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JANUARY 1986

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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
JANUARY 11, 1986
1st UNITARIAN
CHURCH
WOBURN, MA
8:00 P.M.

Members' Nite

Tonight's entertainment will be a Members' Nite. All members are invited to bring a maximum of 20 slides or a 200' movie. A slide projector will be provided, but please bring a projector if you intend to show movies.

FEBRUARY 8, 1986

A tour of the B&M's west end

Cattletrestle Productions, in association with Ash Pit Productions will present an encore presentation of its show last July at Hampton, with some changes for the new year. These photos in this slide show are from the recently acquired Nash/Ludlow collection, and feature the B&M and other railroads in the western Massachusetts, eastern New York area circa 1945 - 1957. The presentation will be made by Scott Whitney and Dennis Adams.

HAPPY HOLIDAYS!!!

The Boston & Maine Railroad Historical Society would like to extend to all members warmest wishes for a happy holiday season, and the best for a prosperous and healthy 1986!

Congratulations go out to our Modeler's Notes editor Bruce Bowden on the occasion of his recent marriage. We wish the Bowden's a long and happy marriage!

Best Wishes for a speedy recovery go out to our BULLETIN editor Ron Eames following a recent hospital stay. Get well soon, Ron!

B&M FUNDRAISER

Dear B&M Member:

Your Board of Directors has applied for a grant from a local foundation to be used in purchasing the photographic collection of the late Dana Goodwin for our archives at the University of Lowell's Lydon Library.

While not a matching grant, it is incumbent upon us as an organization applying for funding, to raise a certain amount of our non-operational monies from our own membership.

With that in mind, we have organized a fund-raising effort to create an endowment for maintenance of the archival collection. We have never attempted such a project, but it is clear that yearly dues cannot be tapped for such use without placing the production of the B&M BULLETIN in jeopardy. A general dues increase is not warranted at this time.

We have decided to offer donors certain enticements or premiums for their contributions. This, in addition to the fact that all

donations are tax deductible.

Listed on the following page are the premiums we are offering for the categories of donations we have determined justify such a premium. The suggested value of the premiums is based on book value, and may in fact be worth more under the circumstances.

The premiums in categories 1 and 2 will be awarded by earliest postmark. In case of a tie, the Board will make the decision as to which donor gets which premium.

LIST OF PREMIUMS VALUE AND DONATION CATEGORIES

Donation Category	Premium Description	Value	Quantity
1.			
\$1,000	H.O. brass B&M K-8 2-8-0 steam locomotive	\$270	one
*(one per donation)	H.O. brass B&M N-1 2-8-2 steam locomotive (as leased from the Erie Railroad)	\$295	one
	Full size steam whistle from B&M locomotive (a duplicate from our collection)	\$250	one
	One each of all premiums listed in Categories 3, 4, and 5, below, while supply lasts, plus duplicate items from the Archives to bring total value of:	\$200	as req.
2.			
	H.O. brass ALCO RS-3 diesel locomotive	\$150	two
\$500	H.O. brass EMD NW-2 diesel locomotive	\$150	one
(one per donation)	H.O. brass G.F. 44-ton diesel locomotive	\$125	two

	H.O. brass B&M 24' steel caboose	\$63	three
	H.O. brass B&M double track Russell plow	\$70	one
3.	Hardcover copy of MINUTEMAN STEAM w/case	(?)	many
\$100	FLYING YANKEE 50th anniversary T-Shirt	(?)	many
(One per)			
4.	B&M flat car kit, plastic	(?)	many
\$50	B&M hopper car kit, plastic	(?)	many
(One per)			
5.	B&MRRHS official T-Shirt	(?)	many
\$25	B&MRRHS official baseball cap	(?)	many
(One per)			

Donations of less than \$25 will not entitle the donor to a premium.

Substitution or limitation of premiums at the discretion of the Society.

All donations must be in our hands by midnight March 31, 1986 to be eligible for premiums.

*If there are more donors than premiums in #1 & 2 categories, the amount of the most valuable premium will be returned to the donor in place of a premium. First come - first served, or cash back.

The Boston & Maine Railroad played host to EMD SD-60 demonstrators 1, 2 and 4 during the month of December. This was the first time in many years that locomotives have demonstrated on B&M iron. Did anyone get photos of them while they were on the property (and will you share them with the Newsletter?) Can anyone tell us when the last time that demonstrators operated on the B&M? Thanks to Jim Conroy for the information!

INTERCHANGE

... a column of opinion

This is the year that was!

