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NOVEMBER 1986

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Opinions expressed in the signed columns of this Newsletter are the opinions of those 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. Mention of commercial products in this Newsletter is for convenience of the membership only, and in no way constitutes endorsement by the Society or any of its Officers or Directors.

B & Meeting

**NEXT MEETING:
NOVEMBER 8, 1986
NORTHSHORE MODEL
RAILROAD CLUB
WAKEFIELD, MA
8:00 P.M.**

National Model Railroad Month!

November is **National Model Railroad Month**, and to commemorate, 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 takes over the rails of the Chesapeake System! Be there and be sure to bring along a model or two for operation! Scale is HO. **NOTE CHANGE OF MEETING LOCATION!!!**

DECEMBER 13, 1986

Member's Night/White Elephant Auction

The B&MRRHS closes out the year with a new first: a **White Elephant Auction!** Get rid of that old railroadiana, models or magazines, and help out the B&MRRHS too! Full rules inside this Newsletter! Following the auction, a Member's Nite will be the entertainment, all members are invited to bring a maximum of 20 slides or a 200₂ movie. A projector will be provided for slides, but please bring a projector if you intend to show movies.

JANUARY 10, 1987

From Rotterdam to Rigby!

Happy New Year! The B&MRRHS kicks off the new year with a presentation by **Mr. Rodney Cowen** entitled "**From Rotterdam to Rigby**". Mr. Cowen's program will feature a potpourri of railroading along the Boston & Maine's Fitchburg and Portland Divisions in the 1960's and 1970's. This is an era that is often overlooked at our meeting presentations, and we are looking forward to January and Mr. Cowen's presentation!

FEBRUARY 14, 1987

Old Timer's Nite!

Come out to the B&MRRHS' February meeting and enjoy a discussion forum featuring **Preston Johnson, Don Hills** and **Don (Robby) Robinson**. Between them, Messers Johnson, Hills and Robinson have more than **120 years** of Boston & Maine tradition behind them, and will provide us with an exceptional evening. Questions and answers will follow. Members are encouraged to bring tape recorders or a shorthand whiz to maintain a permanent record of the evening's events for their own B&M Archives!

MARCH 14, 1987

New England Steam and Diesel Railroading!

The March meeting of the B&MRRHS will feature **Mr. Norton D. "Skip" Clark**, who will be showing us some of his great collection of New England steam and diesel railroading! Skip is co-author of "150 Years of Commuter Rail in Boston", and a very accomplished rail photographer! This promises to be a most enjoyable show!

APRIL 16, 1987

Our Annual Meeting With the Mass Bay RRE!

The B&MRRHS will be traveling to Newton Highlands, MA to join the Mass Bay Division of the Railroad Enthusiasts. Program to be announced at a later date. **NOTE CHANGE OF MEETING DATE AND LOCATION!!!**

**THE BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY CELEBRATES
ITS 15th ANNIVERSARY!**

Once upon a time, back in 1971, a few people had an idea. The Boston & Maine Railroad was just about as far down as it could go, without being completely gone. The Boston & Maine was a railroad that was rich in tradition, and to let that tradition die along with the railroad would be a shame. From these inauspicious beginnings came the Boston & Maine Railroad Historical Society.



Joe Shaw, Bob Hagopian and John Alan Roderick (left to right) open the meeting at the Reading Depot.

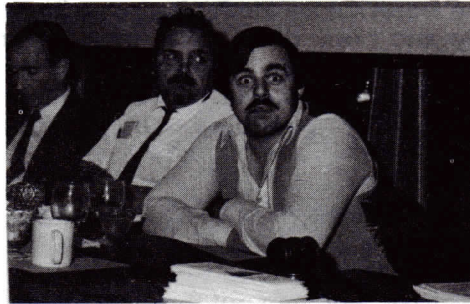
On Wednesday night, October 15, the B&MRRHS celebrated its fifteenth anniversary at a special dinner meeting at the Depot Restaurant in Reading, Mass. The old Boston & Maine depot, now a restaurant, was the original meeting place of the Society, so it seems fitting that we should return there for our fifteenth anniversary.

