

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

MAY 1986

SCOTT WHITNEY, WEST END EDITOR, 25 MAPLE AVE., CLAREMONT, NH 03743

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## B & Meeting

### NEXT MEETING:

**MAY 10, 1986**

**1st UNITARIAN**

**CHURCH**

**WOBURN, MA**

**8:00 P.M.**

**JUNE 14, 1986**

**JULY 12, 1986**

**JULY 21-27, 1986**

**AUGUST 9, 1986**

**SEPTEMBER 13, 1986**

### Steam, Diesel and everything in between!

Tonite's entertainment will be presented by Mr. Alan Wiswall, who will present a program entitled "Steam, Diesel and Everything in Between." Make plans now to be there!

### A Rutland Ramble!

The June meeting of the B&MRRHS will be held at the home of the Green Mountain Railroad in **Bellows Falls, Vt**, as an all-day affair! To help us kick off this venture, we are also inviting the **470 Railroad Club**, the **Mass Bay RRE** and the **Amherst Railway Society!** Details in this Newsletter!

### A Pre-Convention Warm-Up!

Due to construction problems at Hampton, we will be unable to hold our annual meeting at Hampton this year, instead we will be holding a Pre-Convention Warm-up at Woburn! Details to be announced soon.

### Minuteman '86 Convention, Boston, MA!

The joint NMRA/NRHS/RRE Convention comes to Boston! The B&MRRHS will be an active participant, and we need you!

### Our annual trip to the Conway Scenic Railroad!

Tentatively scheduled, full details to be announced soon!

### A Big Surprise!

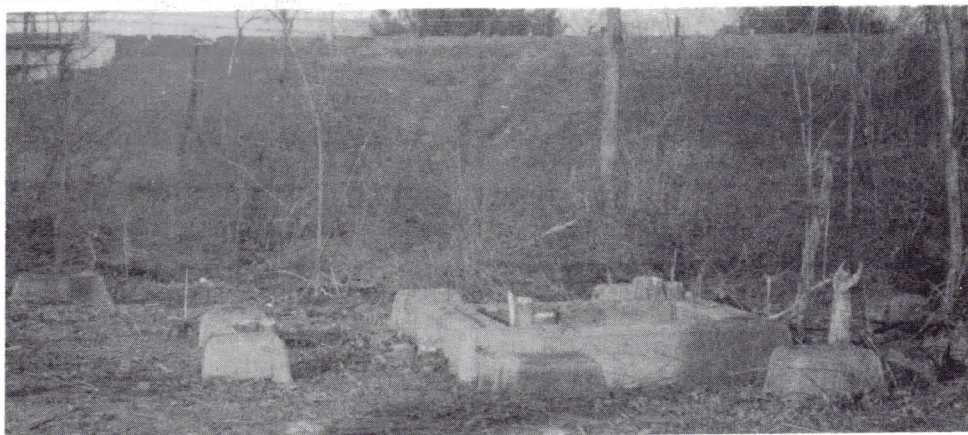
Our Program Chairman, John Alan Roderick, has told us that he has a big surprise planned for September, but we'll have to wait and see!

**THE B&MRRHS HAS A SUPER SUMMER PLANNED FOR YOU! COME OUT AND ENJOY!**

**THERE WILL BE NO MEETINGS IN WOBURN IN JUNE OR AUGUST!**

In conjunction with the MINUTEMAN '86 Convention in Boston, MA, there will be a display of prototype equipment at the Conrail yards in Braintree, MA, on Wednesday through Sunday of the Convention week. There is a need for people to man the display areas, B&MRRHS members are especially needed as guides for B&M 4266A. Should you wish to volunteer, contact: Rob Quagan, 115 Maple Street, Wenham, MA 01984.

I need to borrow slides or Boston & Maine locomotives operating in Potomac Yard, Buffalo, New York (other than on B&M trackage) and other remote locations for B&M talk on "Boston & Maine in Foreign Lands" at the Minuteman '86 Convention in Boston. Send slides to Don Clerke, P.O. Box 674, South Windsor, CT, 06074. Slides will be returned after the convention in early August.



**Neat Surprise!** A recent rash of spring-time brush clearing at Rockingham Junction, NH uncovered the footings for the old water tank located there! Your editor is a "railroad archeology" buff, and was quite excited to see this! Thanks to Bill Fothergill for the tip.

