

Newsletter

P.O. Box 2362, Harwood Station, Littleton, MA 01460

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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:
NOVEMBER 9, 1985
NORTH SHORE MODEL
RAILROAD CLUB
WAKEFIELD, MA
8:00 P.M.**

National Model Railroad Month

November is National Model Railroad Month, and you are invited to join the B&MRRHS and the North Shore Model Railroad Club for an evening of operation on the Club's outstanding layout in Wakefield, MA. A map to the facility was enclosed in your September Newsletter, we regret that no other map can be made available. Make plans to attend now, and bring along a model (HO) for operation! And, don't forget to put a little something in the donation can, OK?

DECEMBER 14, 1985

Entertainment to be announced.

JANUARY 11, 1986

Entertainment to be announced.

The Boston & Maine Railroad Historical Society is in immediate need of a Membership Secretary. Due to a change in jobs, Dora Lamson, our present Secretary, has had to resign her position, effective September 1, 1985. The job would be ideal for someone with a home computer with printer, and a "job description" outlining the duties of the Membership Secretary can be obtained through the B&MRRHS from the Harwood Station P.O. Box. The need for a new Membership Secretary is crucial, as no membership cards can be processed, nor can renewals or changes of address be handled until a new Secretary has been found. And please, before you write any letters demanding satisfaction, please read Scott Whitney's editorial on page 2.

nal contingency agreement with Guilford was announced in June, and provided for the sale of 1,300 freight cars and 955 miles of railroad, subject to Justice Department approval. Norfolk Southern originally planned to sell lines to Guilford for the Toledo-St. Louis portion of the divestiture. By being able to use Conrail lines instead, Guilford, under the modified plan, would save some \$55 million in

purchase costs and costs to upgrade the lines, according to Norfolk Southern. but a spokesman for another Conrail bidder said the changes are not enough to enable Guilford to compete if Congress approves the Conrail sale to the Norfolk Southern. **From the Binghamton NY Evening Press. Submitted by Dick Pearson, Jack Graney and Mike Lennon.**

GUILFORD EXPECTED TO BENEFIT FROM SWEETENED NORFOLK OFFER

Conrail bidder Norfolk Southern Corp., says it has sweetened its agreement to turn over certain railroad lines to another carrier in order to speed action in Congress over Conrail's future. Under the modified agreement, Guilford Transportation Industries would be permitted use of Conrail mainline track from Toledo, Ohio, to St. Louis, and would enjoy lower than existing switching charges, said Rob Chapman of Norfolk Southern. Critics of Norfolk Southern's \$1.2 billion offer for Conrail have expressed concern about whether Guilford and another regional railroad, the Pittsburgh & Lake Erie, could effectively compete with a combined Conrail-Norfolk Southern. The Justice Department has said the merger would not create competitive problems if some track were divested to smaller railroads such as Guilford. The origi-



This ex-Norfolk & Western (nee Illinois Terminal) SD-39 691 has just pushed a job from East Deerfield to East Gardner. It has N&W lettering barely painted over on the sides, B&M stencilled in new paint on the nose and a hastily applied Guilford "G". Photo by R.P. Cowen.

INTERCHANGE

a column of opinion . . .

The Membership Debate . . .

Are you a subscriber or a participant?

Every month, Dennis and myself receive several pieces of what one may call "hate mail" from members of the Society who are dissatisfied with this or that aspect of the B&MRRHS' operation. The complaints are widely varied and range from the very popular "Where the H--- is my Bulletin (or Newsletter, membership card, answer to my letter, etc.,) to "Why are your dues the highest around" to anything in between. Some of these letters are borderline hostile. A few have been downright abusive.

First, let me say that the reason Dennis and I get so many complaints is due to the fact that our names are the most visible. You all see them right on the front page of the Newsletter every month. Ours are only two of the names of the ever-dwindling group of active members that one may now be able to count on two hands. Think about that for a moment... about ten dedicated members to produce four quarterly BULLETINS, twelve monthly Newsletters, operate the B&MRRHS sales tables at area shows, run monthly membership meetings and try to make them all interesting, market B&MRRHS products, maintain the extensive Archives at the University of Lowell, handle membership registration and renewals and handle mailings to nearly two thousand members. That's right, less than 1% of the membership to do all the work.