The evening began with a cocktail hour, and then we began the evening's entertainment in earnest. B&MRRHS Chairman Joe Shaw welcomed everyone, and introduced a guest who had come all the way from Australia! Joe then began a round of introductions so that everyone in the hall would meet everyone else, a nice touch.

Joe then turned the floor over to outgoing President Bob Hagopian, who gave a brief history of the Society, and then introduced three charter members who were in attendance at the dinner. Bob praised the work of these and other early members, and then introduced members who have worked for the Society in the past, and those who work at this time! Bob introduced Dave and Dodi Lamson, who not only serve on the B&MRRHS Board of Directors but also organized the very successful B&MRRHS Railroad Extravaganza a couple of years ago; John Hutchins, who served as both Treasurer and Business Manager for many years; Carl Byron, one of the Society's earliest members and currently running again for Vice President; Dick Symmes, for years the driving force behind the superb **B&M BULLETIN**; Al Hale, our Treasurer, noted for his superb movies of

B&M steam; Ron Eames, who has continued in Dick's fine tradition with the **BULLETIN**; John Alan Roderick, our imaginative and hard working Program Chairman; Jeff Ursillo, our resident Membership Secretary and computer master, who has computerized the B&MRRHS; Ronnie Shaw, our ever-faithful Recording Secretary; Scott Whitney and Dennis Adams, who edit the monthly Newsletter; and everyone else who has served the Society selflessly.

Bob then made mention of those who could not be present tonight, but deserved recognition too: Forrest Mack, who has established the B&MRRHS Archives; and the rest of the Archives staff, who work probably the hardest of all B&MRRHS members, with the least recognition, and Harry Frye, our Historian. In a touching moment, Bob asked for a moment of silence for those members who have done so much for the B&MRRHS but have passed away. While an MBTA F-10 idled outside, we paused to honor these people who gave so much to the B&MRRHS.

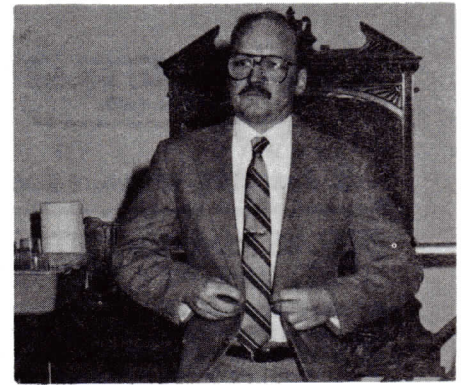


Our new President (and West End Editor) Scott Whitney had a doubly good evening: He won the election for B&MRRHS President, and he and his wife, Lois, welcomed their first child, a girl, Tanda Marie, into the world two days before. Congratulations, Scott and Lois!

Joe again took the floor, and began a "roast" of outgoing President Bob Hagopian! No mercy was shown Bob as events of his presidency were laid bare one by one, ranging from his "infamous" telephone answering tape to his futile attempts to crack a champagne bottle against the flank of the Flying Yankee during the 50th anniversary ceremony! The "roast" concluded with a round of applause for the fine job Bob has done as President!

Program Chairman John Alan Roderick, who was serving as Master of Ceremonies, apologized for the fact that the banquet was scheduled on the same night as the seventh game of the American League playoffs involving our beloved Red Sox, (who knew, in July when this was planned?) but made it up to the baseball fans in attendance by having the score occasionally sent up from below. While on the subject of baseball, Don Hills related a story of interest that occurred while he was working in the Reading Depot in B&M days. The B&M would occasionally run baseball specials to Fenway, and on one return trip, an object broke through the window trackside, startling those inside. The object turned out to be a baseball, hurled from the returning train!