## INTERCHANGE

... a column of opinion

Having recently resumed my tenure as Program Chairman, as well as having been appointed by the board of directors to fill a vacancy which was recently created, I have once again become acutely aware of a problem which plagues organizations such as ours. It is purely academic to beat a dead horse like this, since the other members of the Board, as well as the Officers and a very small number (relatively speaking) of Members whose dedication goes far beyond anything that can be contained in this column, have become most adept, unfortunately, at incessantly bringing this to the general membership.

Therefore, I won't actually come out and mention this seemingly taboo subject.

For ten years now, more or less religiously, I have been attending meetings. I have also paid dues for that length of time, sometimes on time, sometimes delinquently. I have received BULLETINS likewise. I joined as a teenager and always looked forward to the meeting nights, savoring the program as announced on the front page of the NEWSLETTER as well as the inevitable stop afterwards at Friendly's or Brigham's or whatever. I've always enjoyed the conversation and camaraderie that followed as much as the program that preceded.

Those who know me best will tell you, as I am quick to admit, that I am probably the laziest, most procrastinating person on the face of God's green earth.

The program director's job is perhaps the most thankless and at the same time the most rewarding job in the society. It is highly doubtful that our meetings would frequently boast a hundred or more souls if the thrust of the meeting were old business, new business, etc., etc., etc.

However, in the day to day operations of the Society the presentations at the meeting become somewhat of a "given" quantity. Something that we just automatically expect. Normally, we aren't let down.

The purpose of my taking the time to type this, rather than watching "Dallas", or some other mundane pursuit is not to allow myself a pat on the back, but to attempt, in some thwarted way, to illustrate how much dedication and work goes unnoticed in our organization: Bulletins being edited and published, Newsletters getting printed and mailed, Shows being run, Budgets being balanced (Hopefully).

I guess that what I'm trying to say is that as you sit at this month's or next month's or the next's meeting, hopefully enjoying the presentation, take a moment to give credence to the people whose selflessness and perseverance have made our fine organization's existence possible.

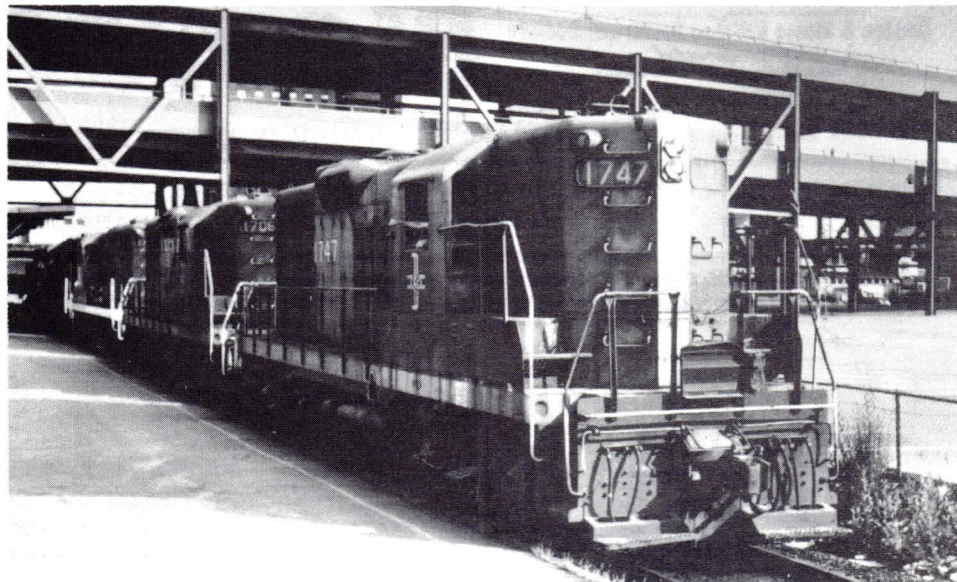
Take aim also at what contribution you can make to the cause. After all, that's what the laziest procrastinator on earth is doing... Enjoy the show!

