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JULY 1986

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B & Meeting

NEXT MEETING:

JULY 12, 1986
1st UNITARIAN
CHURCH
WOBURN, MA
8:00 P.M.

Our Pre-Convention Warm-up!

The B&MRRHS has invited several participants of the upcoming Minuteman '86 Convention to come to our meeting and present a warm-up for the Big Event! At press time, we're not sure who's going to come, so be there and find out!

JULY 2, 1986

Open House at SPRHS Archives

The Salisbury Point Railroad Historical Society will be sponsoring an Open House at their Archives at 4 Water Street, Amesbury, MA, from 7:00 to 10:00 p.m. All members of the B&MRRHS are invited!

JULY 21-27, 1986

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. See you there!

AUGUST 9, 1986

Our Annual Trip to the Conway Scenic Railroad!

August will be our annual trip to the Conway Scenic Railroad in North Conway, NH. Dwight Smith once again promises a great day, including the operation of B&M 4266, possibly a freight train or mixed train, the Intervale Extra, and, of course, the famous **Supper Chief** (which should undoubtedly go down in history as one of the great "name trains" of all time!). A presentation by **Arnold Wilder** in Stall 4 Theater and a night photo session will top things off! Be there!!!

SEPTEMBER 13, 1986

Conway Scenic Railfan's Day!

Conway Scenic Railfan's Day features steam, diesel, doubleheaders, freight and mixed trains, and lots of other railroad amenities!

SEPTEMBER 20, 1986

Our Annual Trip to the Valley Railroad in Essex, CT!

We will once again be heading to Essex, CT and the home of the Valley Railroad! We will be having a joint meeting with NHRHTA, including a softball game, and just generally having a good time! Details to follow!

NOTE CHANGE OF MEETING DATE!!!

October 15, 1986

THE B&MRRHS' 15th ANNIVERSARY!!!

October 1986 marks the Boston & Maine Railroad Historical Society's 15th Anniversary, and to celebrate, we will be holding a special dinner meeting, and our featured speaker will be **Mr. George Drury** of Kalmbach Publishing! Date and location of meeting to be announced, and an order form will be enclosed in your August Newsletter. Come and help us celebrate our 15th Anniversary!

We have received an answer to the question posed on the front page of last month's Newsletter concerning an unusual arrangement of B&M boxcars near Oakdale on the Central Mass. Branch.

Both **W.O. O'Connor** and **Clarence Daniels, Jr.**, wrote in to tell us that these boxcars are owned by the town of West Boylston and are used to train firefighters to work inside smoke filled structures. The cars are filled with smoke for training purposes.

Thanks to Messers O'Connor and Daniels for solving this enigma!

What one thing could the B&MRRHS be doing for its members that it is not now doing? Drop a post card to the Harwood Station address, marked to the attention of the corresponding secretary. We will publish results when available.

YOUR NEW MEMBERSHIP LABEL

Beginning with the June Newsletter mailing, we are using our new style of computerized mailing label. Our Membership Secretary, Jeff Ursillo, has sent us this diagram of the new style label to help avoid any confusion that may result.

Renewal Notice: On this sample, 6/87, indicates that dues are paid through June of 1987.

Your Member Number: This is your B&MRHS member number, which also appears on your membership card.

Class of Membership: This indicates your membership classification. Abbreviations of classes are as follows:

BAS Basic
BAS+ Basic + Spouse
CONT Contributing
SUST Sustaining
BEN Benefactor
1LIFE Life Member (the digit
1 is needed for
computer indexing)
COMP Complimentary or Exchange

6/87 CONT 0001
Sam Demeritt, Esq.

P.O. Box 104391
North Conway, NH 03860

MINUTEMAN '86

Several changes have occurred recently which affect Minuteman '86 NMRA—NRHS—RRE Convention activities. This is being written to update you with the status of the Convention. In early March, the Maine Central was struck by its personnel represented by the Brotherhood of Maintenance of Way Employees, and that strike quickly spread to the Boston & Maine and the Delaware & Hudson, which are affiliated through common ownership, the Guilford system. On May 16, a Presidential Order set a sixty day cooling off period, bringing an end to the strike and allowing the union eligible people to return to work. By May 21, full commuter operations had been restored to the North Side B&M operations. Although we are hopeful that the strike will be settled during the sixty day period, we have no assurance that the strike will not resume on the sixty first day, just a week and a half before our B&M trips are scheduled. Without better assurance, we have no choice but to cancel the excursions on the B&M to North Adams and to Portland, a decision made with deepest regrets.

