

DENNIS ADAMS, EDITOR, 28 SUMMER ST., EXETER, NH 03833 SEPTEMBER 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:**  
**SEPTEMBER 14, 1985**  
**VALLEY RAILROAD**  
**ESSEX CT.**  
**ALL DAY**
- Joint meeting with NHRHTA at the Valley Railroad**  
Plans for the day include passenger and freight runs, a barbeque or meal, a softball game with NHRHTA (who have been itching for revenge since the beating delivered by the B&MRRHS squad last year) and entertainment. Make plans to attend and bring the family!
- AUGUST 25, 1985** **Softball game with Salisbury Point Volunteers**  
The B&MRRHS "Flying Yankees" close out the 1985 season against the Salisbury Point "Volunteers" at the Cashman School Field in Amesbury, Mass. Game time is 2:00 p.m.
- SEPTEMBER 14, 1985** **Conway Scenic Railroad Railfan's Day**  
A full day of railfan amenities is planned including passenger and freight trains, handcar and velocipede rides, special trains, entertainment in Stall 4 Theater and a night photo session in the evening. If you can't make the B&MRRHS meeting in Connecticut, this will be a great day to spend your Saturday.
- SEPTEMBER 22, 1985** **Softball games with Salisbury Point Volunteers**  
The B&MRRHS "Flying Yankees" close out the 1985 season against the Salisbury Point "Volunteers" in Portsmouth, NH. Game time is 2:00 p.m.
- OCTOBER 12, 1985** **Back to Woburn after our summer jaunts**  
Welcome back to Woburn after our summer on the road! This will be our annual meeting, with election of officers and Board of Directors for the 1985-1986 year. Entertainment to be announced.
- NOVEMBER 9, 1985** **National Model Railroad Month**  
November is National Model Railroad Month, and the B&MRRHS will celebrate as usual! Tentative plans are to once again hold our meeting at the **North Shore Model Railroad Club!** Hold on to your flyer in this newsletter for directions. Remember, this is the best meeting to display your B&M modeling!

**THERE WILL BE NO MEETING IN WOBURN IN SEPTEMBER!!!**

#### YOUR MEMBERSHIP COMMITTEE HAS A FEW WORDS FOR YOU!

The Membership Committee wants to remind you that this is the last Newsletter you will receive unless you have renewed for the 1985-1986 year. If you haven't renewed, put that check in the mail now, so that your collection will be complete and you won't miss a Newsletter!

On another note, the Membership Committee would like to apologize for the longer-than-usual delay in processing renewals and mailing membership cards. It's been a very busy year, and we're making every effort to process and mail renewals, and are getting back on track. Thank you for your patience!

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#### OOPS.....

In last month's newsletter, during coverage of the Flying Yankee ceremony, we inadvertently called Mr. Fred Richardson of Edaville Frank. Our apologies Mr. Richardson, and thanks to those who brought it to our attention!

#### FALL FOLIAGE RAILROAD EXCURSION TO VERMONT — OCTOBER 5, 1985

Imagine - a crisp Fall morning of crystal-clear air and blue sky..... maples, oaks, and aspens ablaze with the vibrant hues of a brilliant New England autumn..... the storied peace and calm of a quaint country village..... all of this and more is yours to enjoy with your family and friends when you join the Massachusetts Bay Railroad Enthusiasts on their annual Fall Foliage Railroad Excursion. Climb aboard the **VERMONT FOLIAGE FLYER** on Saturday morning, October 5th, 1985, as we depart Boston's North Station at 8:00 am, and make stops to board passengers at Cambridge, Waltham, Concord, Littleton-Route 495, Ayer, Fitchburg, and Greenfield. We will journey back in time for a fun-filled day aboard the rails as we head north to Brattleboro and Bellows Falls, Vermont.

For more information, contact the Mass Bay RRE at: Box 525, Bedford, MA 01730.

The last run of Boston & Maine train EDCO/-COED (East Deerfield-Concord NH) was on July 12, 1985. Maine Central 581 and Boston & Maine 1746 served on EDCO, B&M 1746 on COED. New England Southern has taken over the line from Concord to Manchester, NH and leased Maine Central 581 from Guilford. The first run from Concord to Manchester by New England Southern was made Sunday, July 14, 1985.