John Alan Roderick  
Program Chairman

### a blast from the past...

#### ICE USED FOR AIR COOLING IN B&M COACH

(1931) The Boston & Maine has placed in test service on its line between Boston, Mass., and Portland, Maine a coach equipped for air cooling and air cleaning which has been found in preliminary tests to provide a temperature from 12 to 14 degrees cooler than the



### AND THE WINNER IS .....

We finally had a correct answer to our most recent contest question, although it went right down to the wire and the winner correctly answered the question at the April Membership meeting! To refresh your memory, the question was:

#### What regularly scheduled Boston & Maine freight train, in recent years, left from Boston?

The answer: **AP-3** (B&M/D&H Apollo Piggybacker) during the mid-'70's. The part of the question that we advised you to think carefully about was the point of departure. **Boston** trackage consists of track between the bridges and the bunters at North Station. We received

several answers of BOED, BOME, and the like, but even though they carried the "BO" designation, they departed from (all together now, folks) **East Somerville!** But, every Sunday for a time during the mid '70's, AP-3 departed from the far side track of North Station (the crew was called for Boston, and the train carried markers (as a caboose, which may or may not show up in this photo reproduction). The winner of the 16x20 photograph of GTI power rolling under the Starrucca Viaduct was **John Hutchins**. Congratulations, John.

Stay tuned for our next Newsletter contest!

outside air. The source of refrigeration is ice, the ice being carried in the bunkers beneath the car. Water which is cooled by being sprayed over this ice is circulated by pumps through concealed fin-tube radiator-type coolers at either end of the car. Air, cooled by passing through these cooling units, is then drawn across the car ceiling from end to end, thus lowering the temperature gradually and without draft. The air is automatically dehumidified at the cooling surfaces and is separately filtered. It is kept under slight positive air pressure which prevents outside dirt and dust from entering.

The development of the system was sponsored by the Metropolitan Ice Company, Boston Mass., and was designed by the R.B. Engineering Corporation, New York, in cooperation with the mechanical department of the railroad. The installation was made by the Boston & Maine. The system consists essentially of two ice bunkers, two blower fans, a circulating pump, two dirt and dust filters and four coolers of the automobile radiator type. **From Railway Age, October 17, 1931. From Amos Hewitt.**

### WE NEED SHOWS!!!

While your program chairman looks forward to arranging diverse and interesting programs, his file becomes quickly exhausted. If you are interested in doing a program, have ideas, or know of someone with material that you think would be interesting and/or entertaining to the membership, please drop me a note or give a call at 32 Tower St., Somerville, Mass. 02143. (617) 776-6776. (evenings) I promise to follow up all leads.

**MBTA ACTIVE RDC'S ... RDC1** 10, 42, 46, 54, 60, 66, 67, 68, 70, 72, 75, 77, 6105, 6117, 6118, 6120, 6122, 6126, 6134, 6137, 6138, 6143, 6146, 6149, 6152, 6153, 6154, 6155, 9151, 9152, 9153, 9154, 9157, 9158, 9159, 9161, 9162; **RDC9** 6903, 6904, 6906, 6907, 6908, 6909, 6911, 6914, 6916, 6918, 6921, 6922, 6924, 6926, 6929.

**MBTA OUT OF SERVICE RDC's** (at Boston)... **RDC** 155, 6101, 6103, 6112, 6124, 6125, 6127, 6131, 6156; **RDC2** 6209, 6210, 6212, 9165; **RDC9** 6905, 6910, 6923, 6927, 6928... **and at Billerica RDC1** 6114; **RDC2** 6211, 6213, 6214; **RDC9** 6917. RDC's 6905, 6923 and 6928 are being restored and returned to revenue service.

**Fire** had damaged RDC1's 55, 6124, 6125, 6131, 6156; RDC2 6212 and RDC9 6910. **Collision damage** has sidelined RDC1 6114 and RDC9 6917. **Narragansett Newsletter.**

**Also contributing** to this Newsletter are: Bill Frappier, Mike Lennon, Frederick Layden (I think), Jeff Ursillo.

This is a new feature we'll be trying to include monthly, to at least acknowledge your submissions even if they don't make it into print. We'll try to get everybody, but will apologize in advance if we miss someone.

**The B&MRRHS** extends its deepest sympathy to Dora Lamson, our former Membership Secretary, on the recent passing of her brother.

**TRAINS UNLIMITED MARCH 1, 1986**

We wish to thank the following for their help with this show:

Food Tables: Director Robert Tremblay  
Paul Gwinn  
James Kenney  
Jack Tirone  
Joan Sandberger

Donations from the food tables are:  
Ted Hesse  
Jack Tirone  
Paul Gwinn  
Robert Tremblay

The food tables brought in the sum of \$379.36  
\*\*\*\*\*

Sales Tables: Director Robert Grodzicki  
Thomas Temple III  
O.R. Cummings

The sales tables brought in the sum of \$88.00  
\*\*\*\*\*

VCR Ticket Sales Table: Easter Nichols  
Ronnie Shaw  
Ted Hesse

Tickets sold before the show \$227.00  
Tickets sold March 1st show 469.00

\$696.00 Total Sales:

Donation: Amesbury 1890 Maps from North-eastern National Bank.  
\*\*\*\*\*

Show Director: Richard Plaisted  
Assistant: Robert Baker

Tables sold 56 & 3 free for displays: \$560.00  
Total in tables sold.

