

Boston & Maine Railroad Historical Society  
*Incorporated*

# Newsletter

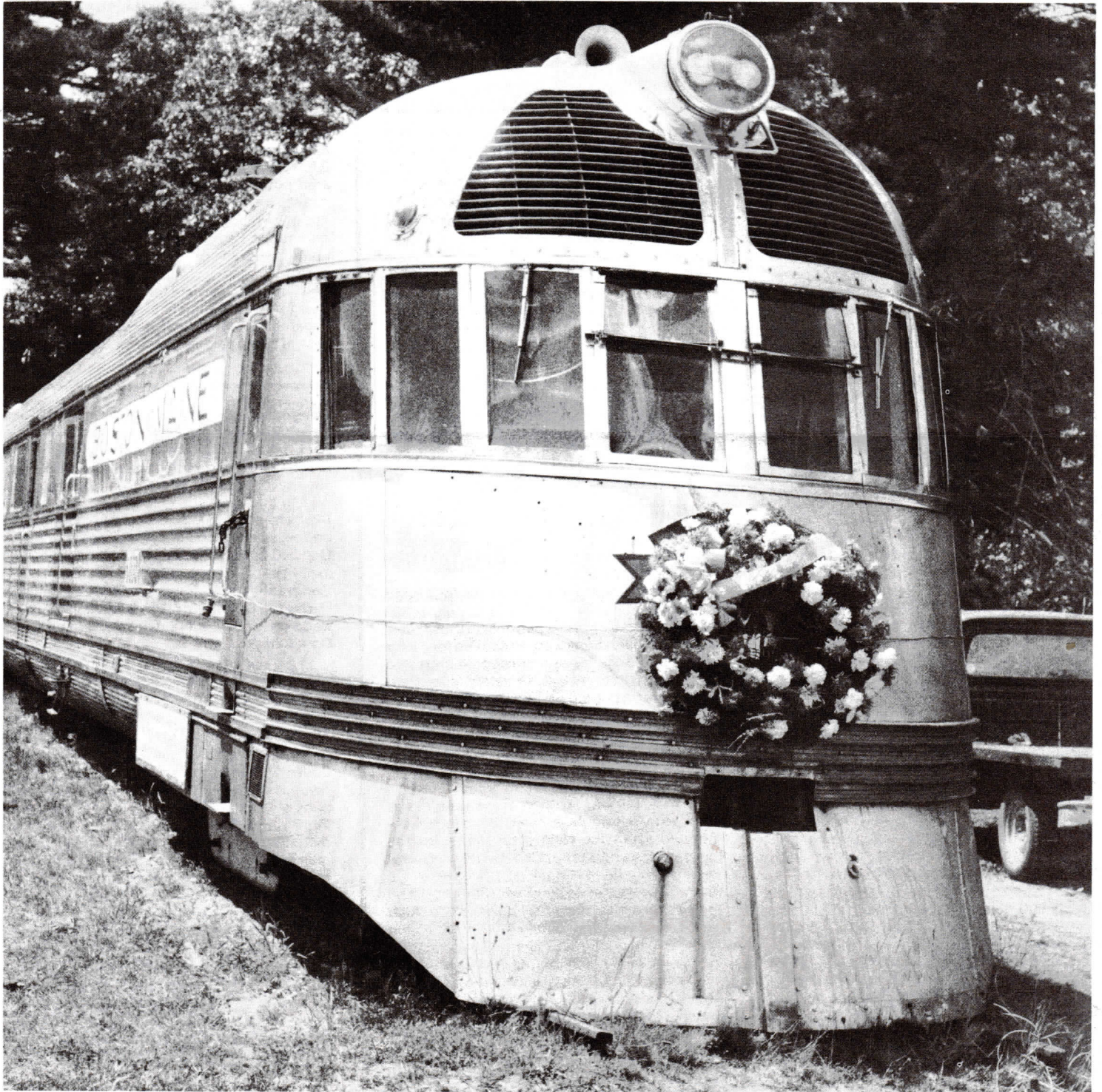
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DENNIS ADAMS, EDITOR, 28 SUMMER ST., EXETER, NH 03833

**AUGUST 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.



The Flying Yankee wears its 50th Anniversary commemorative wreath which was applied during the 50th Anniversary ceremony on June 15, 1985. More coverage inside.