The question of whether you are a participant of the organization or just a subscriber to the BULLETIN is intended to make each of you aware of just what your own position really is, in order that you may better understand ours. A subscriber is interested in just one thing: receiving their four BULLETINS per year and their twelve monthly Newsletters. A true member of the organizations joins because they believe in the principles of that group and are willing to share in its triumphs and failures equally. This is much the same as a person who joins the Lions, Rotary, Moose or countless other organizations. One must note that we do not have a subscription rate, we have yearly dues. You will also be interested to know that the quality of the BULLETIN is maintained to such a high standard that the total yearly dues income barely covers the cost of its production and leaves next to nothing to put toward the printing and mailing of the Newsletter, funding of the Archives, and other administrative costs of the Society. For this we rely totally on income generated from sales of the many items we offer, sales from our tables at shows, raffles, grants and donations.

We do have our problems however, and right now, foremost, and at the top of the list is that some of our most dedicated members who have handled many of the more difficult (and least heard about) jobs can't do them anymore. Job changes, relocations and other "monkey wrenches" have taken their toll recently. We are in immediate need of a new Membership Secretary who can handle the job of keeping the records of all our nearly two thousand members and also handle the production of the mailing labels for the Newsletter and BULLETIN. We also, as you may have seen on your membership election ballot, have no one to fill the position of Treasurer of the B&MRRHS when John Goodwin's term expires next month. And remember, we still need a permanent Program Chairman, too!

If anyone out there is interested in filling any

of these positions, please let us know at once! The position of Membership Secretary would be great for someone with a home computer system with a printer, and a couple of railfanning buddies that believe in the Society. Up until now, the job has been done mostly by hand, an almost impossible task. In closing, let us just say that the next time you find your BULLETIN late or haven't received your new membership card yet, rather than trying to find someone to place the blame on, ask what you can do to help things out. You see, I haven't received mine yet either.

Scott J. Whitney
B&MRRHS W.E. Ed., V.P.

I just received Scott's submissions for the November Newsletter, and read his **Interchange** column, which appears previous. At the risk of alienating a few people by using a few more column inches for some non-railroad material, I have a couple addendums to Scott's editorial that I feel need to be said now.

In the first paragraph, he mentions the fact that we have received a few "nastygrams" over the past few years. They seemed to hit a peak last year before the BULLETIN returned to a stable production schedule, and echoed the frustration of the membership (a membership I might add, that answered the call for a new editorial staff with a resounding silence.). We understand the frustration, after all, we didn't get our BULLETINS either. With the BULLETIN back on line, they have subsided somewhat, but they still come. I recently assisted Dodi Lamson, our outgoing Membership Secretary, with processing some renewals, and couldn't believe some of the comments that were on some of the renewal forms. Many contained words of appreciation for the work done, and for these we extend our deepest thanks. These make our day! But there were a few that made you stop and

wonder why you even bothered at all (including a couple that contained a fair amount of profanity). Believe me, when you're putting a good amount of time into a volunteer organization, giving up railfanning time, family time and sometimes even work time, a nasty letter complaining about this or that can really wreck your day. When the cause of the writer's ire is not even your fault, it can hurt deeply. All we ask is that if you have a complaint with the way things are done, please voice them in as professional a way as you can. Write a rotten letter to "vent your spleen", then tear it up and write a better one. Then reread it, put yourself in our shoes, and ask yourself if you would like to receive the letter you just wrote.