Ticket Sales: Jeremiah Kukene  
Elizabeth Barrett

Total Admissions 884

Funds Raised \$1,312.00  
\*\*\*\*\*



**Richard Nichols (left) and Joe Shaw, (right), with the aid of an unidentified assistant, draw a door prize winner at the B&MRRHS/SPRHS show.**

Boston & Maine Railroad Historical Society members that help with the show are as follows:

Joseph Shaw Pres. Robert Hagopian  
Ronnie Shaw Rob Quagan  
Dennis Adams Russel Munroe  
Dave Demeritt Bob Munier  
Jeff Ursillo Richard W. Symmes

Used March 1, 1986 only:

Donation of P.A. System: George H. Emmons

Donation of 3 Head Sets: Richard Ouellette

Donation of signs: George H. Emmons

Donation of Coffee Makers: Paul Gwinn

Ice Cubes

Hot Dog Steamer: Robert Tremblay



**B&MRRHS Director Dick Symmes (left) accepts a donation of original Flying Yankee drawings from member Pete Jacklin during the B&MRRHS/SPRHS show on March 1, 1986. We thank Mr. Jacklin for his generous donation! B&MRRHS photo by Ted Hesse.**

Communication: George H. Emmons  
Joseph Shaw  
Richard Nichols  
Douglas Clark  
Richard Ouellette (Moose)  
Richard Pearson  
Robert Baker  
\*\*\*\*\*

**Set Up Crew:**

Richard Plaisted Joseph Shaw  
Robert Baker Richard W. Symmes  
Shirly Baker Robert Hagopian  
Richard Nichols Rob Quagan  
Joseph Sandberger Russel Munroe  
George H. Emmons Thomas Temple III  
Richard Ouellette Paul Gwinn  
Robert Grodzicki Ray Greely  
Douglas Clark  
Robert Tremblay  
Ronald Fredette  
Ken Terry  
\*\*\*\*\*

**Donations of Tables:**

27 Tables	Joseph Shaw
15 Tables	Methodist Church
20 Tables	Amesbury Y
5 Tables	Bartlett Museum

Total 67 Tables

Salisbury Point R.R. & Boston & Maine R.R.  
Button Sales:

February	\$26.00
Sale Table	58.00
	49.00

\$133.00 Total Sales

We wish to thank the Boston & Maine Railroad Historical Society for their help in this fund raiser and the dealers in supporting our March 1, 1986 Trains Unlimited Show.

Sincerely,  
Richard Nichols  
Pres.  
Salisbury Point Railroad Hist. Soc.



**Dave Demeritt (left) and Jeff Ursillo (arm in a sling and all!) man the B&MRRHS table at the SPRHS/B&MRRHS show. Photos by Ted Hesse.**

**For some reason,** Boston & Maine GP-9 1711 was in the former B&M yard in Worcester on the morning of March 7, 1986. While one has to admire the P&W, it was certainly good to see a blue Geep without having to go north to the main line.

Supplementing, I understand that the following has occurred with the Ayer to Worcester line. Part of the deal when the Providence & Worcester leased the line was that after 60 days either party could terminate the lease. During its tenancy, the P&W had put some money into the line and foresaw that substantial further improvement would be required. The P&W attempted to purchase the line but could not come to terms with the B&M. Accordingly, they withdrew from the lease. The B&M is again operating the line from Ayer, the Springfield Terminal is operating the yard in Worcester. **From William J. O'Connor.**

**Can anyone** tell us where the former Goodwin Railroad's ex-Maine Central RS-3 is these days? Please respond to the Newsletter address!

**BOSTON & MAINE RAILROAD  
HISTORICAL SOCIETY MEETING ON  
JUNE 14, 1986**

This Meeting will be held at the home of the Green Mountain Railroad on Bellows Falls, VT as an all day affair.

614 is a number most of us in the railfan world are quite familiar with. It also happens to be the date of our first ever outing at the Green Mountain Railroad. To help us kick off this new endeavor we are also inviting the 470 Railroad Club, the Mass. Bay Railroad Enthusiasts, and the Amherst Railway Soc.

