five years, and Scott was recently elected vice president of the B&MRRHS. Also, some special surprises are being planned, and Joe Shaw will be auctioning! Be there!

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 4266 will run again!), a pick-up softball game between the B&MRRHS Flying Yankees and the Mount Washington Valley All-Stars on the field in front of the North Conway depot, the Supper Chief ham and bean express and entertainment in Stall 4 Theater. 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 make better 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 have 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 now, and bring the family!

OCTOBER 12, 1985

Back to Woburn after our summer jaunts

Entertainment will be announced next month!

**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!!!**

\$7 MILLION CONTRACT FOR EAST DEERFIELD RENOVATIONS

Work crews may be hammering away at East Deerfield freight yard in June following the signing of a \$7 million renovation contract by state and company officials. Governor Michael Dukakis and B&M president Charles McKenna signed the agreement, which is aimed at making the yard one of the three major rail centers in the Guilford Transportation Industries system. It will be a service center for Maine Central, Boston & Maine and Delaware & Hudson railroads.

Dennis P. Coffey, B&M's assistant to the vice president for governmental affairs, said the package will help to preserve 350 to 375 permanent jobs at the yard while creating some construction jobs during the two-year rail yard expansion. The major emphasis is on improving the railroad's ability to function in the region, Coffey said. Expansion of the locomotive house, where the diesels are repaired, is one of the first

scheduled projects. Changes to the classification yard where cars with similar destinations are grouped together are also planned. These changes are planned to reduce the car-retention time from 18 to 20 hours down to 12 to 13 hours.

Coffey said an improved rail yard will help attract industry to the area, both as an alternative to and in conjunction with Route 2. Traditionally the B&M has only brought in raw materials as for industry. B&M has been guaranteed the right to operate the yard as long as they remain in business.

**From the Greenfield Recorder.
Submitted by Sherman Smith.**

GUILFORD MOTOR EXPRESS WINS OPERATING RIGHTS

Guilford Motor Express, the truck subsidiary of Guilford Transportation Industries rail network, has been awarded ICC operating authority.

Served April 4, the operating rights authorize

GMX to move general commodities nationwide. The company's request for authority was not opposed.

The new subsidiary, formed in April 1984, will work with Guilford's Maine Central, Boston & Maine and Delaware & Hudson railroads by handling the highway portion of intermodal movements. GMX will also backhaul loads to the railroads.

GTI anticipates revenues of \$3.2 million from GMX operations in its first year of service. Revenues from proposed terminal and maintenance operations in the first year are expected to be approximately \$1.4 million. The new subsidiary is not yet operational and does not intend to employ company drivers, but will contract with owner-operators. Operations will begin as soon as the proper insurance is filed with the ICC, and other statutory requirements are met, a GTI spokesman said.

**From Traffic World.
Submitted by Mike Lennon.**

The story behind the "new" Vermont Historical Railroad Train is a "rebirth" of an important Vermont attraction and a bright ray of hope to the citizens of Bellows Falls, Vermont in regaining its status as a tourist center.

Two years ago, when well-known "Steamtown" moved out, the outlook for tourism was dismal. Then, thanks to a concerted effort by the citizenry and the Bellows Falls Development Commission, the Vermont Historical Railroad was created, three vintage coaches were restored, the excursions started and the new railroad survived the first difficult season. However it did succeed; many thousands enjoyed the ride, from senior citizens loving the nostalgia to the youngsters experiencing a "real" train ride, which in many areas of our country no longer exists. And, at the end of the season, the railroad went back to the "private sector" for continuing operation.

The excursion train is being operated by the Green Mountain Railroad Corporation, an actual employee-owned railroad, running from Bellows Falls to Rutland. The line over which the passenger train will operate is 13.3 miles from Bellows Falls to the Chester station built in 1850-1851. The route was originally an Indian Trail, then in turn, a bridlepath for early white settlers, a military road, a turnpike and stage route, and finally the route of a great railroad, the Rutland. After the Rutland Railway ceased to operate in the 1960's, the track in Vermont was purchased by the State and leased to private operators.