The first run of Boston & Maine's new EDMA (East Deerfield - Manchester, NH) occurred July 14, 1985, with GP-18 1751 doing the honors. EDMA met the New England Southern at Manchester about 11:30 a.m. From **Harry Frye.**

We have received many requests for information concerning the winners of the model contest at the 1984 B&MRRHS Extravaganza. We do not have this information at this time, and for further information, you can contact:

Donald Clerke  
132-Laurel Street  
South Windsor, CT 06074

## INTERCHANGE

... a column of opinion

This month, we will devote the Interchange column to answering some questions that have been piling upon our desks and also addressing a few comments that we have received.

From Paul J. Ballard, down in Missouri, comes a two-part question. First: **What happened to Gloria Stone, the Bulletin editor? I just received the latest issue, and a new editor is listed. Did I miss something?**

Well, sort of. During the spring months, Gloria came to the B&MRRHS Board of Directors and asked to be replaced due to conflicts with her own business. Her business had grown to the point that she felt that she could no longer devote the time to the BULLETIN that she felt it deserved. The Board accepted her resignation with much regret, and Mr. Ronald Eames was then appointed editor. We at the Newsletter had assumed that mention would be made in the latest BULLETIN, and apologize for not making mention of the change in command sooner.

**Second, how are the results of the 1984 Membership Survey coming? I realize that tabulating is a big job, especially for a volunteer organization, but I'm sure the members are interested in the results.**

You're not kidding about it being a big job! When the survey was sent out, we anticipated only a marginal return, gauged roughly on the usual ballot return during B&MRRHS elections. By the time that all the surveys were in, we had counted almost 500 returns, which far outdistanced our wildest and most optimistic expectations! As this is written, the surveys are still being tabulated, and we hope to have a full report by the end of this year, but that is only a target date based on what we know right now. Complicating tabulation too, is that many people wrote in ideas, suggestions and even some criticism, so the ideas, suggestions and valid criticisms must also be accounted for, sort of like a big essay test. However, all have been read over at least once, and many ideas have already been put into motion or in other ways acted upon. I'm sure that next time, we'll use other means to tabulate, such as computer! Thanks for the questions, Paul!

**Why does the Newsletter use information from other railfan organizations? I like reading firsthand material.**

So do we. As a matter of fact, the only thing we like better than reading first hand information is getting firsthand information to print in the Newsletter. Alas, we get very little. Most of the input we receive is in the form of newspaper reports and magazine clippings, which are fine, and fill us in on various aspects of the B&M and other Guilford systems.

One of the major problems in getting first hand information is that Guilford does not have any sort of public-relations department, and press releases from Guilford come through the established media to the public. This does make it more difficult to obtain accurate information than it was when the B&M had Gloria Stone in charge of that department. No criticism of Guilford's policy is intended, just an explanation of why we get most Guilford news second-hand.

Also, when we read an item that would be of interest in another newsletter, and no one from the B&MRRHS submits notice of the item, we use the news that is in another paper. Of course, we must then credit the source, just as we like to receive credit when items from the B&MRRHS Newsletter are used in other publications. So, what it boils down to is

that we can only print what we receive!

**When is the new question and answer column going to begin?**

As soon as we get some questions to answer. Since announcing the column several months ago, we have received a grand total of one question. But, we'll keep plugging away, and begin the column when the response warrants it.

## ARTWORK SOUGHT

**Does anyone** know what became of the original art done by James Mohan for the Boston & Maine Employees Magazine in the 1930's and '40's? Also any oil paintings (or other medium) he did of B&M trains?

About 25 years ago, the Boston Globe had a two-page spread of his railroad paintings. One was entitled "The Paper Train" and showed an early morning run that dropped off newspapers at stations along its route. Another was titled "Racing the Train", and depicted a man in the 1920's touring car racing a train on a parallel highway. The paintings were well done and would be interesting

to reproduce if they could be located. Please send any info to: Dick Symmes, 16 Frankwood Ave., Beverly, MA 01915.