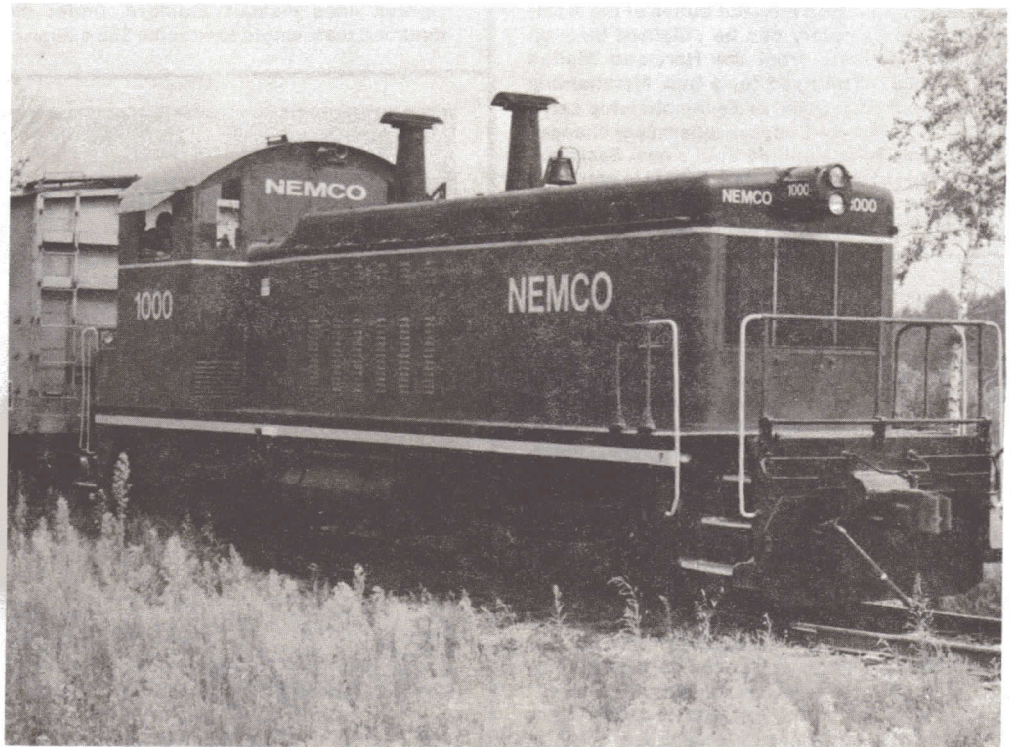
In conclusion, I would like to say that Scott and I really love our "jobs" with the B&MRRHS. I can't think of a better organization (although I feel there are a few on par with us) to donate my time to, and even though my work for the B&MRRHS has never put a cent in my pocket, the enjoyment, friends and camaraderie that are part of working for the B&MRRHS have "paid" more than money ever could. You should try it out sometime!

Dennis Adams

1879 HISTORIC LANDMARK IS GONE

The Profile House Station of the Profile & Franconia Notch Railroad has recently been torn down for the construction of the I-93 highway through Franconia Notch, NH. This station was built in 1879 and used for forty-one years by the P&FN RR.

The station was used until several years ago by the New Hampshire League of Arts and Craftsmen. Further information about the Profile & Franconia Notch Railroad can be found in the excellent article in the Summer 1976 issue of the B&M BULLETIN by H. Bently Crouch. **From Roger Robar.**



New England Milling Company's newly acquired switcher, which was seen earlier this year at East Deerfield in grey primer, sports its new paint at Ayer, MA. Photo by Arnold Greenleaf.

Guilford Transportation Industries has purchased five more ex-Conrail General Electric U33C's (3,300 horsepower units) within the last three to four weeks. They will be renumbered into the 650-series. As of now, they are not on Guilford property. The units Conrail numbers are: 6860, 6862, 6864, 6865 and 6866.

B&M Caboose 422 was being cut up at East Deerfield on October 1, 1985, and U-Boat 288 is the most recent Guilford unit to leave Waterville Shops in new paint following a rebuilding. **From Don LeJeune.**

OOPS...

In last month's Newsletter, **Don LeJeune** was inadvertently called Bob LeJeune. Sorry, Don!