Instead of a steam train ride, the new train offers an old-fashioned train ride complete with uniformed professional crews. It is powered by a first-generation ALCO-GE diesel-electric locomotive.

The passenger cars are an exercise in leafing through old history books. Passenger car No. 260 built in 1891, is the oldest item of "Rutland" rolling stock still in existence and quite possibly the oldest passenger car in the New England area still in service.

Two passenger cars of the 1925-35 era of steel construction have been restored, which Dad may remember from his commuting days, and are sometimes still in service, which brings us into the modern railroading era.

The train leaves from the AMTRAK Station in Bellows Falls. As the train leaves the station, it passes over the first canal ever built in the United States. In fact, the railroad put the canal and the riverboat traffic out of business. The first two and one-half miles are along the western shore of the Connecticut River with some of the prettiest scenery of the excursion. Shortly after passing the station of Riverside, the track curves away from the Connecticut and enters the Williams River Valley. At this point, about three miles north of the Bellows Falls station, near the U.S. 5 and I-91 overpasses, on Sunday, March 5, 1704 the Reverend John Williams preached the first Christian service in what is now the State of Vermont. At this time in history, the Reverend Williams had been captured by the Indians from Deerfield, Massachusetts following the famous Indian raid and massacre that had taken place at Deerfield on February 29, 1704. He was permitted by his captors to conduct this service before his transfer to Quebec, and the River was named for this early New England preacher (a bronze tablet on a stone monument at the junctions of route U.S. 5 and VT 103 describe and commemorate this event). The train ride follows the course of the winding Williams River which it crosses seven times before it arrives at the Chester Depot.

Highlights of the trip include a view of the deep spectacular gorge with the train slowing to a near stop on its southward trip to enable the passengers to enjoy the view and take photographs; passing by the Warrel and the Bartonville Depot covered bridges. Both bridges were constructed in 1870 following a disastrous New England flood. From the Giles crossing area to Chester we see several large farms with cattle grazing. Often times wild deer may be seen grazing along with the cattle.

Arriving at Chester Depot there is a twenty-minute layover at the traditional Victorian station, built in 1851.

The ride is narrated, pointing out historical facts, happenings, nature-lore, interspersed with a little fun.

Motorcoach tours contributed greatly to the first year of the new railroad's operation, particularly the senior citizen groups who enjoyed the nostalgia and the scenery. A special musical show featuring railroad songs, tunes from the past and sing-a-longs added to the trip one way. It is also encouraging to note that most of the 1984 tour groups have rebooked for 1985. Special day and overnight trip itineraries are being offered by Connecticut River Valley Holidays, Inc., the railroad's "in-house" booking agent.

The Vermont Historical Railroad Train will begin its 1985 excursion season, leaving from the AMTRAK station in Bellows Falls to the Green Mountain station in Chester, and return, on May 25 and will run weekends only through June 30th. It will also run weekends only September 7th through September 22nd, and October 19th and 20th. It will operate daily July 4th through September 2nd, and September 23rd through October 14th. Round

trips take approximately one and one-half hours departing Bellows Falls at 11:30 and 2:00. The fare is \$6.00 adults, children (5-12) \$4.00 and under 5 free. For information call (802) 463-3069 or inquiries may be directed to the Vermont Historical Railroad Train, P.O. Box 467, Bellows Falls, Vermont 05101.

Starting Memorial Day Weekend and running through Columbus Day Weekend, the National Park will be running Trolley #1601 everyday. The Park is open from 9:00 A.M.-6:00 P.M. This year due to storage problems only one trolley will be operating. Due to construction in the Park the trolley will run mainly from the Western Canal to the Boot Mills and not down to the Post Office. The Boot Mill Run is over a seldom used section of B&M track which is of particular interest because of the way it winds thru the mill yard. The trolley didn't make this as a scheduled run in the past.

If interested in taking the tours of Lowell; which includes trolley — boats (on the canals) — mills — history of the mills, etc.; reservations are a good idea.

Submitted by Jim Nigzus, Lowell, MA.