## B&MRRHS "FLYING YANKEES" DERAIL M.W. VALLEY ALL-STARS 15-11

The B&MRRHS' softball team continued its winning ways against a pick-up team appropriately named Mount Washington Valley All-Stars during the joint meeting at North Conway on August 10, 1985. The "Yankees" have extended their record for 1985 to 2-0, and their overall record to 6-1!

Highlights of the game were finally being able to play on the field in front of the depot at North Conway, B&MRRHS President Bob Hagopian throwing out the ceremonial first ball, and the play of both teams in extreme heat! Once again, Stony Brook Section and Umpire Extraordinaire Arnold Wilder called the game, and Ronnie Shaw kept score.

The Flying Yankees look forward to an August 25 game with the Salisbury Point Volunteers, followed by a September 14 game with NHRHTA and will close the season at Portsmouth on September 22, 1985.



## EDAVILLE RAILROAD

SOUTH CARVER - MASSACHUSETTS 02366  
(617) 866-4526

*"Operating Steam Trains of Yesterday"*

June 26, 1985

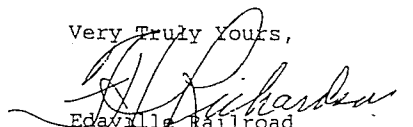
B & M Historical Society  
P.O. Box 2362  
Harwood Station  
Littleton, MA 01460  
ATTN: Robert Hagopian, Pres.

Dear Mr. Hagopian:

We at Edaville appreciate very much the dedicated interest that the B & M Historical Society has shown in the Flying Yankee. Your ceremony in honor of this historic streamliner on June 15th was a fitting testimonial to the foresight of earlier B & M management and to the success story of this famous train. The address by Chuck Crouse was most interesting and very well presented. This note is to give a sincere thank you to all who participated in the planning and execution of this 50th anniversary ceremony.

As a life member of your society, I wish to add a personal note of thanks to the society's leadership, both past and present, for the outstanding job that has been done in preserving B & M History in many ways and especially through the Bulletins. So much has been done for so many by a few faithful workers. Your efforts are much appreciated.

Very Truly Yours,

  
Edaville Railroad  
By F.H. Richardson  
Assistant to the President

FHR/bmj



## B&MRRHS / 470 RAILROAD CLUB MEET AT CONWAY SCENIC RAILROAD

The annual joint meeting of the Boston & Maine Railroad Historical Society and the 470 Railroad Club of Portland, Maine took place on August 10, 1985 at the Conway Scenic Railroad at North Conway, NH. Once again, Dwight Smith and crew rolled out the welcome mat for our organization and provided a positively outstanding day of railfan amenities! The day dawned sunny and HOT, and a haze hung over the Mount Washington Valley. Morning activities included regular runs of Conway Scenic trains and a chance to peruse the grounds. Restored Boston & Maine F7A 4266 was there in all its maroon and gold glory, along with the undergoing - restoration Maine Central steamer 501. The 501 restoration is coming along slowly but surely, and there's an outside chance that it may be cosmetically restored by Railfan's Day next month.

Later in the day, the B&MRRHS' softball team, the Flying Yankees continued their winning ways in a heat and the Board-of-Directors meeting shortened game on the diamond in front of the station. Highlights of the game are elsewhere in the Newsletter, but we want to take time here to thank Arnold Wilder for again calling the balls and strikes. You make the game, Arnold, thanks! (P.S. love the hat!) After the game and B&MRRHS BOD meeting, the 4266A made several runs up the hill into North Conway pulling a short freight, and later in the afternoon doubleheaded to Conway with 0-6-0 47, with the 4266 returning on the head and 47 acting as pusher! Shortly after the last run, the Intervale Extra departed for the Maine Central junction. All attempts to hijack the train and continue to Crawford Notch failed, so we reluctantly headed back to North Conway to board the Supper Chief. The Supper Chief departed North Conway depot bound for Conway and another delicious ham-and-bean supper presented by the ladies of the church. As always, the meal was outstanding, and after the meal, Joe Shaw drew for several door prizes, including E&B Valley hopper kits, books and photos. Dennis Adams then announced the winner of the latest Newsletter contest, Mr. R.E. Fisher. Mr. Fisher wins an 11X14 enlargement of the steam powered Flying Yankee at North Station circa 1920's.