In mid-March, after hope for a prompt settlement of the B&M strike dimmed, we approached ConRail, requesting that NKP #765 trips be operated on the former Boston & Albany main line. These trips, to Chatham, New York, were tentatively approved; then, we learned that effective May 1, ConRail had been denied liability insurance covering passenger operations. This caused ConRail to require a minimum of \$25 million in insurance from any excursion operator wishing to use its lines. ConRail's previous requirement was for \$3 million, above which its own deductible policy covered any potential losses. A nationwide search has failed to produce a source of the required insurance at an affordable price. This most unfortunate situation results not from poor performance by railroad excursion operators or from loss statistics, but instead from a crisis in the insurance industry. Multi-million dollar jury awards in personal injury cases is the reason most often cited for the reluctance of insurance underwriters to remain in the casualty and liability field.

Our arrangement with NKP #765's owners, the Ft. Wayne Railroad Historical Society, was to

be the cornerstone of an East Coast series of trips, with excursions originating in Buffalo, Syracuse, Albany, Hoboken, Port Jervis and other cities. The very expensive costs of dead-heading the locomotive and cars from the Youngstown area (where the train ran flawlessly on trips to Pittsburgh on May 17 and 18), was to be shared by the sponsoring groups, with each participant picking up its share of the total cost. Unfortunately, due to the ConRail liability insurance problem outlined above, several groups have already cancelled their trips, including those operating from Buffalo and Syracuse. Efforts to secure insurance continue, but our chances of being able to operate the NKP #765 this summer are becoming more and more remote.

We are fortunate to be able to offer attractive replacements. There will be special trains operated by AMTRAK (which does not require additional insurance) on Saturday over the Boston & Albany to Selkirk Yard, with a spectacular, freight-only crossing of the Hudson River. On Sunday, we will run to New London on the ex-NYNH&H Shore Line, then traverse 65 mi. of freight-only Central Vermont to Palmer MA, returning on the former Boston & Albany. We have requested special equipment for both of these trains - more later on this. Also, on Sunday, a bus trip to Kennebunkport, Maine, to visit the Trolley Museum.

The other main line railroad excursions will operate as scheduled, to Hyannis on Tuesday, July 22, from Gardner to Worcester, Providence, Groton and Worcester on Wednesday, July 23, to the Valley Railroad and the Mystic Seaport on Thursday, July 24, and to Plymouth on Friday, July 25. Of course, all other Convention events will operate as planned. Prices and other details will be forthcoming. Our very clear message is: **Minuteman '86 will operate**, although changed somewhat due to circumstances beyond our control. **From Bill Crawford, Mass Bay RRE**

a blast from the past...

MAINE DELEGATION JOINS THROUGH
GREETING WHITE MOUNTAINS TRAIN

**Streamlined "Mountaineer" Met at Crawford
Notch Station—Guests Escorted to Summit.**

(June 22, 1939) More than 125 directors and officers of the New England Council, joined

officials of the Maine Central and Boston & Maine Railroads here at Crawford Notch today in celebrating the inaugural trip of "The Mountaineer" new streamlined train service between Boston and the White Mountains.

Executive Vice President Dana C. Douglass of the Maine Central Railroad headed the Maine delegation which joined some 50 members of the White Mountain Region Association in greeting the train on its initial trip and in the ceremonies which followed its arrival.