It seems next to impossible, but the year 1985 is almost history! It seems that the plans for the year were just being laid out, and now, here it is, time to start all over again. But for now, as we pause in the midst of the holiday season hustle and bustle (hustle and bustle that will probably delay this Newsletter, I'm sure, and for this, our apologies) let us stop to reflect on the year that was, and a look ahead! All in all, 1985 was a pretty good year for the B&MRRHS. Our membership reached an all-time high of over 1800 members! This in itself is cause for celebration, in spite of our difficulties, our membership has been one of the most loyal in all railfandom. Your loyalty has resulted in a reborn B&MRRHS!

The high point of the 1985 year undoubtedly was the 50th Anniversary of the Flying Yankee. We are indeed fortunate that this one-of-a-kind piece of Boston & Maine Railroad history has been preserved by the good folks at Edaville Railroad. 1985 marked the 50th Anniversary of the train's delivery to the B&M, and the B&MRRHS joined the Edaville Railroad and the Salisbury Point Historical Society to commemorate this rather significant occasion! The ceremony was attended by well over 400 railfans and their families, and featured speeches by B&MRRHS president Bob Hagopian, WEEI reporter Chuch Crouse and Richard Nichols. The ceremony ended with the laying of the 50th Anniversary Commemorative Wreath, and Bob Hagopian broke a bottle of champagne over the engine's pilot, in a re-enactment of a ceremony fifty years ago. Undoubtedly, this was the B&MRRHS at its finest hour!

Following the Edaville ceremony, the B&MRRHS headed north to North Conway, NH, and the Conway Scenic Railroad. Beautifully restored Boston & Maine F7 4266 was again running, and B&MRRHS and 470 Railroad Club members once again road behind her. To this writer, born into the McGinnis era, this maroon and gold showpiece brings Boston & Maine history to life as no movie or photograph can. Now, if only something could be done with the Flying Yankee, the 3713 or the 1455.....

Our November meeting was once again held at the North Shore Model Railroad Club in Wakefield, MA. The North Shore crew put on an outstanding evening of operation, as usual, allowing Boston & Maine motive power trackage rights over their line for a 24-hour period! The sight of B&M power rolling through the finely detailed scenery of the North Shore Club was enough to send the membership home to attack their own layouts! Overall, the B&MRRHS boasted an increased attendance at both home and away meetings (over 300 attended the meeting at North Conway!), an increased membership, as we noted before, and overall fine operation. A fine year, but no resting on the laurels! Next year looms ahead, and this will be a hard act to follow!

Happy Holidays

NORTH SHORE IS BACK ON LINE WITH NEW BRIDGE

With balloons, a brass band and chilly winds, North Shore commuter rail service began unofficially again with the opening of a new Beverly-Salem bridge to replace the one destroyed by fire a year ago and a stop in Chelsea for the first time in 27 years. Governor Dukakis led a bevy of state and local Massachusetts Bay Transportation Authority officials on a train ride from Boston to the new Chel-

sea station, restoring service to that community for the first time since 1958, and on to Beverly. More than 100 persons turned out in Chelsea to hear the governor exclaim that the symbolic ride on a route that goes as far as Ipswich and Rockport on separate branches is one step toward bringing Massachusetts "the finest public transportation system in the country."

More than \$20 million was spent to fix the bridge and install new signal systems, station platforms and longer rails to provide a faster and smoother ride. A cheer went up from officials in the governor's car as the refurbished commuter cars crossed the new bridge, which turns to allow boat traffic into and out of the Danvers River that separates the two cities.

The bridge burned on November 16, 1984, and MBTA officials were doubtful service could be restored within one year. With help from a federal grant, however, the work was done and the lines officially reopened Sunday, December 1, 1985. The Beverly-Salem railroad bridge, an 805-foot wooden structure, was left a charred mass by the fire. State fire officials said a malfunction in a drawbridge control was the cause. The bridge was replaced by one of concrete and steel. **From the Boston Globe. Submitted by Bill Crawford.**

B&MRRHS INFORMATION BOOTH

When was head-end lighting added to B&M RS-3's 1535-1545? Did they all get so equipped? Where were the connectors? When was it removed?

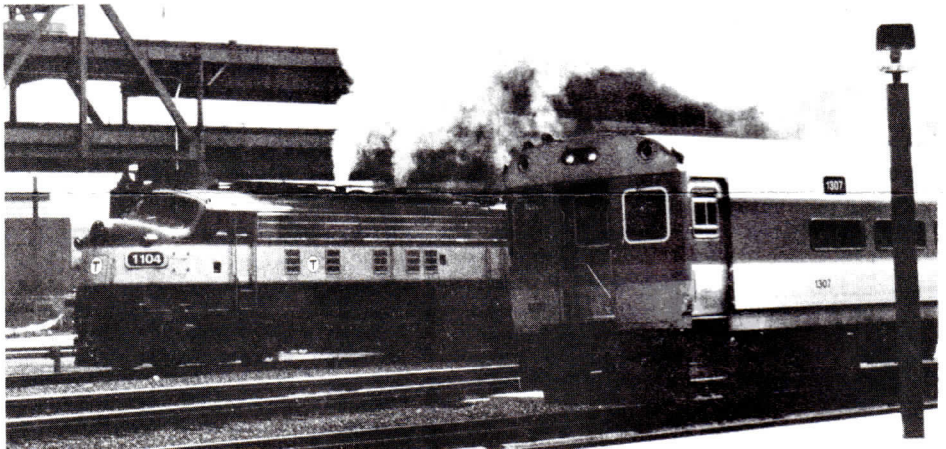
From photographic evidence, the head-end lighting cabinet was in place by 1956. It was evidently applied between late 1954 and early 1956. I cannot confirm that 1541 had it. The connectors were near the MU connectors on the handrails. The cabinets were removed by 1962, leaving a rectangular section with louvers on the right hand radiator shutter assembly.