Upon return to North Conway, we detrained and proceeded to Stall 4 Theater for the evening's entertainment. Bob Hagopian opened the meeting by welcoming all to the festivities and thanking Dwight Smith for hosting the event. Dennis Adams then read the Nominating Committee report, and the floor was opened to nominations. The report of the Nominating Committee is elsewhere in this Newsletter. After nominations were closed, the evening's entertainment presented by Niels Johnson got underway.

After Neils' excellent program, a night photo session took place outside featuring Boston & Maine F7 4266 and Conway Scenic's 44 Tonner 15 and Alco switcher 1055.

Another outstanding outing, one that makes us wait longingly for August all year long! Thanks go to, of course, Dwight Smith and the Conway Scenic crew for their efforts to make sure that we have a great time, the Program Committees of the B&MRRHS and 470 Railroad Club for planning the activities and lastly for everyone who attends, for making the day a success. See you there next year!

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## REPORT OF THE 1985 NOMINATING COMMITTEE

As Chairman of the B&MRRHS Nominating Committee for the 1985-1986 club year, I am pleased to present you with the following list of Board member nominees and officers:

For President:

Mr. Robert Hagopian

For Vice President:

Mr. Scott Whitney

For Secretary:

Ms. Ronnie Shaw

For Treasurer:

No nominee

For Board of Directors:

Mr. Donald Clerke

Mr. Ronald Taylor

Mr. Malcolm Houck

Mr. John Allen Roderick\*

Mr. Gerry Babyk\*

Mr. Leroy Hutchinson\*

\*Nominated from floor 8/10/85

Respectfully submitted,

Carl R. Byron

Nominating Committee Chairman

## B&MRRHS ARCHIVES COMMITTEE 1985 ANNUAL REPORT

During 1985 our Archives expanded into areas in which its collections were either spotty or nonexistent. J.R. McFarlane donated a very complete file of MEC annual reports covering the years 1877-1982. From Green Mountain Railroad Corp. we received a large collection of black and white photos and negatives covering operations and equipment on various Northern New England Railroads during the 1950s. In April we received a small but quite valuable collection from the estate of Stanley M. Hauck. This collection contains important and hard-to-find material on B&M cars. The R. & L. H.S. has placed on deposit at

our Archives a large collection of glass-plate copy negatives from the period 1870-1910, covering motive power on many roads. In May, the B&MRRHS Board of Directors voted to acquire the Dana Goodwin collection of photographs and negatives. Details on acquisition of this collection remain to be worked out as of this writing.

Lack of space and proper filing cabinets makes it very difficult to assure orderly storage and access for much of our collection. Only half of our engine drawings are properly stored in flat files. Our track diagrams and maps need several additional tube files. Photos and negatives, however, are adequately stored at present.

Cataloging and maintaining our archives is strictly a volunteer operation. 203 person-hours of work were done at the Archives during fiscal 1985. It has become quite difficult to avoid conflict with railfan excursions when scheduling Archives work meetings. During the winter Bob Cowan had to give up his cataloging activities at the Archives; his work is now being done largely by John Barr. Many others have faithfully donated much time and expertise to running the archives. Among them are Rick Conard, John Goodwin, Arnold Wilder, Tom Field, Jim Reardon, Bob Goodwin, Walter Lenk, and Russ Munroe.

Our Archives reprints of selected high-interest items from the collections have proven to be fairly popular with our membership. To date, we have offered a Gas-electric roster & diagram book, a Standard Track & Structures book (ed. Scott Whitney) and a 1937 Characteristics Charts atlas of the B&M System. Presently we are considering the possibility of reprinting employee and public timetables from the early 1920s.

Respectfully Submitted,

Forrest Mack

Chairman, B&MRRHS Archives Committee

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According to Conway Scenic Railroad owner Dwight Smith, this photo contains two of General Motors best products of 1949. Who are we to argue?



#### HELPER SERVICE

**Still looking!** Jim Seacrest, P.O. Box 1666, North Platte, Nebraska, 69103, wants to purchase back issues of the B&M Bulletin pre 1980, or will pay for photocopies.