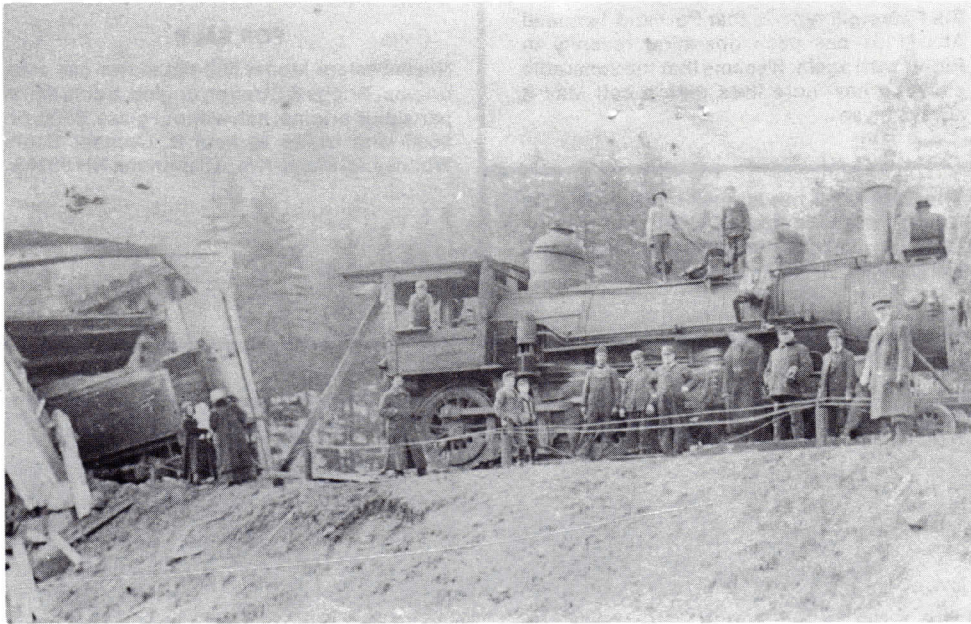
Others in the Maine delegation included E.D. Wescott, general manager of the Maine Central Transportation Company; W.L. Blake, president of the W.L. Blake Company of Portland, and Mr. and Mrs. A.L.T. Cummings of Portland. Mr Cummings is regional secretary of the New England Council.

The streamlined train which has been operated in Maine as the "Flying Yankee" and which has been temporarily transferred to the New Hampshire mountain run for the Summer, has been rechristened "The Mountaineer".

It was met at Crawford Notch station today by a hillbilly band from Whitefield and a committee of 50 members of the White Mountain Region Association. They conveyed the guests, in automobiles, from the Crawford Notch station of the Maine Central Railroad to the base station of the Mount Washington Cog Railway, where Col. Henry N. Teague of the Mount Washington Cog Railway had six special trains to take the guests to the mountain top.

At the summit of Mount Washington more than 200 balloons, each bearing a tag entitling the person who sends the tag found at the point most distant from Mount Washington to a week's free vacation for two persons were released. The Maine delegation joined in the festivities incident to the release of the specially inflated balloons.

The streamliner, making its first trip into the White Mountains area, was greeted by crowds all along its route. It will start its regular service between Boston and the White Mountains Friday. **From the collection of Chandler Cobb.**



We have a real Mystery Photo here! Bob Shaw sent this photo along in the hope that some of our members might be able to identify the location of the photo. What we do know is: The wreckage on the left of the photo is the remains of a covered bridge, the locomotive number is 511 (obviously pre-1911 renumbering-no other date is known) in the foreground are what look like interlocking cables, BOSTON & MAINE is spelled out under the cab windowsill. Can anyone identify the location, approximate date, or any other pertinent information concerning this photo. The photo was purchased at a flea market, and there is no date on the back to help out.

MBTA HAS OFFERS FROM NINE RAIL SERVICES

The Massachusetts Bay Transportation Authority said it has received offers from nine companies to operate the commuter rail service now contracted to the Boston & Maine Railroad.

The MBTA has hired two consulting firms to study options for running the commuter rail service. It also requested proposals from other companies to take over the B&M's contract, which the railroad has held for ten years. The Boston & Maine has expressed interest in continuing to operate the commuter trains once its contract expires at the end of this year. An MBTA spokesman said the B&M has the right to be considered for the contract.

The eight other companies that have expressed interest in the operating contract were: C.P. Consulting and Soo Line; Providence & Worcester Railroad; Amtrak; Morrison-Knudsen Co.; Hill International; Masstrak; Rail Systems, Inc.; and Boston Commuter Rail Management Group, a joint venture between Day & Zimmerman, Inc., and the Pittsburg and Lake Erie Railroad. **From the Boston Globe. From Don LeJeune.**

There was a very nice piece in the York (ME) County Coast Star about the B&MRRHS' very own Chandler Cobb and his extensive HO model railroad. Congratulations, Chan! Chandler is very active in B&MRRHS functions, and is a veritable fountain of information and lore. Thanks to **Bill Frappier** for this news!

CHECK IT OUT!!!

An eastbound "light engine" move on May 11 contained 15 diesels travelling together. Check these out!