After a delicious meal, our guest speaker, Mr. George Drury of Kalmbach Publishing, gave us a very entertaining talk, featuring both his reminiscences on railfanning in the Reading area, and a very interesting instructional outline on how one performs historical research. George told how to begin, the many different types of research involved, whether you are referencing historical articles, modeling, or



Our guest of honor, George Drury of Kalmbach Publishing, entertains us with memories of railfanning and a how-to feature on historical research. Come back anytime, George!

whatever your interest. George concluded with a question and answer period, answering questions on everything from how he came to work for Kalmbach to his own modeling interests! A great talk by a great speaker! Jeff Ursillo, our Membership Secretary, displayed a map he had produced, showing the membership of the B&MRRHS on a state by state basis. We have large concentrations of members in some states, while in some others, we have none. (Time for a big membership drive in Montana!) It was suggested that Jeff remake the map using an overlay sheet and occasionally update it for our enjoyment. We also hope to present at least a state by state list, if not the entire map, in the Newsletter soon. Jeff also created quite a stir when he removed his tie and unbuttoned his shirt, causing one of our charming waitresses to drop a loaded tray!

Bob Hagopian paused to read the results of the 1987 elections, which are presented below:

For President: Scott Whitney	87 votes
For Vice President: Carl Byron	88 votes
For Secretary: Ronnie Shaw	88 votes
For Treasurer: Al Hale	88 votes
For Clerk: Jeff Ursillo	1 vote

Elected to the **B&MRRHS Board of Directors:**

Gerry Babyok	84 votes
Dave Lamson	89 votes
Dick Nichols	87 votes
John Alan Roderick	87 votes

Elected as **Alternates to the Board of Directors:**

Dora Lamson	87 votes
Rob Quagan	86 votes

Write-in votes:

President, Carl Byron	1 vote
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Board of Directors:

Dick Barry	1 vote
Arnold Wilder	1 vote

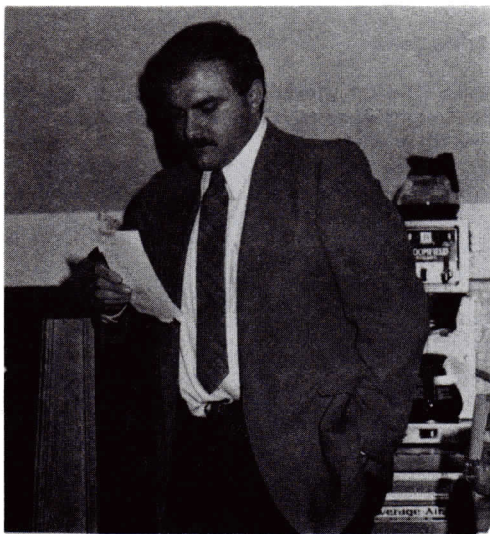
Congratulations to all of the officers and directors elected! It should probably be noted, and extra congratulations extended to both **Dora Lamson and Ronnie Shaw**, the first women to hold elected office in the B&MRRHS!



Our Recording Secretary, Ronnie Shaw, gets caught by our roving photographer!



George Drury and Dave Lamson discuss the issues of the day prior to dinner being served.



Bob Hagopian recovered from his "roasting" long enough to announce the election results!

As we conclude coverage of the B&MRRHS' 15th anniversary, we would be remiss if we did not reiterate what Bob Hagopian said earlier. The B&MRRHS is strictly a volunteer organization, and to have had the incredibly talented volunteers we have had over the years is a tribute to the class and professionalism of the organization. There is always room for more help, and you are welcome to help out in any way that you can.

We all know about the troubles that the B&MRRHS has had in the past, but with the help of an incredibly loyal membership, our outlook at year fifteen is positive, and we look forward to seeing you at our twentieth anniversary party in 1991.

In conclusion, we have used up a large amount of space to cover our anniversary, but, we figured that in this day and age when

some non-profit railfan organizations don't last fifteen months, fifteen years is something to be proud of! But, more than anything else, the gathering at the Reading Depot brought forth one of the most important facets of the B&MRRHS: the social aspect. It's well and good to publish our great **BULLETIN**, the Newsletter and the other aspects of the Society, but to get together with other members, with old friends and new found friends, is the best of all worlds. It must be to other members also, as the banquet was a sellout! The more social aspect is one of the major reasons that we have over 1500 members (and shooting for more all the time!)