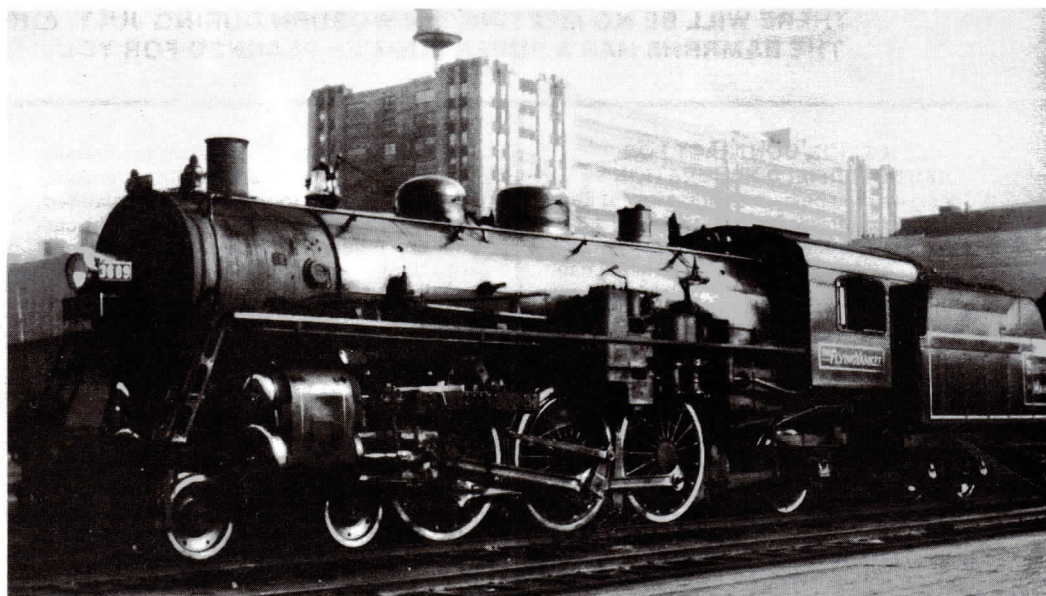
MBTA 1151 was released in the newest scheme on April 18th. It is mainly maroon with a silver strip edged in yellow. On the morning of April 29th it debuted on the South side on a FRA Inspection train. (MBTA 1110, 1151 and FRA T-3). On about May 8th the 1104 was released painted the same as the 1151. We may look back soon to the "Old Days" when the MBTA used purple (!) on its Commuter Rail Equipment. Thus far there is no passenger equip. with the maroon.

From The Narragansett Newsletter.

We get a lot of exchange newsletters from other railfan organizations, and enjoy them all, and even though they sometimes don't concern the B&M, they contain much information and enjoyment. The recent issue of the Jersey Central News had a "puzzle question" that makes all of ours look like child's play, so we'll repeat it here: What was the largest item ever moved by rail by steam locomotives?

Remember, this is sort of a trick question, but completely legitimate and we will take all correct answers and draw the winner at the August meeting at North Conway during the ham-and-bean supper. The winner will receive an 11 x 14 copy of the photograph of the steam-powered "Flying Yankee" reproduced below. Send answers to the Newsletter addresses by August 1, 1985.

Hint: It's not on the B&M!



Before the 6000 was the Flying Yankee, it was steam powered, as shown here at North Station. You can win an 11 x 14 copy of this photograph by answering our question above!

REMANUFACTURED GUILFORD GP-39-2's
Not many of the B&M series 350's ever stray east into Rigby and usually only those without cab signals #360-369. All the 350's are in the Guilford color scheme after being remanufactured by Morrison-Knudsen. These units arrived at M-K as D&H #7601-7620 and returned to the Guilford system as B&M. Cab signal equipped units are for operating on the south end of the D&H trains that go into Potomac Yard in the Washington, D.C. area.