B&M 316 (GP40-2)
 D&H 5022 (RS-36)
 D&H 5001 (RS-11)
 B&M 1707 (GP-9)
 B&M 1838 (GP-9)
 MEC 294 (U23B)
 B&M 192 (U33B)
 MEC 285 (U23B)
 B&M 191 (U33B)
 D&H 661 (U33C)
 D&H 653 (U33C)
 B&M 190 (U33B)
 B&M 1560 (GP-7)
 B&M 1806 (GP-9)
 B&M 1755 (GP-18)

The first three locomotives were running, the rest appeared to be dead in tow. Twelve of the units moved to Waterville on May 11, while B&M 1560, 1806 and 1755 were returned to service at Rigby. **From the 470.**

The New England North Coast has begun operations recently on the B&M's Conway Branch. Their locomotives have been delivered, in a dark green body with a black roof, similar to the Mass Central's, with yellow striping. As of press time, no lettering has been applied.

Their operational plan is basically as follows: NENC crews will take the train of 15 gravel cars (the Tru-Mix cars you may have seen in Boston) from Dover, along with any freight for points above Rochester, and make the run to Ossipee Pit and return, after which Boston & Maine crews pick up the train at Dover, NENC power and all, and make the run to Boston Sand and Gravel and return. This is strictly a unit train operation.

We often get requests to print information about how B&M trains are made up, etc., and have come back with the standard "We can't print what we don't have!" Thanks to **Don LeJeune**, we have some breakdowns on some B&M freight trains. We have to admit that we've had these for some time waiting to get these in print, and will try to use them as we have room. Also, since these are a little older, the scheduled times may not be accurate now.

PYPO — POTOMAC YARD TO PORTLAND

Potomac Yard: Take cars classified:
 1. East Deerfield
 2. Portland

Rockville/Enola: Change crews.

Binghamton: Set off block #1 for EBAB.
 Pick up block #1A (Lowell) and #2.

Mechanicville: Change crews.

East Deerfield: (if necessary)
 Pick up blocks #1A or #2.

Fitchburg: Change crews.

Lowell: Set off block #1A.
 Pick up block #2.

Lawrence: Pick up block #1B (Rockingham).

Rockingham: Set off block #1B.

Portland: Yard train.

POSE — PORTLAND TO SELKIRK

Portland: Take cars classified:
 1. Selkirk Cr.

Dover: Pick up block #1A (E. Deerfield) and #1.

Lowell: Pick up block #1A and #1.

Ayer: Pick up block #1.

Fitchburg: Change crews.

E. Deerfield: Set off block #1A.
 Pick up block #1 and #1B (Kenwood).

Mechanicville: Yard train for Western Division crew, to Selkirk via Kenwood.

LASE — LAWRENCE TO SELKIRK

Lawrence: Take cars classified:
 1. Lowell
 2. East Deerfield
 3. Selkirk Cr.

Lowell: Set off block #1.
 Pick up block #2.

Ayer: Pick up blocks #2 and #3.

Fitchburg: Change crews.

E. Deerfield:

Set off block #2.
 Pick up block #2A (Scotia) and #3.
Mechanicville:
 Yard train. S.T.A.S. crew handles to Rotterdam Jct., Returning with Sepo.

PONW — PORTLAND TO BUFFALO (NW)

Portland: Take cars classified:
 1. Scarborough
 2. Biddeford
 3. E. Deerfield
 4. Buffalo other
 5. Buffalo c & O
 6. Buffalo NW

Scarborough: Set off block #1.

Biddeford: Set off block #2.

Lawrence: Pick up block #3.

Lowell: Pick up block #3.

Ayer: Pick up block #3.

Fitchburg: Change crews.

E. Deerfield: Pick up blocks #4 and #6.

Mechanicville: Yard train for Western Division crew.

Bill Fothergill reports that Portland Terminal Alco 1101 has been operating recently in Rigby Yard again. It seems that the venerable old Alco has more lives than a cat! May it always be so.

The B&MRRHS has learned of the passing of Cmdr. James Plomer (RCN, RET) of Milford, Ontario, Canada. We extend our deepest sympathy to his family and friends.

FOR SALE

Northwestern Model 539 rail motor car. Has original Briggs & Stratton engine. Some extra parts plus original cab without glass. \$500, or \$600 with trailer to haul it. Contact Scott Whitney, 25 Maple Ave., Claremont, NH 03743.



Many thanks to all who wrote in to let us know the location of Goodwin Railroad's ex-Maine Central RS-3 recently. It is now located in back of the old B&M shops in Concord.