Jeff Ursillo, our Membership Secretary, listens intently to our guest speaker George Drury.

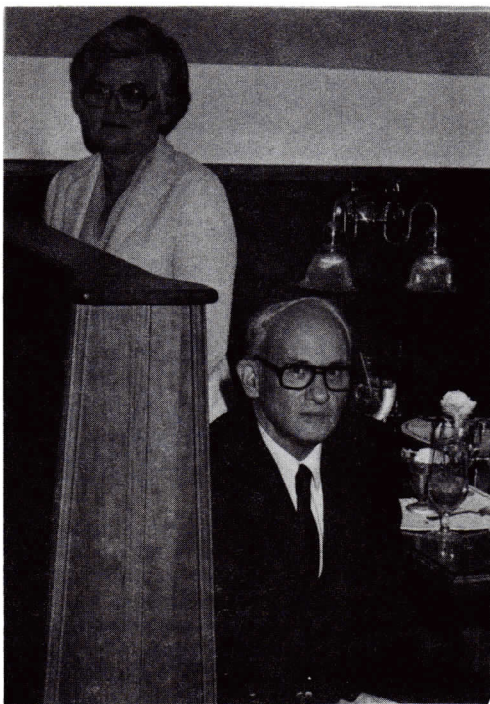
NEW MEMBERS

Welcome back to an old favorite! After many years, we now once again will try to list our new members on a quarterly basis, to correspond with our six-page Newsletters! If you're a new member, watch for your name!

Scott Becker, Milford, CT; Manuel Castellanos, Newton, MA; Richard Dermody, San Antonio, TX; James Egan, St. Louis, MO; Wayne Gebhardt, Lawrence, MA; Frank Jepson, Cambridge, MA; Martin Judd, Las Vegas, NV; E.D. Middleton, Jr., Corpus Christi, TX; James Murphy, Cincinnati, OH; Rick Naylor, Arlington Heights, IL; Newton Ruggles, Orange, CT; Richard Sabol, Dover, NH; Joseph Sheehan, Malden, MA; Bruce Stevens, Manchester, NH; Robert Watson, Gaithersburg, MD; Eric Williams, New Ringold, PA; John Casey, Jr., Fall River, MA; Anthony D'Ambrosia, Feeding Hills, MA; Toby Dickens, Iowa City, IA; William Faughnan, Sr., White River Jct., VT; Paul Graczyk, Billerica, MA; Mr. & Mrs. P. Jessurun, Bradford, MA; E.T. Kennedy, South Salem, NY; Robert Mosse, Duxbury, MA; Mr. & Mrs. R. Nagle, Haverhill, MA; George O'Brien, Hull, MA; Richard Reed, Billerica, MA; William Ruoff, Antrim, NH; Steven Shaw, Foxboro, MA; Mal Sockol, Natick, MA; John Stock, Wolfeboro, NH; Francis Welch, Methuen, MA. Welcome to the B&MRRHS!



The New Hampshire North Coast has received a third locomotive recently. The unit is a former Conrail Geep, the Conrail logo is still visible through a light overspray of blue paint, and has a dark patch under the cab window with the number 1758 spray-painted on with pale yellow paint. In the upper photo, you can also see that the TRU-MIX hoppers that comprise the "gravel job" have been supplemented with others, mostly Pittsburg & Lake Erie hoppers.



Charter member Roy Hutchinson and his wife, Shirley (Shirley's the attractive one!) enjoy the 15th Anniversary dinner. I wonder if Roy had any idea back in 1971 that he and the other charter members would be here tonight fifteen years later!

The line of the Wolfeboro Railroad has been purchased by the State of New Hampshire for \$575,000. This purchase price includes the station on Route 16 in Wakefield and the engine house at Fernald, but not the depot at Wolfeboro. It is the first purchase of a major railroad line under legislation passed in 1975 to preserve New Hampshire rail corridors.

The christening of three rebuilt locomotives on the Mount Washington Cog Railway on August 15 brought out 150 guests for an afternoon ceremony. N.H. Governor John Sununu took one of the engines up the mountain as an engineer.