From **Dwight Smith**, of the Conway Scenic Railroad, comes some additional material for **B&MRRHS Information Booth!**

The B&M BL-2's, by inference, were assigned only to passenger service. There were exceptions to this. I recall BL-2's in regular use on the Woodsville-Groveton local freights in the early 1950's. For photographic evidence, see page 296 of the 470 Railroad Club's excellent book, "Maine Central Railroad, Mountain Division". This photo shows the 1552 on the Groveton job at the Lancaster, N.H. passenger station. The date of the caption is in error by stating that the year was 1951. The snow-covered 1953 Chevrolet sedan under the canopy was my B&M company car... as I took the photo in February 1955. In later years I sold the negative to Lawrence Breed Walker.

"Vanishing Vistas Department" is an excellent feature. I have been attempting to photograph the few still-existing country depots here in northern New England. Under "Berlin Route", I question whether Bethlehem station still exists. Maplewood station, in the town of Bethlehem, still stands. Under "Conway Branch," you might add Intervale, N.H. The joint Maine Central Boston & Maine passenger station has been moved to a new location.

B&MRRHS "FLYING YANKEES" END SEASON WITH WIN

The **B&MRRHS'** softball team, the Flying Yankees, ended the 1985 season with a victory over the Salisbury Point Railroad Museum "Volunteers" on September 25 at Sherberne Field in Portsmouth. The final score was 8-6 in favor of the B&MRRHS squad.

Highlights of the game were Joe Shaw's outstanding pitching (a shutout until the fifth inning!), Bob Allen's great defensive plays and the performance of rookie Jeff Ursillo.

All in all, 1985 was a great year for the "Yankees", winning three games, while suffering one rainout enroute to an undefeated season. Plans for next year's games will be made shortly after the holidays, and a barbeque is planned for next year after the final game in Portsmouth. All players and their families are invited! See you next summer!

I'm writing in regards to your question regarding Boston & Maine's RS-2's 1501-1504 in the June 1985 Newsletter. Alco delivered these RS-2's in early 1949 without steam generator equipment. They were equipped with MU cables and cab signal equipment as delivered. According to the B&M's classbook in

the Archives, dates 7/23/54, and also according to Frye and Twombly's "Diesel Roster-Part 3" in the Spring 1978 BULLETIN, 1501-1504 had steam generators added in November 1953. As of the classbook date, they did not have head-end lighting generators. The remainder of the 1949 order of RS-2's, numbers 1530-1534, were delivered with steam generators. **From Steven Byan.**

HELP WANTED

I am looking for photographs or plans of the equipment boxes of the ATC and cab signal equipment on Boston & Maine Alco RS units. Please respond to: Steve Byan, 103 Main Street, #19, E. Pepperell, MA, 01437.

Congratulations to B&MRRHS Show's Chairman **Dave Demeritt** and his new wife on the occasion of their recent wedding. We wish them a long and happy marriage!!!

1986 B&MRRHS ELECTION RESULTS

The 1986 election of officers of the B&MRRHS was held on Saturday, November 12, 1985. The results were as follows: 119 ballots cast, 1 disqualified.

For President: Bob Hagopian 116 votes
For Vice President: Scott Whitney 117 votes
For Secretary: Ronnie Shaw 117 votes
For Treasurer: There were no nominees for Treasurer, however there were five write-in candidates:

Don Hills:	1 vote
Ralph Fisher:	1 vote
Gerry Babyok:	1 vote
Al Hale:	1 vote
John Goodwin:	2 votes

John Goodwin declined the nomination, and in accordance with the B&MRRHS By-Laws, John nominated Al Hale to fill the position. The nomination was accepted by those present, and Al Hale was named B&MRRHS Treasurer. John Goodwin will be temporarily filling in as Membership Secretary.

For Board of Directors: Total vote count in alphabetical order:

Gerry Babyok	30 votes
Don Clerke	77 votes
Mal Houck	72 votes
Leroy Hutchinson	88 votes
John Alan Roderick	34 votes
Ronald Taylor	41 votes

Elected for three-year terms were Leroy Hutchinson, Don Clerke and Mal Houck. Congratulations to the winners!!!