# B & M Meeting

**NEXT MEETING:  
AUGUST 10, 1985  
CONWAY SCENIC RR  
NORTH CONWAY, NH  
ALL DAY**

## **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 softball game on the field in front of the North Conway depot between the B&MRRHS Flying Yankees and the Mount Washington Valley All-Stars, the Intervale Extra, the Supper Chief ham-and-bean supper, and entertainment in Stall 4 Theater. A night photo session is being planned following the meeting, weather permitting. Plan on being there, and bring the family.

**SEPTEMBER 14, 1985**

## **Joint meeting with NHRHTA at the Valley Railroad**

Tentative plans for the day include passenger and freight trains, a barbeque 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). Make plans to attend now, and bring the family!

**OCTOBER 12, 1985**

Entertainment to be announced next month.

We have devoted extra space this month to coverage of the Flying Yankee 50th Anniversary. We hope you enjoy the coverage and will pardon the extra space usage!

## **BOSTON AND LOWELL RAILROAD 150TH BIRTHDAY OBSERVED**

June 23, 1985 marked the completion of one-hundred-and-fifty years of railroad passenger service between Lowell and Boston, Massachusetts. The railroad was incorporated in 1830 and commenced regular passenger service between its namesake cities on June 24, 1835 with two trains a day each way with no Sunday service.

To celebrate this milestone in New England railroading a group of about three-hundred-fifty people boarded the 1 P.M. train to Boston at the new Gallagher Transportation Terminal in Lowell as guests of the Boston and Maine Railroad. Prior to departure several of the riders were attired in period costumes and greeted the guests as they arrived and talked about the "new mode of transportation."

Lowell Mayor, Brian Martin, read a proclamation just before the train left Lowell which declared that Sunday as "Boston and Lowell Railroad Day" and that the B. & L. Railroad and its successors (the B&M and the MBTA) "provided an essential year-round reliable transportation line for the city," and over the years "made important contributions to Lowell's leadership in the Industrial Revolution and to the growth of steam railroads in New England." The eight-car set of cars built by Pullman and powered by a F-40, treated their passengers to an enjoyable 40-minute ride into the Hub. A 15-minute layover in Boston enabled the majority of the passengers to view the recent renovations about the North Station which followed the famous fire that closed down the approaches to the station. The return trip to Lowell left Boston at 2 P.M.

Musical entertainment before and after the Mayor's proclamation on the Lowell station platform was furnished by the Riverboat Ramblers playing Dixieland music. They also played in each of the cars during the trip and during the lay-over at the North Station on the platform.

To add to the festivities, exhibits of Boston & Lowell Railroad pictures, timetables, broad-sides, etc. were on display at "A Brush With History" (next to the National Park's Visitor Center), the Lowell City Library, and at the station; also, bunting was strung along the fence bordering the tracks at the station. A souvenir ticket was given to each rider patterned after an 1861 B&L ticket. These were

stamped on the back with the B&M's ticket stamp and were punched by the train crew during each trip. (Original tickets in 1835 were printed on cardboard and recycled by the conductors until they wore out!) Some of the items on display in locked cases were from the B&MRRHS archives and the Lowell Historical Society arranged by Martha Mayo of the Alumni-Lydon Library, University of Lowell. Additional items were loaned by the Parks.

The Lowell Regional Transit Authority furnished free rides from the Visitor Center downtown to the station in a trolley bus and back again after the trip was made.