The engines have new boilers, gears and cylinders, and two of them have new cabs. The new owners introduced Mrs. Ellen Teague, the former owner, and emphasized that they are putting a lot of work into preserving the 120-year old line.

The North Stratford Railroad is down to operating one day a week, usually on Thursdays. In the week of August 11-15, there were three inbound loads and none outbound, since the Ethan Allen Furniture Company has gone over to trucks. The New Hampshire state subsidy runs out on December 31, 1986. How long will the North Stratford last into 1987?

Above items from the Mass Bay RRE Callboy.

MBTA HIRES AMTRAK TO OPERATE COMMUTER SERVICES

The MBTA dumped the Boston & Maine Railroad as manager of its commuter rail line, and invited Amtrak, the nation's subsidized passenger system, to take over. MBTA General Manager James O'Leary said the switch, which will go into effect on January 1, 1987, would guarantee reliable service for the 25,000 commuters who use the system daily.

O'Leary stated "Amtrak it totally committed to passenger rail service, and unlike the Boston & Maine, does not have the conflicting interests of trying to operate freight service at the same time." The decade-old B&M contract expires on the last day of the year, and will not be renewed.

The General Manager said while the agreement is the first time Amtrak has operated an urban commuter system, the company has successfully handled maintenance on the MBTA's South Shore lines for almost ten years.

MBTA officials said the three-year, \$60 million annual pack will cost roughly the same as the Boston & Maine agreement. But they said the new deal will include incentives tying Amtrak's profits to performance. O'Leary said the MBTA officials decided not to renew the B&M agreement with "some regrets."

Disappointed Boston & Maine officials defended their service record as one of the best in the nation and pledged to make the transition as smooth as possible for commuters. **From the Boston Herald.**

HELP WANTED

Looking for photos/plans any information concerning Pullman passenger cars to be used in commercial book, along with floor plans, front and side elevations. Contact: Ralph L. Barger, 6168 Camelback Lane, Columbia, MD, 21045. (301) 997-3056.

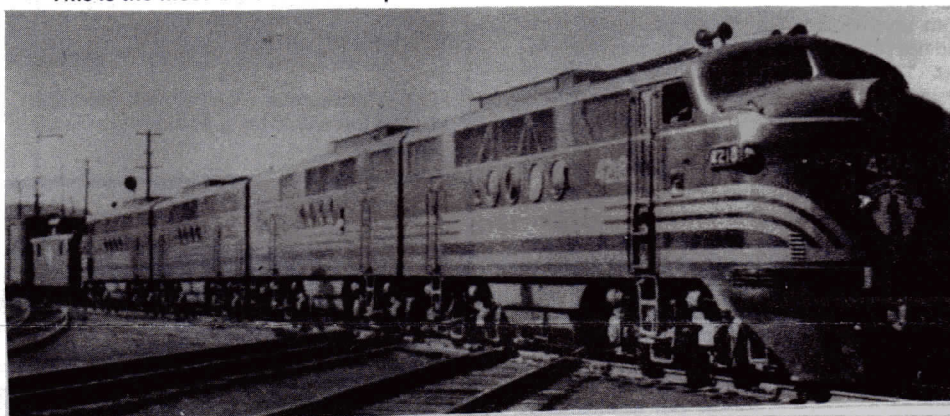
THE TRIVIA ZONE

Once again, it's time to enter the B&MRRHS Trivia Zone!

Submitted for your approval, the Electro-Motive FT-class diesel as it appeared on the Boston & Maine Railroad. EMD's first production freight locomotive found a good home on the B&M, and sported several paint schemes during their stay.



Above, we see FT A&B 4220 in its standard delivery scheme of the "winged" herald with only the number on the nose door, and the stripes almost converging at the center of the nose. This is the most famous of all FT paint schemes.



Next, we see FT A&B 4218 crossing the diamonds at Mechanicville, in the later paint scheme, the units have "lost their wings" and have the standard Minuteman herald on the nose door. This was the standard current F unit paint scheme.