NEWS RELEASE

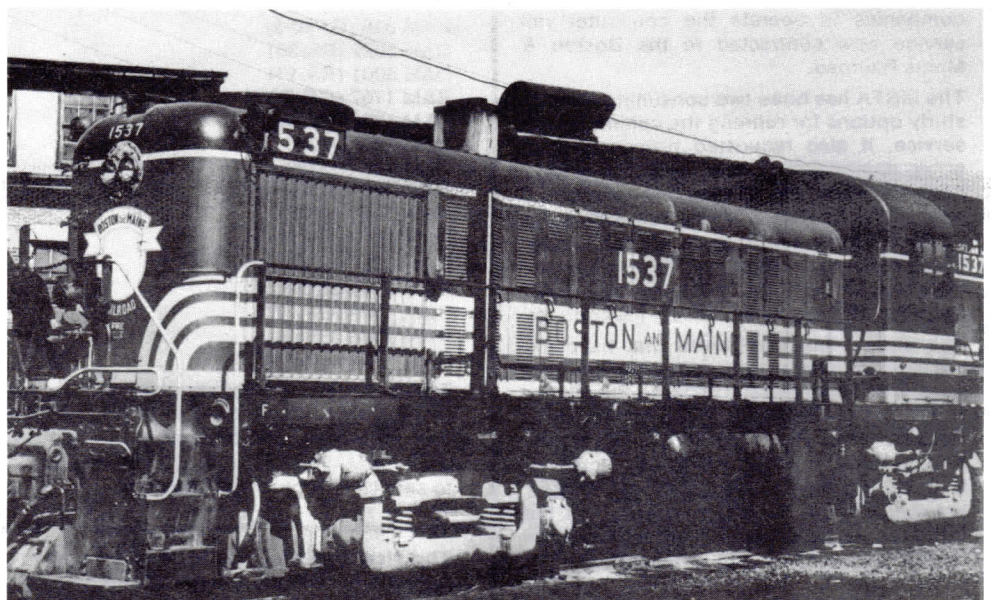
May 2, 1986

Last July, New England Rail finally received its long awaited models of the Boston & Maine R.R. #104000 series caboose in two versions. Even with two production runs on the market, our good models sold right out, with many requesting them after they were gone. We have just received a very small number of additional caboose of each of the two styles offered last year. This new batch has trucks which are improved from those with the models sold last year. The improvement notwithstanding, these models are offered at the same \$62.50 price which was charged for the last of those sold at that time.

This is the standard style of B&M caboose from the early 1900's until the mid-1960's. With nearly 500 of them having been constructed, it is probable that there were more of this type of caboose on the B&M than the total of all others combined. We have some of the original, narrow monitor style and some with the distinctly low, full width cupola which a number were rebuilt with. They will not last long, so we urge you to get your order in now if you missed them when they were available last year. There will be no more once this small lot is gone.

NEW ENGLAND RAIL SERVICE, INC.
 Newbury, Vermont 05051
 802-866-3309

Watch B&MRRHS "Modeler's Notes" for more New England Rail products!



TRIVIA ZONE

Once again, we enter the B&MRRHS Trivia Zone! Submitted for your approval, two Boston & Maine Alco RS-3's, consecutively numbered. But, when one looks at the 1536, one notices that there are some very marked differences from sister 1537! The most noticeable is the different style numbers in the number boards, but...what's this! The 1536 is missing some striping! The stripe separating the black hood top and maroon body is missing, as is the wider stripe along the running boards and battery boxes. The unit shows some weathering, so she's obviously in service and not in the process of being repainted. Another mystery from the Trivia Zone! Photos from the collection of Harry Frye.

B&MRRHS INFORMATION BOOTH

What color was the roof on the Boston & Maine's stainless steel passenger equipment?

The B&M's 4800-series coaches had a stainless steel roof which seemed to attract dirt and grime to the extent that it looked dark grey. The Pullmans and diners do appear to have a black roof, though they originally may have been stainless steel.

I understand that the Boston & Maine Railroad sponsored a television show some time ago. Any information?

The B&M did indeed sponsor a TV show on WMUR-TV (Manchester, NH), Channel 9, in 1954. The show aired from 7:30 to 7:45 on Monday nights. The first show was on April 26th, and featured an interview with Roy E. Baker, Assistant General Manager, and a short film on the "Flying Yankee". Other officials and more films were featured in subsequent shows. (Does anyone know when the last show aired?)

