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AUGUST 1986

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B & Meeting

**NEXT MEETING:
AUGUST 9, 1986
CONWAY SCENIC
RAILROAD
NO. CONWAY, NH
ALL DAY**

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 or mixed train, the Intervale Extra, and of course the famous **Supper Chief**. A presentation by **Mr. Arnold Wilder** in Stall 4 Theater and a night photo session will top off the day's events. Reservation forms were included in the July Newsletter, reserve early!

SEPTEMBER 7, 1986

Softball game: B&MRRHS Flying Yankees vs. SPRHS Volunteers!

The B&MRRHS Flying Yankees take to the field for the opening of their Convention-shortened season against the Salisbury Point Railroad Historical Society Volunteers at Sherburne School field in Portsmouth, NH. Warm-ups at 1:00 p.m., game time is 2:00 p.m., with a barbeque at Joe Shaw's to follow. Everyone who plays, attends, (and even softball-scoffers) are invited for a good time!

SEPTEMBER 13, 1986

Conway Scenic Railfan's Day

The Conway Scenic Railfan's Day will feature steam, diesel, doubleheaders, freight and mixed trains, and lots of other railfan amenities!

SEPTEMBER 20, 1986

Our Annual Trip to the Valley Railroad in Essex, CT

We will once again be heading to the Valley Railroad in Essex, CT., for a joint meeting with the New Haven Railroad Historical & Technical Society, including a softball game and just generally having a good time. Full details on the flyer enclosed in this Newsletter. **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 at the Reading Depot Restaurant, and our featured speaker will be **Mr. George Drury** of Kalmbach Publishing! Come and help us celebrate our 15th Anniversary! Order form will be in next month's Newsletter, and seating will be limited. **NOTE CHANGE OF MEETING DATE AND LOCATION!!!**

NOVEMBER 8, 1986

National Model Railroad Month

November is National Model Railroad Month, and to celebrate, we will once again be holding our November meeting at the **North Shore Model Railroad Club** in Wakefield, MA! Bob Foley and crew once again promise an exciting evening of operation as Boston & Maine power once again takes over the rails of the Chesapeake System!

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

THERE WILL BE NO MEETINGS AT WOBURN IN AUGUST, SEPTEMBER, OCTOBER OR NOVEMBER!

Mike Lennon tells us that the wooden, two story Manchester, NH yard office/tower was demolished on Saturday, June 28, by an outside contractor. The tower sat next to the Firestone Tire Store on South Elm Street.

Member Steve Cook informs us that the passenger cars from the former Wolfeboro Railroad were moved out of town on July 10, 1986, and are in route for restoration and practical use on a California steam railroad line. The cars were moved out on flatcars, and dated from the turn of the century.

Nov. 15, **Hub Division, NMRA Annual Fall Show**, Lexington, MA, Minuteman Regional Voc Tech High School, Rte 2A Marrett Rd., 10 am to 5 pm, adult \$2, under 12 75¢, family max \$5. Rod Brown, 79 Hemenway Rd., Framingham, MA 01701 (617) 877-1827

HISTORY REPEATS ITSELF

The 470 Railroad Club's ex-Boston & Maine F7 diesel electric locomotive No. 4266 currently displayed at Conway Scenic Railroad's yard in North Conway, N.H. On occasion, Conway Scenic Railroad limbers up the 37 year old 4266 and uses it in regular excursion passenger train service. On June 14, 1986 one such opportunity presented itself, as the installation of a replacement Rootes blower indicated the need for some trial break-in runs.

The Conway Scenic Railroad engine crew on No. 4266 for Saturday, June 14, 1986 was Al Bryer of Woodsville, N.H., engineer, and Rudy Hood of Berlin, N.H., fireman. It was interesting to note that Bryer and Hood have worked together more than once on the 4266 having served as engineer and fireman on the same locomotive on runs between White River Junction, Vt. and Berlin, N.H. on trains JU-1 and UJ-2 back in 1957-58!