The success of the event was the result of cooperation between the City of Lowell, The Lowell Heritage State Park, The Lowell National Historical Park, The Boston and Maine Railroad, The Lowell Historical Society, The Lowell Regional Transit Authority, and the Boston and Maine Railroad Historical Society. Ms. Dorothy Zug of the Lowell Heritage State Park coordinated the arrangements that made it all come together for a very successful observance. A hearty thanks is extended to all who participated.

Originally the B&M planned to use four Budd cars and set the number of passengers at 350 to allow for their normal patrons on those runs. The 350 reservations were all spoken for within three days once the announcement appeared in the newspapers. Unfortunately, about another three hundred applications for reservations had to be turned down.

One passenger who claimed to be over sixty years old had never ridden in a train before. He had a lot of company as many of the children had never been aboard a train before. Perhaps now they will want to ride in the train rather than go by automobile. Some of the folks were puzzled when the train crew requested the passengers who were just riding between local stations to ride in the car at the front of the train. They wanted to know why that should be necessary when the entire train made such stops, however they understood the problem when it was pointed out that the local station platforms were not as long as the train in which they were riding and that it would require more than one stop at a station if every car had to line up with the platform. (Tricks to all trades!)

John A. Goodwin

**On Saturday, May 25,** Central Vermont train 561 derailed eight cars at milepost 103 (1/4 mile north of Claremont's High Bridge. Traffic was disrupted for about 24 hours as the B&M and MEC bulldozers cleared a path through the mess to allow track crews to get panels into

place.

**Mike Huchko** reports from Connecticut that GP-9's and 18's are the norm for power in that area but on occasion something a bit larger might sneak down into New Haven country. Train watching seems to be quite interesting around the Terryville tunnel as trains struggle up the 1% grade out of Bristol heading for the bore.

**Seen at East Deerfield recently,** was a loco for New England Milling Co. in Ayer. The unit (an apparently refurbished NW-2) was in the process of being painted green for the plant by the B&M.

**Congratulations** go out to former B&MRRHS Secretary Mike Gaudette and his wife, Barbara, on the birth of their first child, a girl, Stephanie Nicole. Rumor has it that Mike has already picked out the baby's first train set. Way to go, Mike!

**Best wishes** to B&MRRHS member Phil Stockbridge, who is recovering from recent surgery. Get well soon, we miss you at the Newsletter mailings!

**Congratulation** to Jenny Lamson and her new husband, Donnie, on the occasion of their wedding. Jenny is the daughter of Dave and Dora Lamson.

## **CONRAIL BIDDER REVEALS DEAL WITH GUILFORD**

**Norfolk Southern Corp.** would consider withdrawing its offer to buy Conrail if Congress doesn't approve the sale of the government-owned freight railroad this year, the company's chairman said.

Testifying before a House Energy and Commerce subcommittee, Robert Claytor chairman and chief executive officer, said the Norfolk Southern could not afford to tie up its resources indefinitely while Congress evaluated its \$1.2 billion bid. During the hearing, Norfolk Southern announced it had concluded an agreement providing for the transfer of certain lines to Guilford Transportation Industries, which owns the Maine Central, Boston & Maine and Delaware & Hudson Railroads. Norfolk Southern said it would sell 1,300 freight cars, 955 miles of track to Guilford and provide trackage rights over an additional 375 miles for \$53 million.

Their agreement is subject to Justice Department approval, and was made to satisfy government conditions concerning the Conrail sale.

**From the Portland Maine Press Herald.  
Submitted by Capt. William Frappier.**

**B&MRRHS/BMRA/EDAVILLE COMMEMORATE THE 50th ANNIVERSARY OF THE FLYING YANKEE**

On June 16, 1985, the Boston & Maine Railroad Historical Society, in conjunction with the Bartlett Museum Railroad Association and Edaville Railroad held a commemorative ceremony for the 50th anniversary of the Flying Yankee streamlined train at the train's display location at Edaville Railroad. The weather was beautiful, and approximately four hundred railfans and others attended the commemorative ceremony.