Featured on this day will be reduced fare for all organization members and their guests and guaranteed seating (if enough tickets are sold we will reserve seating in one or both of GMRC's original Rutland coaches). In order to offer these great opportunities, we must ask that all tickets be ordered in advanced at the group rate of only \$5.50. Advance ordering will also secure a seat at one of our slide shows during the day where we will be able to view the latest "Developments" from the Nash/Ludlow negative collection. This collection which was recently donated to the B&MRRHS by the Green Mountain Railroad is a fantastic assortment of views of the B&M, NYC, CV, RUT, D&H, and other area railroads from the late 40's to mid 50's. We promise that this latest group of slides will be made from the very best of the collection and will keep you all well entertained. To top things off there will be various GMRC locomotives on display in and around Bellows Falls.

In order to accommodate everyone, we ask that you choose one of the following train/slide show combinations but be warned! Choices are on a first come basis as we will be showing slides in a coach and seating is

limited! If response is overwhelming we will show slides on into the night if need be. Select one of the following:

- 11:00 train/1:45 slide show
- 11:00 train/3:30 slide show
- 11:15 slide show/1:30 train
- 1:30 train/3:30 slide show

If you don't have any particular preference at which combination you'd like, please let us know this also. Your ticket will be marked with your train/show combination and along with your ticket you will receive a GMRC timetable and a railfanning map of the area. To order please send a SSAE envelope along with a check in the amount of \$5.50 payable to **Green Mountain Railroad Corp. to:**

**Scott J. Whitney  
25 Maple Ave.  
Claremont, N.H. 03743**

**All orders must be received prior to June 1st and don't forget the SSAE!**

**CYCLES FOR RIDING RAILS**

If someone suggests that you buy or use an imaginative contraption for cycling on railroad tracks .... BEWARE.

Individuals marketing such devices seldom, if ever, mention the life-threatening dangers associated with their use of that unauthorized use of them on railroad tracks -- active or abandoned -- is illegal. The facts are these: Railroad track - even abandoned - are private property and trespassing is illegal. Rights-of-way no longer needed for rail traffic sometimes are sold to state or local authorities for recreational purposes such as hiking, biking, or equestrian trails. In those cases the rails would be removed. If the rails are still in place, it is likely that the property is still owned by the railroad and may, in fact, still be in use.

Moreover, track where a train has not recently run is not necessarily an abandoned track. In some agricultural areas, for example, tracks are used only seasonally -- but are subject to use at any time. But even if one were fortunate enough to meet a train while pedalling along the track, there are other safety considerations. Some of the so-called "rail" bikes are very unstable, and spills are common. Falling off a cycle onto a roadbed of wooden crossties, gravel ballast, and steel rails is courting very serious injury. Rights-of-way which are no longer used for rail traffic are, obviously, not maintained. Therefore, a cyclist may well encounter broken rails, washouts, rock slides, or other debris, and even deteriorating or collapsed bridges and tunnels.

It should also be remembered that abandoned spur lines are often connected to heavily traveled mainline track. Therefore, a cyclist might easily move from one to the other without realizing it.

And, of course, there is the very real possibility that buyers of cycles, finding that there is no unused trackage in their area, will simply take their vehicle out onto the nearest rail line -- erroneously assuming that they will have ample time to get off the track if a train approaches. The obvious appeal for children to engage in such activity is expect them to, and, getting out of the way is easier said than done.

So, if you are approached to buy a "rail" bike, we hope you will consider these facts first --and reject promoting an activity which can be both dangerous and illegal. **Consumer Alert - Association of American Railroads. Via the 470.**



**Boston & Maine Railroad Historical Society**

*Incorporated*

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

ADDRESS CORRECTION REQUESTED

PLEASE FORWARD

MAY 1986

**FIRST CLASS MAIL  
NON-PROFIT  
ORGANIZATION**

As you are undoubtedly aware, the Guilford railroads are presently involved in a strike situation. As responsible railfans, we should endeavour to remain completely neutral in this situation, as it is not the policy of the B&MRRHS to question railroad policy. We recommend that, as responsible railfans, you do not enter railroad property for any reason, also since the B&MRRHS owes much to both factions, that you refrain from vocalizing opinions that may damage the B&MRRHS' credibility with either faction, and hope for a fair and speedy resolution to this unfortunate situation.