Yes, history repeats itself. **From Dwight Smith.**

Contrary to rumors reported in other New England railfan newsletters, the Green Mountain Railroad is alive and healthy and doing its normal amount of business. The reported washout above Ludlow was repaired quickly, with a service interruption of only about twenty-four hours.

We apologize to the crews of the New Hampshire North Coast Railroad for inadvertently listing them as the New England North Coast in last month's Newsletter. (But it would help if you guys put a roadname on the side of your diesels!).

We get a good response every time we print as photo of a steam locomotive in the Newsletter, sometimes a few "reminiscences", and always comments about how "railroading died the day the steam locomotive was retired", but we refuse to refer to the internal-combustion machine as the "D word"!

B&M SW1 #1127 out of service for many months at E. Deerfield will be put back in service with the help of sister switcher 1124 utilizing badly needed parts. The 1124 will then be put out of service "stored" probably at Billerica.

At E. Deerfield B&M GP7 1555 has been robbed for parts so other units can keep moving. I was assured this would only be temporary and the 1555 will be put back in service. B&M GP9's 1732, 1720, 1733, GP40 309, GP40-2 340, 341 SW's 801, 806, MEC 935, 1123, 1126, GP7 1566, 1570, D&H 7413, 7418, 7414, 7402 are all waiting material or tests. At Waterville the 286 and 291 are still out of service for rebuild or repairs.

During the later part of May MEC 259, 264, 573, 577 were at BET Boston having the wheels turned. At Colonie, NY MEC 802 remains there for tests and a main generator problem. Also there awaiting materials are the D&H 404, 7416, 453, 5002, 454, 7405, 327, and 502.

Upon completion of the runaround tracks at the North St. yard in Salem, MA the east leg of the wye which begins at the easterly end of

the tunnel will be removed. This is to accommodate the new Salem station to be built where the existing tower is located. Unfortunately when this is done there will be no facility to turn engines or equipment between Boston and Rockport or Ipswich. Is this a sign of progress? EDSA (E. Deerfield - Salem) freight train is down to only 2 or 3 times a week now. Sometimes an ED-BO will make its way into Salem. A switcher has managed to remain at Salem to keep the consignees happy. Last week the 1730 was stationed there and prior to that the 1826 did the job.

End of Report
Don LeJeune

HIGHLIGHTS OF OUR JUNE MEETING AT BELLOWS FALLS

Oh, boy! Did we have great weather or what! We couldn't have asked for a better day on which to hold our first ever meeting at Bellows Falls, courtesy of the Green Mountain Railroad. We had 66 members and guests in attendance, so everyone who wanted to ride in the 1891 vintage Rutland combine could. Everyone was also treated to the latest developments from the Nash/Ludlow photo collection in one of the restored Jersey Central coaches which the Green Mountain had recently acquired.

For those lucky enough to have arrived early or stayed late, a few Connecticut River trains were also seen. A special surprise was a setup of a display layout by the Twin State Model Railroad Club in the station. Also very pleasing was the sight of just how much restoration

work has gone into the station already, and there is more in the works for the future. All went well, and there is no reason that it can't be done again (with a few more twists) next year!

A few comments are in order concerning the June 14 meeting. While every comment this writer heard was very good, a member of the Green Mountain train crew heard someone loudly exclaiming that he had "been thrown out of better places than the Green Mountain." Well, if they were so much better, why were you thrown out? I'm not sure what the reasons were for such a comment, but it certainly wasn't the place for it. Aside from that, the day went great, with only a severely fatigued S.J. Whitney left over. Next time we come up here, I definitely am going to need a few, just a few, volunteers to help with some of the "chores" of the day! See you next year!

Scott

We've had people come a long way to Newsletter mailing sessions, but I think that the record must go to Mike Sherbak, who recently came all the way from Florida to help out! (Actually, Mike is an Exeter native, and was up visiting his folks, but it sounded good!) We enjoyed your visit and help Mike, stop by again!

The B&MRRHS has learned of the passing of Mr. Charles Breslin of Exeter, NH. We extend our deepest sympathy to his family and friends. Charlie was a frequent contributor to the Newsletter, as well as putting out his own publication for rail enthusiasts.