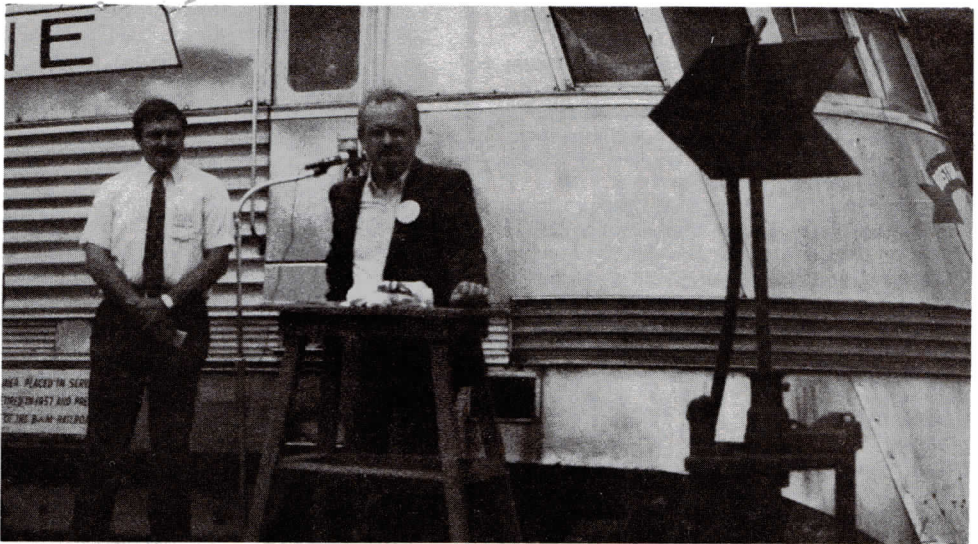
B&MRRHS President Robert Hagopian began the ceremony by welcoming all to the ceremony, and then gave a brief presentation to Mr. Frank Richardson, Edaville's vice president of an official B&MRRHS 50th Anniversary T-Shirt and special production button. Bob then turned the microphone over to WEEI newsmen Chuck Crouse, author of the excellent article in the latest B&M BULLETIN.

Chuck began his oration with a brief history of the Budd Company's attempts and experiments in early streamlined trains, then proceeded to outline the events which led to the Boston & Maine and Maine Central's acquisition of the streamlined Flying Yankee train. The Flying Yankee turned out to be one of the great success stories of New England, running up a total of over 2,700,000 miles before its retirement in 1957. Chuck ended his presentation with an upbeat prediction for the Flying Yankee's future, and urged any and all to come forward and help if a restoration of the train should ever come about.

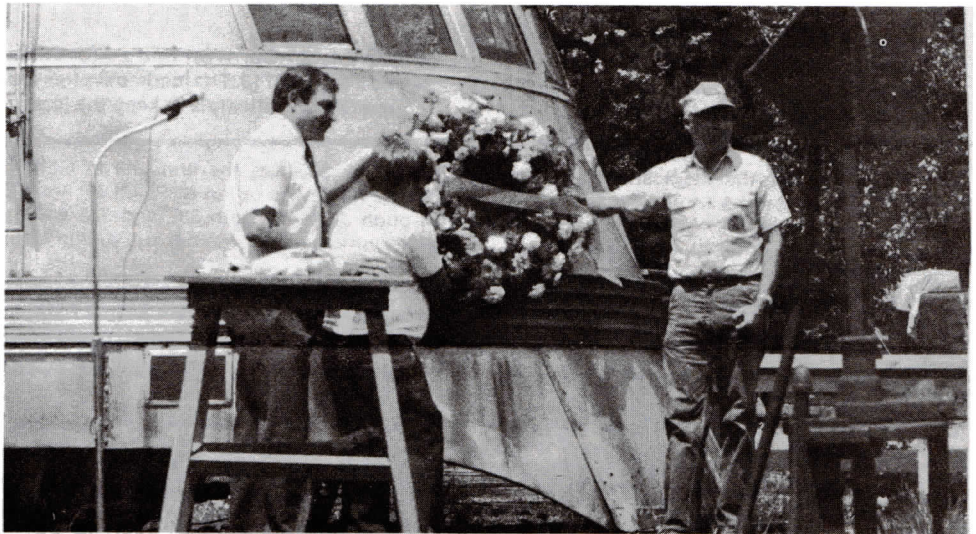
Richard Nichols, chairman of the Bartlett Museum Railroad Association gave a brief dissertation on the Flying Yankee's contributions to railroading in New England, and particularly Amesbury and Salisbury, Mass.