Did the Timken 1111 (4 Aces) 4-8-4 ever grace B&M rails?

Yes. It was used in Boston-Rigby service for a time during the winter of 1930-1931. Boston & Maine steam locomotives delivered new after this time were roller-bearing equipped, so one would say that the demonstration was a success. The "4 Aces" later became Northern Pacific 2626. Does anyone have photos of it in B&M service?

More on the Boston & Maine's "American Flyer cars" from Roy Hutchinson:

In answer to the question in the February Newsletter regarding the B&M's "American Flyer" passenger cars 4584-4614, their current status is: 4586 changed to MofW service in 1977; 4591 changed to Alcohol Spray car W85 in 1978; 4608 changed to Alcohol Spray car W86 in 1978; 4594 and 4598 retired in 1977 and held for disposition; 4592, 4599, 4601, 4596, 4603, 4604, 4607, 4610, and 4611 retired in 1978 and held for disposition. All other cars scrapped prior to and during 1977. For further information on these (or any) B&M passenger cars send a stamped, self-addressed envelope to Leroy C. Hutchinson at the Society's P.O. Box.

Could you please tell me the disposition of the Boston & Maine's 3800-series E-units.?

Certainly:

- 3800 Retired 11/59 Sold to International Trade Corp. 4/24/61
- 3801 Retired 11/59 Sold to Schiavone 3/1960
- 3802 Retired 11/59 Sold to ITC 4/24/61
- 3803 Retired 11/59 Sold to Schiavone 3/60 (Motor to B&M 1203 3/60)
- 3804 Retired 11/59 Sold to ITC 4/15/62
- 3805 Retired 11/59 Sold to ITC 4/24/61
- 3806 Retired 11/59 Sold to Schiavone 3/60
- 3807 Retired 11/59 Sold to Schiavone 3/60
- 3808 Retired 6/61 Sold to ITC 4/15/62
- 3809 Retired 6/61 Sold to ITC 4/15/62 Last E in service, to 1/62
- 3810 Retired 9/8/60 Sold to ITC 3/62 Burned 7/60 in Lowell, MA on "State of Maine"
- 3811 Retired 11/59 Sold to ITC 3/62
- 3812 Retired 11/59 Sold to ITC 3/62
- 3813 Retired 11/59 Sold to ITC 3/62
- 3814 Retired 7/1/59 to Pleasure Island, Wakefield, MA until 1/62, then sold to ITC 4/15/62, "McGinnis" paint scheme
- 3815 Retired 11/59 Sold to ITC 4/15/62
- 3816 Retired 11/59 Sold to ITC 10/15/62
- 3817 Retired 11/59 Sold to ITC 10/15/62
- 3818 Retired 11/59 Sold to ITC 4/15/62
- 3819 Retired 11/59 Sold to ITC 10/15/62
- 3820 Wrecked 11/12/54 at Nashua, NH on "Red Wing", scrapped 12/54
- 3821 Retired 5/15/61, sold to Morrison International Corp. on 5/15/62, by them to Missouri Pacific as their 42 on 5/22/62, traded to EMD in 1972.

B&M 3800-3820 were E7A's; 3821 was an E8A.



Dodi Lamson (left) and Dennis Adams hold the display board that will accompany the restored B&M 4266A to the Minuteman '86 Convention in Boston. The display features a photo story of the 4266's restoration, with photos by Dodi and Dennis. See it in Boston at the Minuteman!

Massachusetts; Lexington; HUB Division, Inc. NER, NMRA; Annual Fall Model Railroad Show; November 15, 1986; Minuteman Vocational-Technical High School; Marrett Road (Route 2A); 10:00 AM to 5:00 PM; Adults \$2.00, Children \$0.50. Family Maximum \$5.50; for information contact R. Roderick Brown, 79 Heminway Road, Framingham, MA 01701, Tel. 617-877-1827.

MEMBERSHIP REPORT

Total Membership as of 6/6/86: 1462

Breakdown: Regular members: 1304
Life members: 101
Foreign members: 24
Comp memberships: 33

Renewal Status: As of 6/6/86 there were a total of 520 members renewed.

Breakdown: Basic: 350
Basic +: 31
Contributing: 111
Sustaining: 19
Benefactor: 1
Donations: 7 = \$47

33% of the renewing members have opted for the higher dues categories. One member complimented us on the idea and on the beautifully worded letter explaining the new dues structure.