That's right-Relax, brother you'll live longer!

RELAX... and make the 30-day train test!

Every businessman knows he can't avoid many of the reasons arising from a busy life. He also knows that these continuous strains take a heavy toll in fatigue, irritability, depression and jump nerves! One practical and to better health is to relax completely at least twice a day - and the best way to do that is to commute by train, where you're completely free from all strains.

RELAX... when you travel long distances!

Take it easy - take the train! You'll be surprised how pleasant it is to get away from driving hazards. Join the thousands of smart businessmen and pleasure travelers who enjoy relaxing away from traffic and headlights glare. Let the B and M speed you to Pittsburgh, Troy, White River Jct., Concord, Portland, Western Massachusetts, Canada, and the Maritime Provinces... wherever you're going.

RELAX... and make the 30-day train test!

RELAX... when you travel long distances!

BOSTON and MAINE RAILROAD

TAKE IT EASY - TAKE THE TRAIN!

Dear Television Viewer:



We are very happy to enclose the set of 8 locomotive photographs that we offered you on our television show. We trust that you will enjoy them.

You'll notice that 4 of these pictures are of diesel-electric locomotives. In this connection you may be interested to know that the B and M is one of the most highly "diesel-ized" railroads in the United States.

There are many reasons for the growing use of diesels - economy of operation, greater power, smoother starting, faster "pick-up" - but some people think that they do not have quite the romance of steam locomotives.

The picture of the "Black Arrow", number 4113, is a striking example of steam locomotive design. It is what railroad men call a "4-6-2" or mountain type. That is, it has 4 pilot, or front wheels, 6 drivers, and 2 trailers, or rear wheels. This engine, which is capable of pulling heavy loads at high speeds can be used in either freight or passenger service.

We'll be glad to answer any questions you may have concerning these or other locomotives.

Yours very truly,

Boston and Maine Railroad

Ron Eames, our BULLETIN editor, writes in: "The July Newsletter, just received, answers a question about B&M TV sponsorship. Your answer was probably correct, but there's more. In 1949, the railroad ran a series of 15-minute programs (on WBZ-TV, Channel 4, Boston, I am quite sure), most of which were cab-end movies of runs over various parts of the system. It was a fascinating series, especially for the second year of television in the Boston market. I expect that such a program would not get very high ratings today, unfortunately. A set of eight locomotive photographs was offered to viewers. It was an interesting mix of steam and diesel, and was enclosed in the folder reproduced above."



The New Hampshire North Coast's motive power makes an appearance at Dover, NH. The unit's colors are green (very close to North Strafford's or NEMCO's), with a black roof separated by a yellow stripe, and yellow trim.

The Salisbury Point Railroad Historical Society announces another event in our series of rail-fan excursions.

On Saturday August 9, 1986, the Salisbury Point Railroad will operate a Bus Excursion to "Conway Scenic Railroad", North Conway, N.H. The bus will leave the Middle School parking lot, Main St., Amesbury, Mass. promptly at 10:00 A.M.

The excursion will operate from Amesbury, Mass. to North Conway, N.H. and then will return to Amesbury, Mass. approximately 7:00 P.M.

The special excursion will include the museum and train ride and will allow you five hours for shopping, dining, or simply strolling about North Conway, N.H.

The tickets for this one day trip to Conway Scenic Railroad are \$20.00 per person or \$35.00 for two.

Tickets will be sold on a first come first serve basis, the excursion will run regardless of the weather.

For further information, contact Excursion Director:

James Kenney
617-462-7666 after 5 P.M.

or
Richard Nichols
617-388-0937 after 5 P.M.

HIGHLIGHTS OF THE JUNE B&MRRHS BOARD OF DIRECTOR'S MEETING

The June meeting of the B&MRRHS BOD was called to order by Chairman Joe Shaw at 4:05 p.m. June 7, 1986.

All officers reports were accepted as read. The Archives Committee reported that the Archives will be closed on weekends during the summer months, which is irritating to the Society's members that wish to use them during the summer.