What were the interior colors of B&M passenger equipment?

The interior of the stainless steel cars were light blue or light green. Curtains were green, blue, brown or morocco grain. Seats were green, brown, blue stripe, brown stripe, brown.

When were the extra cooling pipes added to the roofs of the FT diesels? (See page 61 in New England Diesels)

Although the caption of the photo in New England diesels gives the date as 1946, I can find no other photos or documentation that shows the cooling pipes earlier than 1952. In fact, I have two other photos of the same diesel taken in 1948 and 1950 which show no such pipes. The pipes serve a similar purpose to those of the same configuration on steam locomotives. Evidently the hot engine com-



New paint schemes abound in North Station, Boston. More and more MBTA motive power is showing up in the new maroon and silver paint scheme all the time. It won't be long before the purple and yellow "Easter Eggs" will be a thing of the past!

partment was not effective in supplying cool air, hence the pipes were routed externally.

I thought the Boston & Maine's N-5 cabooses were built in 1932 rather than in 1929 as a recent article stated.

They were built in 1932. The B&M Equipment Summary confirms this.

When did the practice of painting RS diesels handrails "safety yellow" start?

The practice seems to have started with the 1505-1519 order in 1954-1955. Others not so painted were when due into the shops. By 1956, most, if not all, were yellow at step areas on the pilots.

GUILFORD NEWS

Maine voters approved an \$850,000 bond issue on November 5, which among other things, allows the state to purchase portions of the Rockland, Calais and Mountain branches which the Maine Central intends to abandon. ICC approval has been given to the abandonment of the Rockland and Calais branches, the MEC has yet to file for abandonment of the Mountain line. The MEC has stated that it will continue to operate the branches, as needed, while the sale to the state and designation of a short-line operator is finalized. No trains have been operated between Whitefield and Intervale on the Mountain in 1985, although a hy-rail crane was seen loading rail from stockpiles this past summer. Also approved in the Maine vote was a sales tax exemption for track materials (rails, ties, spikes, etc.), and state assistance in grade crossing maintenance.

Boston & Maine freights no longer use the run-through symbols to Maine points like Bangor and Rumford. All freight has been reclassified at Rigby for quite awhile, now symbols of EDPO, SEPO, SPPO, and PYPO are heard eastbound and POED, POSP, POSE, and POPY westbound. The B&M is suing the United Transportation Union for \$214,000, which the road claims it lost account of an illegal wildcat strike by the Union on November 4. B&M train POED was seen with a CR bay window caboose November 13, it is strange to see any B&M train in Maine with any caboose in 1985, usually rear end light units are all that on the rear, and the flagman rides in the engine.

Delaware & Hudson Alco C424m's #461-463 were returned to owner Genessee and Wyoming in September, 1985. B&M GP39-2 #367, which is usually the power on piggy-back trains POSP/SPPO, was seen switching at Deering Jct. November 12. MEC GP7 #581, which has been leased to the New England Southern, was returned to the MEC in early November, GP7 #572 was reported working out of Dover, NH in mid-November. Ex-CR U33C's #6860 and 6862 were seen at Rigby Nov. 18, apparently enroute to Waterville and renumbering into the 650 series. A U30C, to be renumbered #640 is also reported to have been purchased. **From the 470.**

GUILFORD JOINS INTERMODAL VENTURE

The intermodal fever has spread to Portland, Maine, where Guilford Transportation Industries and Merrill Industries are planning to develop a sixty-acre site into an intermodal distribution center served by trains, trucks and ships. The two companies have formed a joint venture, Portland Cargo Associates, to develop property lying between the Merrill Marine Terminal on the Fore River and a line of Guilford subsidiary Maine Central. **From Railway Age. Submitted by Mr. Reeves.**



Here's the New England Southern's new power! Ex-Rock Island GP18 and GP7 were at Concord, NH on the first day "fired up" the GP18 503. The GP7 is now in storage pending transfer to the Worcester, MA operation after the first of the year. They are painted green and yellow, the green being close to Burlington Northern green. Photo and story by Harry Frye.