Respectfully submitted,

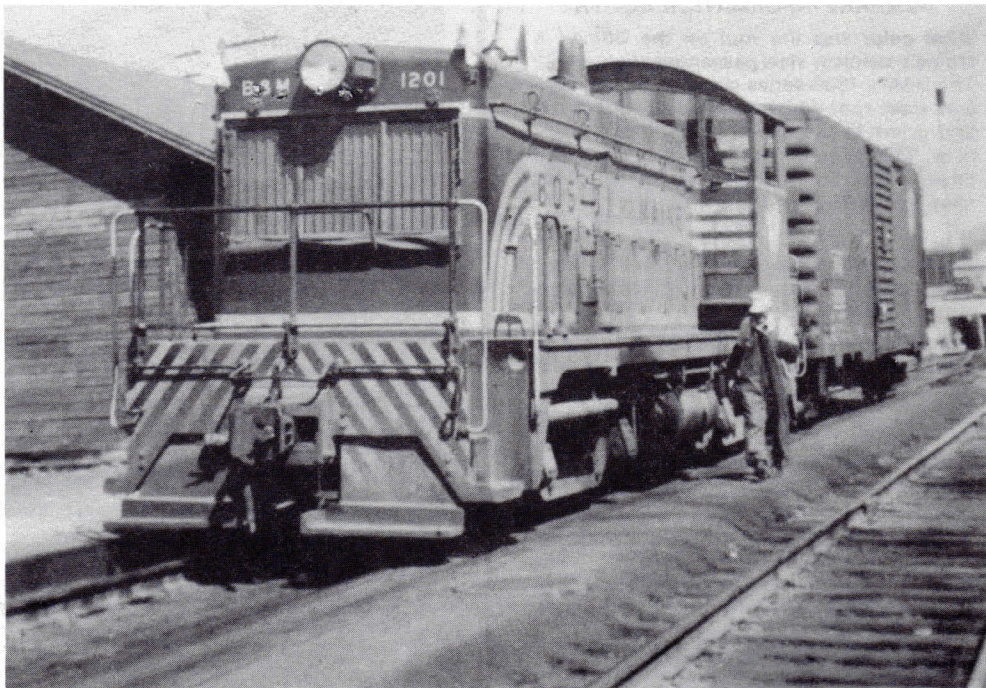
Jeff Ursillo
Membership Secretary

Boston, MA — Mystic Valley Railway Society, Inc. sponsors the Northwest Explorer, Aug. 2-17, 1986 to Seattle, Vancouver & Victoria incl admission to World's Fair 1986. For further information send a SASE to Mystic Valley Railway Society, Inc. P.O. Box 486, Hyde Park, MA 02136 or call (617) 361-4445.

Boston, MA - Mystic Valley Railway Society, Inc. sponsors the Merrimack Queen, Sunday, August 24, 1986. Train and boat from Boston to Newburyport. For further information send a SASE to Mystic Valley Railway Society, Inc. P.O. Box 486, Hyde Park, MA 02136 or call (617) 361-4445.

Boston, MA - Mystic Valley Railway Society, Inc. sponsors the Long Island Explorer, Sunday, August 3, 1986. Train and boat to Orient Pt., Ct. For further information send a SASE to Mystic Valley Railway Society, Inc. P.O. Box 486, Hyde Park, MA 02136 or call (617) 361-4445.

**DUES
ARE
NOW
DUE
!**



The recent B&M BULLETIN article about the elusive west end NW-2 switchers sent your editors scrambling to the recently acquired Nash/Ludlow photo collection for this photo showing NW-2 1201 in an apparently rare and shortlived roadswitcher paint scheme, and flying white flags, to boot! Was this the only NW-2 in the maroon and gold roadswitcher scheme, and how long did it last on the 1201. Can anyone tell us?



Boston & Maine Railroad Historical Society
Incorporated

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

FORWARDING AND ADDRESS CORRECTION REQUESTED

JULY 1986

**FIRST CLASS MAIL
NON-PROFIT
ORGANIZATION**

DEADLINE FOR AUGUST NEWSLETTER IS JULY 12

**THE B&MRRHS HAS A SUPER SUMMER PLANNED FOR YOU!!! COME OUT AND ENJOY!!!
THERE WILL BE NO MEETINGS IN WOBURN IN AUGUST, SEPTEMBER, OR OCTOBER!!!**