But, now things get a little strange, with FT A&B 4215, which has obviously had some paint shop work done. You'll notice the standard block lettering on the flanks, but no Minuteman on the nose. In addition, the stripes still converge at the center, so the unit may not have been completely repainted. Another stranger-than-truth feature from the B&MRRHS Trivia Zone! (As an aside, in one of the photographs that were reviewed for this column, we believe that we also have a photograph showing an FT locomotive with both a minuteman herald and "wings". The photo was borderline readable, and would never survive the halftone process clearly enough to be of any use at all. (It was obviously taken with a very poor quality camera.) Can anyone verify that there was such a mongrel paint scheme (we have no idea what the unit number was either) or whether we're hallucinating? Photos from the Nash/Ludlow Collection.

Do you have an unusual article of B&M history for the B&MRRHS Trivia Zone? You must be able to substantiate with photos, if you can, we welcome your submission!

THE RAILROAD ARCHEOLOGIST

Scott J. Whitney

While visiting Whitefield, NH this last summer, I was determined to find out what, if anything of the old Boston & Maine line to Groveton, NH remained. Unfortunately, had I been there some months before, I would have found more, but what I did find was interesting. The first "find" was the recently removed (because it was used for a sewer line project) track, which once ran for about a mile northward off the Berlin route. **Photo 3.**



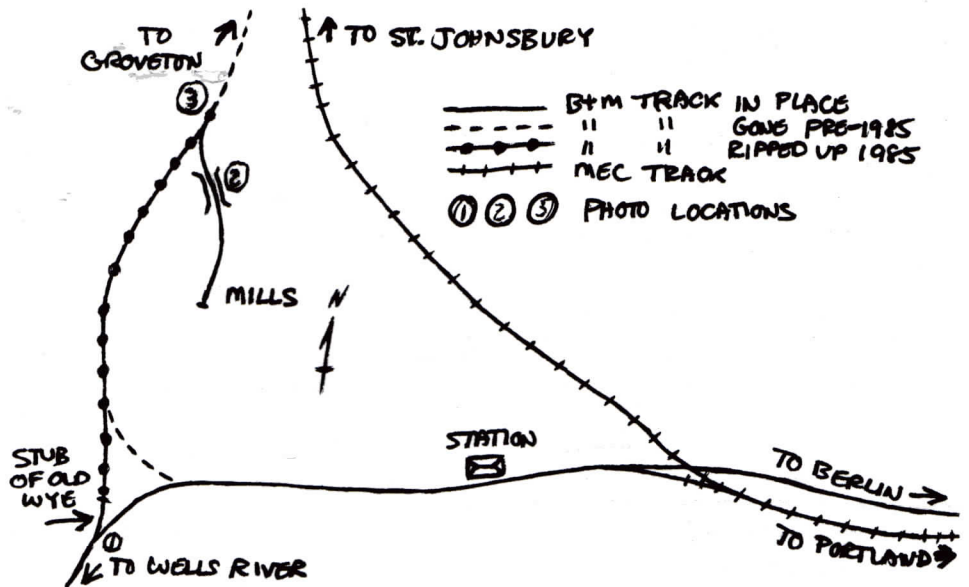
Following this right-of-way northward we were able to find its junction with a spur that once served some mills in Whitefield and was the reason this section of track was in service so long. This spur is still in place, complete with a wooden pile trestle. **Photo 2.**



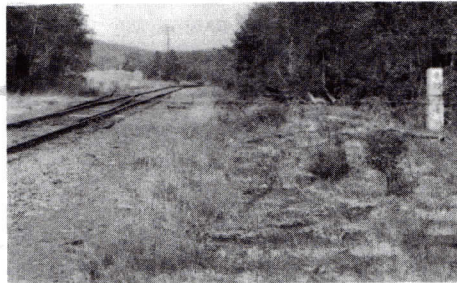
RULES FOR B&MRRHS WHITE ELEPHANT AUCTION!