Following the presentations, Bob Hagopian, Frank Richardson and Richard Nichols joined together to lay the 50th Anniversary wreath on the nose of the streamlined train, and following that, in a replay of what probably occurred 50 years ago, Bob Hagopian broke a bottle of champagne over the pilot of the Yankee.

At the conclusion of the ceremony, Bob thanked everyone for attending and thanked Edaville for preserving the train.



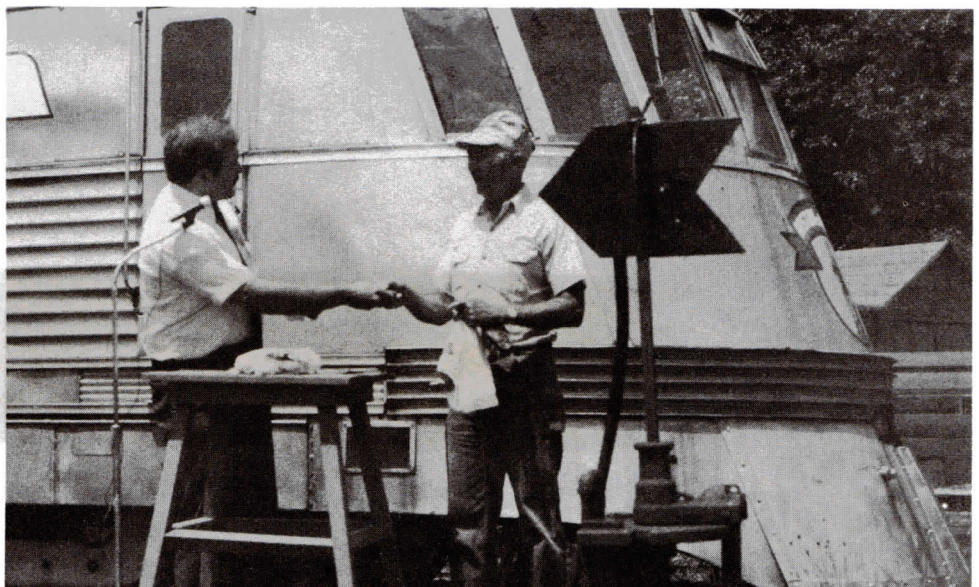
**WEEI newsmen and B&MRRHS member Chuck Crouse relates a capsule history of the train behind him, as Bob listens intently.**



**Bob Hagopian, Richard Nichols and Frank Richardson lay the 50th Anniversary wreath on the nose of the Flying Yankee.**



**In a re-enactment of what probably occurred 50 years ago, Bob Hagopian cracks a bottle of champagne against the pilot of the Flying Yankee. Thanks to Dick Symmes for taking these photos.**



**B&MRRHS President Bob Hagopian presents Mr. Frank Richardson with an official Flying Yankee T-shirt during the ceremony.**

**B&MRRHS "FLYING YANKEES" BEST BMRA  
"VOLUNTEERS IN SLUGFEST"**

The B&MRRHS's Flying Yankees' softball team bested the Bartlett Museum Volunteers on June 22, 1985 at Amesbury Park in Amesbury, Mass. Avenging last year's humiliation was high on the minds of the "Yankees," and they had their offense in notch 8 all day!