Units with cab signals

D&H #'s	B&M #'s
7610	350
7620	351
7612	352
7613	353
7614	354
7615	355
7616	356
7617	357
7618	358
7619	359

Units without cab signals

D&H #'s	B&M #'s
7611	360
7601	361
7602	362
7603	363
7604	364
7605	365
7606	366
7607	367
7608	368
7609	369

These locomotives were only eight years old when they were sent to M-K but had not seen any extensive overhaul while on the D&H. Fifteen of these units were remanufactured in Boise, Idaho and five in Hornel, N.Y. Remanufacturing included extensive work to all parts with the exception of the wiring. New electrical items added were auxiliary generators electric cab heaters, electric speed recorders, two speed dynamic breaking, water cooler and ditch lights. The cab heaters had a cab fresh air vent installed. The vent was placed on the engineers side wall on some units and on the roof area on others. This gives the purist, who desires photos of all variations, something to look for. When the vent was placed on the side, it interfered with the painting of the road number. Mechanically, the

units had major rebuilding including engine, truck, air compressor, fuel, lube oil and cooling system overhauling. The cab and car bodies were repaired where necessary.

From the 470.

D&H C420 401 may yet become the first Alco to receive GTI paint. It has been undergoing a major overhaul at Colonie shop before the workers were furloughed in early February.

B & MARKET PLACE

FOR SALE

New England Rail Service has announced that their B&M caboose have finally arrived in the U.S., and should begin shipping within two weeks time. Don Valentine comments that the models are still not as good as they could be but without question these are considerably better than the earlier, rejected models. This new run has correct B&M trucks and underframe detail. The wide, wide cupola version has the correct, squat cupola which so clearly identified the B&M prototype, along with other improvements.

Due to the fact that Woo Yang still has not made all the corrections and improvements sought, the firm has agreed to accept a price somewhat lower than the original contract stipulated. New England Rail is passing along these savings to you by offering the caboose at \$52.50 each, including UPS shipping. We also have correct trucks at \$7.50 per pair, plus \$1.00 shipping when ordered separately.

One of the features on our recently produced New Haven Class K-1 2-6-0 model was a fully removeable cab, which makes painting and other work a lot easier for modelers. This same feature will be present on our B&M K-7 2-8-0 models and will enable the modeler to create up to eight different variations of the prototype quite easily. Basically, we will be offering two versions of the K-7. One version will have the earlier cab with two windows per side, steam admission to the cylinders through the saddle and running boards which are mounted low at the front end. The second version will have the arched cab windows, outside pipes for steam admission and running boards mounted higher on the front end. Thus the ladder from the pilot deck will have three steps on this version as opposed to two

on the other. Since the cabs will be interchangeable, the modeler can create two additional versions by simply swapping cabs between these two. Since the tenders will also be different, this provides the basis for further swapping of pieces to arrive at the total of eight variations. That still doesn't cover all of the variations that we have found on the K-7, but it would seem to be about the best we can do when dealing with a class which was so large, and around for so long (about 50 years), and used on three different rail lines. Needless to state, the use of such interchangeable, but different parts does drive up the cost of the model. One way to reduce the cost per piece is to increase the number produced. Thus, I have spoken to one of the B&MRRHS' BOD members regarding the possibility of offering a special price to the B&MRRHS members if a predetermined number are bought and paid for under the such a plan prior to August 1, when a determination of how many to produce must be made. In this case, if B&MRRHS members purchase 200 pieces prior to August 1, 1985, we will offer a rebate to Society members only of \$10.00 for each model ordered. The full \$260 per-production price would have to be paid with the order, but \$10. of that amount would be returned once the 200 piece level had been reached. For further information, contact: New England Rail Service, Newbury, VT, 05051.

Wanted to buy: Two Boston & Maine switch keys, also Boston & Albany switch keys. Contact John Czurak, 6800 Evergreen Road, Detroit, Michigan, 48228.

GO Cars Head North .. a group of twenty original single level cars are about to embark on a new career as the eighteen year old cars go to the Ontario Northland. The ONR's plans are to convert them into modern, long distance coaches. The five year reconstruction program will be carried out at the ONR's North Bay shop. The rebuilt cars will replace aging equipment on the ONR's popular summer tourist train, the Polar Bear Express that operates between Cochrane and Moosonee. The Polar Bear's year-round cousin, the Little Bear, will also receive the "new" cars, which are expected to show up in busy times on runs between the Northland and Toronto.