BANGOR & AROOSTOOK MOTIVE POWER

BAR GP-38 94, a former Conrail/Penn-Reading Seashore Lines unit, has been equipped with a Head End Power (HEP) generator, making it the BAR's new passenger locomotive. The former "passenger engine", F-3 42, has been relegated to freight only service. To make matters worse, the seats, speedometer and radio have been removed by the BAR from the vintage cab unit, restricting it to the status of a trailing unit. On the plus side, the last active F-3 in the country was in service during the summer at least. **From The Narragansett Newsletter.**

WHERE'S THE STEAM ON HORSESHOE CURVE

In response to urgings by the Horseshoe Curve Chapter and others in the Altoona area, Pennsylvania steam engine 1361, a K4s class, was removed from its longtime perch at Horseshoe Curve on September 16, 1985, to the Railroaders Memorial Museum in Altoona. It has long been felt that the priceless locomotive, one of only two K4's still in existence, can be better protected and maintained within the confines of the museum. Conrail will donate EMD GP-9 7048 to replace the 1361 on display at Horseshoe Curve. Yes, the unit is a former Pennsylvania unit. **From the Narragansett Newsletter.**

PIONEER VALLEY ACQUIRES CF-7S

Pioneer Valley Railroad has joined the CF-7 club by buying Santa Fe units 2558 and 2597. As of mid-May, neither was in service due to lack of inspection cars from the Santa Fe. The two units were crudely lettered for the PVR with white lines through the Santa Fe lettering. SW-1's 27 and 30, as well as Alco S-4 106 were in service, SW-1 28, RS-3 203 (with full lettering) and the ex-Boston & Maine RS-3 1547 were on the Westfield dead track. **From the Narragansett Newsletter.**

WHO REMEMBERS "CANDY LOU?"

Anyone who commuted out of North Station up through the post war years certainly encountered grizzled old hawker pushing sandwiches and soft drinks from car to car before the trains got underway. You couldn't miss his raucous voice. Amid the hubbub of people trying to get settled in their seats, opening newspapers and flipping their chair backs for the inevitable card games came Candy Lou calling out his wares. He had his regulars and was really quite a friendly guy. How I happened upon his card I don't exactly recall. Perhaps some of you can tell us more about him? **From Bruce Bowden.**

NORTH STATION

BOSTON, MASS.

ARMSTRONG CO.
TRAIN SERVICE DEPARTMENT

'Candy Lou' GELIN

A Blast From The Past

One can find some of the most interesting items while remodeling a house. Such is the case when the West End Editor found some 1944 newspapers (the Boston Sunday Post) under an old piece of flooring while installing wall to wall carpeting. Of interest were the stock reports for Sept. 24, 1944:

American Loco	20%	+7/8
ATSF	64	+7/8
B&O	77%	+3/8
B&M	5 1/8	+3/8
C&O	45 1/2	-5/8
D&H	32 1/2	+1/8
DL&W	7	
Erie	10%	
G.E.	37	+1/8
GM	61 1/8	
GM&O	11 1/8	+1/4
IC	15 1/8	-1/8
Lima Loco	43 1/4	+1 1/8
NYC	18 1/4	+1/4
NYC&StL	85	+1/8
N&W	20 1/4	-1/4
Pullman	48 3/4	+3/4
Reading	17 1/8	+1/8
SLSF	1	
Sou Pac.	27 3/4	+1/8
Sou	24 1/8	+1/4
Sperry	26 3/4	+1/4
UP	107 1/4	+1 1/4
Boston Stocks:		
Boston Elevated	66 7/8	+3/8
Old Colony RR	.12	

The general trend was upward with rail and rail oriented stocks which was to be expected during the period of WW2.



Mass Central passenger train is shown here in Ware yard. The train is powered by a former Santa Fe CF-7 locomotive, which in itself is rare in New England. Additional rolling stock has been added to accommodate an increasing number of riders on the Mass Central's excursion trains. Photo by Brian Solomon, courtesy of Bob Buck.

Boston & Maine Railroad Historical Society

Incorporated

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NOVEMBER 1985

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