The BOD was asked for input in the B&MRRHS Newsletter's Interchange column.

The BULLETIN editor announced that the BULLETIN should be ready to mail the last week in July.

The Membership Secretary announced that we have 1462 members, and that renewals are coming in at a very good rate. A method to expedite membership cards without three separate mailings is being looked at for future implementation.

Final plans for the B&MRRHS' attendance at the Minuteman '86 Convention were outlined.

The Program Chairman outlined plans for upcoming meetings, and said that George Drury had agreed to attend our 15th anniversary banquet as speaker.

Dick Symmes was appointed Advertising and Public Relations Manager for the B&MRRHS. It was felt that the Society needed a person in this position, and Dick will fill the position well. Meeting was adjourned at 6:00 p.m.

though I suspect it did.

In reference to the photo of the NW-2 1201 in the maroon roadswitcher scheme, Harry adds that "the 1201 was in maroon and gold from at least May 1958 until painted blue in the 1970's. As far as I can determine, it was the only NW-2 so painted."

Harry also has a "Help Wanted" request. He is looking for photos of Boston & Maine 0-4-4T and 2-6-4T locomotives. You can respond to Harry at 14 Riverside Street, Hooksett, NH 03106.

Starting in the near future, we will be featuring a new column called **The Railfan Archaeologist**, (also known as "**Where It Was**" in the office). Featured will be locations that one might like to visit that were once a prominent railroad activity. We will have a brief description of the location along with maps depicting existing remnants and possibly photos of interesting artifacts. Watch for it soon!



B&MRRHS Historian Harry Frye has identified the "mystery photo" in last month's Newsletter. Harry writes:

The "mystery photo" was taken at Northville, NH on the Claremont & Concord Branch, on March 19, 1910. There are a series of cards showing the scene and the covered bridge which had collapsed. I don't know whether the locomotive caused the collapse or not,

MEMBERSHIP REPORT

Total membership as of 7/14/86: 1488

Breakdown: Regular members: 1331
Life members: 101
Foreign members: 23
Comp memberships: 33

Renewal Status: As of 7/14/86 there were a total of 791 members renewed.

Breakdown: Basic: 556
Basic +: 55
Contributing: 147
Sustaining: 21
Supporting: 9
Benefactor: 3
Donations: 8 = \$97

27% of the renewing members have opted for the higher dues categories.

Respectfully submitted,
Jeff Ursillo
Membership Secretary

We've received a couple more locomotive telephone numbers, and will share them here:
1388 F.H. Donahue
3620 his sister-in-law!

Thanks, and there must be more out there. Let's here from you!

August 30 - September 1, 1986

NIAGARA FALLS - Mystic Valley Railway Society, Inc. sponsors Rail trip to Niagara Falls. For further information please send SASE to Mystic Valley Railway Society, Inc. PO Box 486, Hyde Park, MA 02136 or call (617) 361-4445. Mystic Valley Railway Society, Inc. is a non-profit, Educational Corporation.



Demolition of Dover NH continues with the recent removal of the turntable bridge. The coachyard was also recently removed, and the tracks leading to the turntable were removed several years ago.

B&M WOODCHIP SERVICE HOPPERS

Custom decals and instructions for conversion of an MDC hopper car are now available from Greg McFarland, 860½ Central Ave., Dover, NH 03820. Plans should appear in B&MRRHS Modeler's Notes in the near future!

In reference to the Vanishing Vistas Department in last October's Newsletter, I would like to know the location of the Anderson station on the Worcester, Nashua & Portland division, and the Conicut station on the Connecticut River division. Can anyone help? **Robert Grodzicki.**



Boston & Maine Railroad Historical Society

Incorporated

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

FORWARDING AND ADDRESS CORRECTION REQUESTED

AUGUST 1986

**FIRST CLASS MAIL
NON-PROFIT
ORGANIZATION**

WE'VE DONE IT ONCE, AND WE'RE GOING TO DO IT AGAIN!!!!

DEADLINE FOR SEPTEMBER NEWSLETTER IS AUGUST 9