(Bryce Lee - The 470)



Alpha and Omega: The B&M's newest power poses with the B&M's oldest.

MAINE CENTRAL - Operation of Maine Central's Woodland Branch, and Calais Branch east of St. Croix Junction was turned over to the major shipper, Georgia Pacific Corp. on May 13. Georgia Pacific has contracted with the Springfield Terminal Rwy to operate the line, using a MEC GP-7 for power thus far. Calais Branch trains BC-3/CB-4 continue to operate but some traffic has been routed over the Canadian Pacific between Milltown Jct. and Mattawamkeg.

Maine Central's main line trackage was inspected by the Federal Railroad Administration's T-1 and T-3 track geometry duo in April, as well as Sperry Rand Car 134. MEC's dedicated piggyback trains SPBA/BASP ceased operation in mid-May, piggyback traffic now moves in regular freights. The B&M's side of the train between Rigby and Springfield continues to operate at this time.

MEC's SW-7's 931 and 932, and SW-9 935 took over most of the switching at Rigby in mid-May, Portland Terminal Alco S-1 1101 also makes occasional appearances. The MEC and Boston & Maine both received Harriman safety awards for 1984 employee safety performance. The B&M was second in Group B (4 million to 15 million employee hours) while the MEC received a special award for its improvement in employee safety.

Reports in Portland newspapers indicate that the Grand Trunk will soon resume work rebuilding the fire damaged Back Cove trestle. When the work is completed, trackage on Commercial Street will be turned over to the highwaymen for removal when the street is reconstructed.

From the 470.

MEMORIES OF THE BOSTON AND MAINE

Authored by
Henry Maywald

I recently had the opportunity to view the proofs of Henry's book dealing with the B&M in all its glorious color. And colorful it is, ranging from switchee black to Guilford Gray/orange. Our modeling members will find the several photos of the RS units interesting in that #1533 is depicted with a maroon roof and no M-U capability while on the same page is #1535 with black roof and full M-U gear. All paint schemes for the GP units is shown in one photo with #200 in all her Bicentennial glory leading #203 in basic blue, a BlueBird and maroon GP7.

Since color wasn't very plentiful in the days of steam there aren't as many photos of same as some would like but there are several action shots, one in particular of 4106 with a full head of smoke passing by a signal bridge at East Deerfield.

No text is included other than those words associated with the captions which contain enough to locate the scene.

While your local hobby shop doesn't have copies yet, Henry advises that the books are on the high seas having been printed in Hong Kong and should be available shortly. This book will be a most welcomed addition to a B&M fans' library and greatly appreciated by the modeler in that numerous photos are of sufficient closeness and clarity to help us more easily duplicate the prototype.

Bob Warren

MBTA Cancels GO Transit Deal and is returning all 53 cars. The cars have been under investigation since two of them caught fire earlier this year in Boston (no problems like this are known to us in either the Toronto area or in Washington to Maryland service where the GO cars are also used.)

The action is being taken because of a report by Fire Safety Consultants Inc. that has been studying the merits of the cars since the fires of Jan. 9 and Feb. 1 in two of them that were in yards awaiting servicing. The word "flammable" was used to describe certain elements of the coaches; the report also said the two fires apparently started in a heating system, spread to a volatile plastic seat covering and then flashed through the car. After the Feb. 1st fire, the MBTA took the other GO cars out of service and stored them at Southampton St. Yard and at Boston Engine Terminal. The cars have not been in use since February. Passengers had complained about the cars since their arrival, saying they were not as comfortable as the MBTA's regular equipment and that they lacked baggage racks to hold their winter coats, briefcases or shopping bags and parcels. It was the fires, however, that triggered the decision to sideline the cars.

The T had leased the 53 cars from the Government of Ontario in March 1984 in an attempt to bolster the commuter rail fleet. The lease was for three years at a cost of \$9.5 million with an option to buy at a cost of \$200,000 per car after the three year period. The lease was cancelled as of Feb. 1 pending the return of the cars to Canada, the action may result in a savings of some \$2 million.

(MBTA Commuter Rail News)
via Narragansett Newsletter.

Boston & Maine Railroad Historical Society

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JULY 1985

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