#### DEAR RAIL ENTHUSIAST:

We regret to inform you that the Mass Bay RRE excursions from Portland to Rockland, Maine and to North Conway, New Hampshire, have been **cancelled**. The Maine Central Railroad informed us of their concern for track conditions on these soon-to-be-abandoned lines. The letter stated:

"The uncertain future of these branches dictated our attention and endeavors by directed toward more meaningful areas."

We appealed these cancellations to the highest levels of Guilford management, but we were unable to reverse the decisions.

We are disappointed about these cancellations; however, we have worked with Maine Central management to schedule alternative excursions for this fall. We are pleased to offer you the following trips to replace the cancelled Rockland and North Conway trips. On Saturday, September 21, we will leave Waterville, Maine, at 8:00 am and operate via Newport to Dover-Foxcroft and return. The line to Dover-Foxcroft (29 mi.) has not seen a passenger train since 1932, and the Waterville-Newport segment has seen only one passenger train since the end of regular service in 1960 (our Mass Bay RRE Boston-Bangor trip in September 1983).

On Sunday, September 22, we will leave Waterville at 8:00 am and will operate via Oakland to North Anson and return. The Oak-

land-North Anson line (25 mi.) has not seen a passenger train since 1933, but the Waterville-Oakland segment was covered by the 1983 Mass Bay RRE excursion. Waterville is located approximately 75 miles northwest to Portland, within easy driving distance of either Portland or Boston.

We have reserved space for you on the replacement trip(s) to correspond with your original ticket order. Saturday/Rockland becomes Dover-Foxcroft and Sunday/North Conway becomes North Anson. We have held your payment, and we ask you to confirm that these replacement trip(s) will meet your needs. Please write Mass Bay RRE, Box 87 BV, Ballardville Station, Andover, MA 01810, enclosing a stamped return addressed envelope. Your ticket(s) and detailed schedule, boarding location, and accommodations information will be sent no later than September 5. Thank you!

**See you in September!**

Very truly yours,  
William Crawford  
President

The MBTA's GO Transit Cars were being prepared for shipment north in ten car lots in late April, the glass windows were reinstalled in place of the Lexan/Margard used in this area; the buffer plates were also being removed so the cars could be hauled in freight service easier. As of mid-May the fourteen cars at Southampton St. Yd had been reduced to just about six cars.

From the Narragansett Newsletter.

MEC 801 and 802, Also RS11's are reported as follows: the 801 is at Colonie shop being stripped for parts while the 802 has been working the yard at Oneonta, New York.

Guilford TS NL

via The Narragansett Newsletter.

The Chessie GP40's presently stored on the Bangor and Aroostook if (!!) purchased by CP will likely become their 5026-5050 numbered just above the two GP30's (5000-5001) and the GP35's (5002-5025). CP Rail is currently talking with Greyhound Leasing, owners of the Chessie units.

J.J. LaMarche

#### MBTA Commuter Rail Plans - Equipment

..the following is a brief look at long-range equip. plans: the MBTA will acquire **10 new locomotives** in the summer of 1986 and hopes to secure a federal grant to purchase **another 10** in 1987. Bids are to be let for **30 single level cars** with delivery in the fall of 1986, a federal grant is being sought to add **60 high-capacity coaches** in 1987.

**And in the meantime.** . . 20 out of service RDC's will be overhauled in the near future; repairs are to include repairs to the AC/heating systems and refurbished interiors for a pleasant ride. (All this will no doubt adversely affect the remaining ex NHRR 8600's; at present they're only used on the North Station side (B&M))

Gerry Babyok reports seeing two SD39's at East Deerfield stencilled for the Boston & Maine. More info?

## Boston & Maine Railroad Historical Society

*Incorporated*

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

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SEPTEMBER 1985

NON-PROFIT  
ORGANIZATION

DEADLINE FOR OCTOBER NEWSLETTER IS SEPTEMBER 14  
THIS IS THE LAST NEWSLETTER YOU WILL RECEIVE UNLESS YOU  
HAVE PAID YOUR 1985 - 1986 DUES.