NEW ENGLAND RAIL SERVICE

A number of people who have purchased our B&M Class K-7 2-8-0 have expressed interest in obtaining extra pieces of the Pyle - National dual voltage generator castings we used on these models. This question of extra castings in itself is not new as we encountered the same question with regard to the "Golden Glow" headlight casting used on our New Haven 2-6-0. At least this indicates that our efforts to have these little details done correctly is noticed! Our problem, however, has been that our builder has no interest in being a supplier of such parts and, thus, would not entertain our requests for them. After bringing the subject up a number of times in the past, a positive response has finally been received. At this point it looks like we will receive a very small quantity, 100 or less, of the generator castings for separate sale, at a price of about \$1.85 each. Owing to the limited number of the generator castings we have been able to obtain, it occurs to me that the only fair way to make them available is to offer them to those people who have purchased a K-7 2-8-0 first and limit them to four castings per customer. Once the needs of these people are satisfied, any remaining castings will be made available to anyone desiring one. The castings should be available by January 15, 1986 at the \$1.85 each price, plus 25¢ per order postage. These are the correct castings for any B&M model requiring a dual voltage system for both locomotive lights and those in the coaches. It also appears at this time that we may have another 100 pieces of our B&M caboose available by early spring. The caboose models have been sold out for some two to three months now but calls are still being received for them. If this additional 100 units does become available every effort will be made to get the extra trucks which were expected, but not received, with the initial shipment of caboose last June. It is unknown how many of each version of the caboose will be available but the \$62.50 selling price will be held. Those

missing them the first time around should write immediately for a firm reservation.

Lastly, the last shipment of our B&M 2-8-0's has been received, this shipment being largely those of the "B" version. Thus both the "A" and the "B" version are still available at \$320. each unpainted. The factory painted models of the "B" version are sold out and only seven (7) factory painted models of the "A" version are left. A number of modelers have realized that our factory painted models are an even greater bargain than the unpainted models. Thus while the sale of the K-7's has been quite steady, the painted ones have sold somewhat faster. Those wanting a factory painted model at all should not delay and those wanting a K-7 at all should not wait too long either, the run being half gone.

AVAILABLE BACK BULLETINS (While they last!!!)

1981 Winter, Spring, Fall	\$3.25@
1982 Winter, Spring, Summer, Fall	\$3.25@
1983 Winter, Spring, Summer, Fall	\$3.25@
1984 Winter	\$3.95
1985 March, June, September	\$3.95@
B&M Modeling Guide	\$1.00@
plus Postage & Handling	

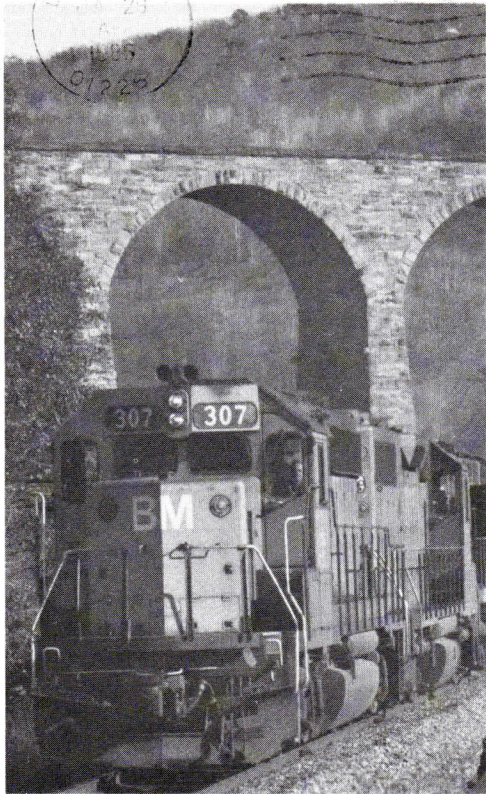
Boston & Maine/Maine Central Motor Car Diagrams

Boston & Maine Standard Track & Structures Diagrams

Boston & Maine Characteristic Diagrams

Any of the above \$5.00 per copy (plus \$1.00 postage & handling).

Postage: \$1.00 up to \$10.00 order; 10% of order for \$10.00-\$25.00; \$2.50 for \$25.00 - \$50.00.



Boston & Maine GP40-2 and a Delaware & Hudson GP push a freight under the Viaduct.



Boston & Maine/Guilford power rolls under the famous Starrucca Viaduct. Rerouting due to the Belden Hill Tunnel work has made possible some "you never thought you'd see it" photos!



Boston & Maine Railroad Historical Society

Incorporated

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PLEASE FORWARD

JANUARY 1986

FIRST CLASS MAIL
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