The following rules are for the B&MRRHS White Elephant Auction to be held at the December meeting:

- 1) All items must be in new or like-new condition, or clearly labeled as such prior to auction.
- 2) Auction is open to **B&MRRHS members only**, but anyone may bid.
- 3) Each member may bring **one** item to be auctioned. The B&MRRHS will also gladly accept any donations for auction.
- 4) The B&MRRHS will receive **20%** of final sale price of all auctioned items.
- 5) All accounts must be paid by end of the auction.
- 6) The B&MRRHS reserves the right to refuse to auction any item that is felt to be in other-than-advertised condition.
- 7) The B&MRRHS reserves the right to limit the number of items auctioned, to allow for time to complete the auction at a reasonable time, and to allow for the rest of the evening's entertainment.



Proceeding via highway to Whitefield Station, we had to park and hike down the track toward where the junction of the Berlin and Groveton lines was and still is, partly. First found was the north leg of the wye that appears to have been gone for quite some time, only to have just been used for the sewer line route, how undignified! A short walk brought the connection with the west leg of the wye into view, **Photo 1** the east leg being the Berlin route.



This leg only extends just a short distance until it meets the boundary of the pollution control project. Of course, had this area been visited the year before, all of the track would have most likely been still in place.

Such areas exist all over the Boston & Maine system, and should be searched out and reported on. Not too far from Whitefield is Wing Road, where there was also a wye and a junction with the old Boston & Maine line to Twin Mountain. A section of this line is still in place, and also needs to be examined. I'm waiting for you to tell the B&MRRHS what you've found!

Scott

HIGHLIGHTS OF THE OCTOBER MEETING OF THE B&MRRHS BOARD OF DIRECTORS

B&MRRHS Chairman Joe Shaw called the October meeting of the B&MRRHS Board of Directors to order at the Beverly Historical Society at Beverly, MA.

All reports of the committees were accepted as read.

Scott Whitney commented favorably on the large percentage of members that have opted for the higher classes of membership in the last few months. Nearly a quarter of the renewing membership has gone to the higher levels, along with several donations from life members.

A budget was requested from all committees, to help us plan out next year's expenditures. The B&MRRHS mailing crew was given approval to purchase 5000 BULLETIN mailing envelopes, and Dick Symmes is pursuing alternate methods of mailing the BULLETIN that may save the B&MRRHS some money.

Ron Eames reported that the next issue of the BULLETIN is just about all pasted up, but he is still waiting for a White Flags column, which Roy Hutchinson will provide. The B&MRRHS is currently looking for a Show Manager, someone to coordinate B&MRRHS attendance at local train and model railroad shows. The BOD recommended that this position not be filled by anyone who is currently active in Society affairs. If you wish to volunteer, you may contact any B&MRRHS officer or Director. We were informed that there was a fire at the Salisbury Point railroad station recently. The B&MRRHS will make a dona-

B&M STATIONS

There are a few juicy tidbits of information on Boston & Maine stations of late, some good and some bad. First, the good news: Latest reports indicate that the old Worcester Union Station will be renovated into a convention center. As we see it, this will be a monumental undertaking, as the inside of the building is virtually destroyed, but hopefully the exterior will survive as it is.

Our second happy note concerns two other B&M stations, one in Claremont, NH, and the other in Northampton, MA. The station at Claremont Junction has been renovated once again into yet another restaurant, but this time having an exterior much improved over the last one. The station in Northampton is now a restaurant, but it was formerly a machine shop. (Coincidentally, Claremont Junction was also a machine shop before its present use). According to reports, the Northampton restoration is quite well done, and it is becoming quite a popular place.

Our last note is not a happy one. It seems that the former Boston & Maine station in Winnesquam, NH has burned and is now no more than a hole in the ground. Just remember, get those photos of railroad structures now as they may not be there to photograph next time!

tion toward the restoration. Win Nowell has donated two photograph albums containing pictures of B&M stations. Thanks to Mr. Nowell! John Alan Roderick announced that there were only four reservations to the Connecticut meeting, and recommended that it be cancelled. On a happier note, John announced that the banquet was a sell-out, and George Drury is ready! There has been a problem with a company that has advertised a commercial product in the Newsletter. A member has not received satisfaction, and has written to us for help. There was discussion of discontinuing commercial advertising in the Newsletter, but it was decided that a stronger disclaimer on the masthead was in order. Caveat Emptor! The meeting was adjourned at 9:35 p.m.