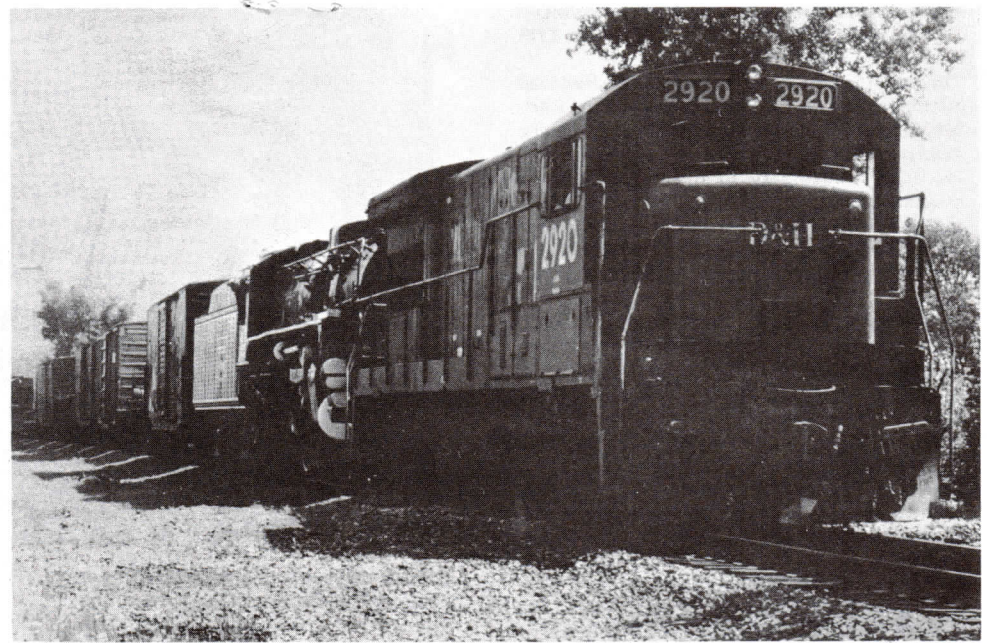
Highlights of the day included the return to action of Bob Allen, who spent most of last year on the disabled list and Jenny Lamson-Gleason's first base hit! All in all, a great day for the Flying Yankees, who look ahead to North Conway in August, followed by a rematch with the Volunteers and then NHRHTA in September! The line score follows.

Inning	1	2	3	4	5	6	7
B&MRRHS	7	2	5	7	5	0	0 26
BMRA	4	2	3	4	5	0	0 18

Game was called after 5 innings due to heat. We thank Ronnie Shaw for her efficient score-keeping and Umpire Extraordinary and Stony Brook Section Hand Arnold Wilder for his calling the balls and strikes!

The track between Manchester, NH and Rockingham Junction has been completely removed and the roadbed has been graded over. In addition, the remains of the Amesbury Branch has also been removed. Ah, progress... Brought to our attention by **Joe Burns**.

**Mike Huchko** reports that the Boston & Maine's "new" (ex-Conrail) units are showing up in the deep south of the New England Division. 337 was the first, still in its black Penn Central colors. It showed up on SPPL/PLSP on April 8 and 9. 331 came down to Springfield to pick up the B&M's crane 40202 on June 14. It was in one of the quick blue paint jobs over the Con-



What's this??? Our West End Editor literally stumbled onto this extra move, containing Boston & Maine's 4-6-2 #3713. The locomotive has reached at least Binghamton, if not Steamtown by press time. Apparently any attempts to keep the locomotive in New England have failed.

rail white. 365 was the first unit in Guilford colors, it showed up on SPPL/PLSP June 26 through June 30. Both 337 and 365 went to Waterbury, but only 365 has run on the Canal Lines.

Announcement of a different Model Railroad Exhibition

Who: The Bedford Village Depot Boomers  
 What: Third Annual Model Railroad Exhibition  
 When: Sunday, November 24, 1985 from 10 am to 4 pm  
 Where: McKelvie Middle School at Intersection of Liberty Hill and Gault Road Bedford, New Hampshire

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