MEMBERSHIP REPORT

Total membership as of 9/8/86: 1524

Breakdown:
 Regular members: 1354
 Life members: 103
 Foreign members: 25
 Comp memberships: 42

Renewal Status:
 As of 9/8/86 there were a total of 972 members renewed.

Breakdown:
 Basic: 710
 Basic +: 62
 Contributing: 162
 Sustaining: 27
 Supporting: 9
 Benefactor: 5
 26.9% of the renewing members have opted for the higher dues categories.

The computer is going in for repairs the second or third week in September. The printer was repaired in August, but the problem, involving the word processing program, has been traced to the computer. The word processing program needs to be operational when we send the form letters to solicit non-renewed members into re-joining.

Respectfully submitted,
 Jeff Ursillo
 Membership Secretary
 B&MRRHS

New England Rail Service writes: "We are down to the last 16 of the arch-window cab style version of our B&M K-7 2-8-0's, though more of the version with the four window cab remain. We are also down to the last 20 of the narrow monitor style B&M 104000 series caboose. With regard to new models, we are expecting a very small quantity of B&M class G-11 0-6-0's in June 1987. You should reserve immediately if you want one. More information: New England Rail Service, Newbury, VT 05051.

The B&MRRHS has learned of the passing of rail photographer **Don Ball** very recently. Even though not a member of the B&MRRHS, I'm sure we're all familiar with Don's exceptional books and other railfan work, most recently serving as Director of Steamtown, U.S.A. prior to its move to Scranton, PA. We extend our deepest sympathy to his family and friends.

Joe Shaw reports that the Piscataqua River in Portsmouth, NH is indeed going to be dredged. Who knows what fate awaits B&M 3666!

Salisbury Point Railroad HISTORICAL SOCIETY, INC.

Presents

Railway Express II

Toy Train Exhibit & Displays

Dec. 3rd Thru Dec. 28, 1986

Featuring: L.G.B.
 Lionel
 American Flyer
 HO Scale
 N-Scale

Hours Open: Wednesdays 7-10 P.M.
 Saturdays 1-5 & 6-9 P.M.
 Sundays 1-5 P.M.

Drawing: Tuesday Dec. 23, 1986
 HO-Scale Train Set:

Location: 4 Water St., 2nd Floor
 Amesbury, Mass.

For further information contact Richard Nichols
 617-388-0937

HELP WANTED

What is the correct lettering and numbering on a B&M work crane? I bought an Overland 30-ton Browning crane, and although possibly not prototype, I would like some help in lettering it. Contact: Carl Lund, 5 Washburn Street, Willimantic, CT 06226.



NOVEMBER 1986

FIRST CLASS MAIL
 NON-PROFIT
 ORGANIZATION

Boston & Maine Railroad Historical Society

Incorporated

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

FORWARDING AND ADDRESS CORRECTION REQUESTED

DEADLINE FOR DECEMBER NEWSLETTER IS NOVEMBER 8

B&MRRHS CELEBRATES ITS 15th ANNIVERSARY!!! FULL COVERAGE INSIDE!!!

While reading the latest issue of the **Mass Bay RRE's Callboy**, I came across the following item which, as a railroad historical society, we should perhaps take a closer look at: "Maine's 40 or 8 car" has been moved from the American Legion post in Lisbon, ME, to the Boothbay Railroad Museum. The French government gave one of the cars, for forty men and eight horses, to each of the forty-eight states, in gratitude for aid given during World War 2, in 1949." "Maybe we could find out what happened to the Massachusetts car, also to the ones in Rhode Island, New Hampshire and Vermont. The Connecticut Historical Society has that state's car in storage, the Vermont car was at Steamtown. The others - who knows?" Can any of our members let us know what became of the Massachusetts and New Hampshire cars (at least), or at least a photo of one to help people look?