

WHERE DOES ALL THE MONEY GO?

As we sit down to write this, it's in the middle of the Christmas buying season, and the above question has about a million answers. But, in this instance anyway, we are referring to where your dues' money goes. We hope that by showing you this, it will better help you understand what the B&MRRHS is up against, and why we occasionally have to get up on our soapbox and yell.

ANNUAL BUDGETED EXPENDITURES

B&M Bulletin	\$38,000
B&MRRHS Newsletter	\$4,500
Mailing	\$3,500
Advertising	\$500
Program	\$95
Shows	\$50
Miscellaneous:	
Mailing	\$150
Envelopes	\$200
Other	\$500
	<hr/>
	\$850
	\$47,495

So, as you can clearly see, with 1400 members, the dues do not even cover our expenses. We need your help in getting our expenses down, while maintaining, our quality. Some things that you can do are:

Make sure that your address on your mailing labels is correct, and be sure to send in a change of address notice if you move. This includes people who relocate from New England during the winter months. A good amount of the \$3,500 in mailing is from getting mail returned, and then having to remail it, usually at a higher rate.

You can volunteer to work at a local train show. The B&MRRHS brings in an average of \$300 per show, and this will pay for a Newsletter or a mailing session. And, as an aside, when you work at a show, you usually don't have to pay admission, unless you wish to make a donation, and can get a look around before the thundering herd gets there. Get a friend or two, and work one show in your area once a year. If we could get 15 people in the major Boston area, we would be set!

These are simple things, but they will help us out in the long run. Think about it!

Joe Shaw

INTERCHANGE

... a column of opinion

NEW YEAR'S RESOLUTIONS

Happy New Year! The Directors, Officers and Committee Chairpeople of the Boston & Maine Railroad Historical Society wish to all members, their families and friends best wishes for a great 1987!

It seems every year about this time, we sit down with our conscience and make a "New Year's Resolution". This is a promise to ourselves and our loved ones that we will try to amend our "evil" ways so that life will be better all around during the coming year. Well, this year, the B&MRRHS has made sort of a resolution: **2000 in '87!**

Basically, **2000 in '87** is this: The B&MRRHS has made a resolution to have **2000** members by December 1987. This will be our first major sustained membership drive ever, and can be beneficial to both the membership and the

B&MRRHS too! The flyer that was enclosed in this Newsletter outlines the main aspects of the drive, and also the Benefits to the membership.

There are also other benefits that are invisible to most of the membership. First, we assume that you have read Chairman Joe Shaw's editorial which has preceded this column. If you haven't, please take a couple of minutes to do so now... even though it isn't railfanning, it concerns the survival of the organization that you loyally pay your dues to each June.

There. That wasn't so bad, was it? As you can see, it takes a large amount of money to keep the B&MRRHS operating year-round. Our membership has reached a plateau where our per-piece costs are very high. What this means in layman's terms is that, as most know, the more of something you order, be it **B&M BULLETINS**, B&MRRHS Newsletters, books, model railroad cars, or what-have-you, the lower the unit price becomes. If we can reach 2000 members, we will raise ourselves to a higher plateau, and reduce our per-unit cost to a much more acceptable level.

Another benefit of increased membership will be that there will be more operating capital (read more cash flow) for the B&MRRHS to work with. This may see the return of many of your former favorite projects, such as special run model railroad cars, commitments to print more books, more sales items from our Archives (those in the past have proved very popular), not to mention some new ventures. But, (and this is the bottom line...) it all depends on **YOU!**

There is an old saying that goes something to the effect that if you're not part of the solution, you're part of the problem. While this is not completely applicable here the B&MRRHS, certain parts of it do ring true. So now, we at the B&MRRHS Newsletter are going to make a resolution too. We hereby resolve that, after this editorial, we will not get up on our soapbox and complain, cajole, threaten, wheedle, beg, plead or in any way mention volunteering (or the lack thereof) until next January at the earliest. We find that it doesn't do much good anyway. But, in return, you've got to give a little ground too. For instance:

As Joe outlined above, train shows are an excellent source of income for the B&MRRHS, and there are roughly 50 in the Boston area each season. At the present, we can cover only about 15 of these shows, strictly because of lack of manpower. At an approximate gross of \$300 per show, my basic math tells me that the B&MRRHS **loses** almost \$10,000 per year because the 10 or 15 people that normally do our shows cannot be four places at once. **Your resolution:** Work **one** show for the B&MRRHS each year. It would mean giving up **one** Saturday each year, with a couple of friends, talking trains, dealing with people interested in what the B&MRRHS is doing, and having a good time. Golly, that leaves **51** Saturdays to use for **whatever you want**. If only **15** people will do this, we can **double** our income from shows.

The subject of equipment preservation often comes up to us here at the Newsletter. Several times a year, we will get letters berating (pick one) the B&MRRHS, Railroad Museum Management, General Apathy, or The Powers That Be about the deplorable condition of (pick another one) The Flying Yankee, the 3713, the 1455, the 410, even the 3666 has come up (no Pun

intended) a couple of times with the dredging of Portsmouth harbor coming up in 1987. This is all well and good, calling our attention is important, but we have **never** received a letter that said "I think that it would be great to bring up and cosmetically restore the 3666 as a memorial. **What can I do to help out?**" Those last seven words are the most important things you could say. The B&MRRHS would like nothing better than to see these fine examples of B&M history restored to at least cosmetic, if not operable condition where practical, but at our present level of both cash income and volunteers, it just isn't practical to overextend ourselves at this time. Until this changes, the B&MRRHS will continue to provide technical, financial and physical help to those wishing to restore these historic items. **Your resolution:** As Howard Pincus so eloquently put it, (somewhat paraphrased), Help out physically, or technically, write a check to help fund the restoration. If you can't (or won't) write a check or help physically, or technically, give a word of encouragement to those involved. If you **won't** do any of the above, don't bother us.

We outlined earlier our **2000 in '87** campaign, and the prizes you can win. **Your resolution:** Give it a shot. Try and sign up a few friends. Talk to an old-timer that's always down by the railroad yard who seems to know everything about everything. Sign him up. Even if you don't win any of the prizes, you win by helping to create a stronger Society. Even an extra page in the Newsletter or more color in the BULLETIN will be the absolute **worst** that can come of it!

Finally, sometimes we go to railfanning spots and hear the B&MRRHS being trashed out by some people there. Sometimes it may be justified; true, we couldn't keep the 3713 in New England; true, we haven't been able to do much with the Flying Yankee, but it doesn't mean that we haven't tried. This hurts the people who work actively to keep the B&MRRHS going, and there's nothing like a good slap in the face to make your day of train watching perfectly miserable. **Your resolution:** Go easy on us. Instead of complaining that we haven't done something, try to help us **do** something. There is a very dedicated core of individuals that make this organization go, and they take their work very seriously. **Think about it.**

Well, there you have it. We'll keep our end of the bargain, and not write any more "we need

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volunteers" columns for the rest of the year. But, you have to help us out in return. Now, we realize that there may be some that can't help as much as they'd like, either because of distance, physical condition, employment responsibilities or whatever. But, those of you who **can, please do**. We may have come down a bit hard in places, but there seems to be no other way to get the point across sometimes. Besides, you won't have to listen to us for another year. What comes next is completely up to **YOU**.

Dennis & Scott

CONSERVATION BOARD APPROVES PLAN TO REPAIR RAILROAD BRIDGE

The Newburyport Conservation Commission has approved a plan by the Massachusetts Bay Transportation Authority to spend \$1 million in repairs to the Route 1 railroad bridge across the Merrimack River

Commissioner Thomas N. Prendergast and abutters Francis and Jim Donahue of Donahue Motors asked MBTA officials if the bridge would be connected again to rail service and, if not, why the transit authority would spend so much money when there are no tracks that lead up to it.

MBTA official Larry McCluskey said the transit authority did not want to lose the right of way over the bridge and said it would be cheaper to repair it than tear it down. Besides, McCluskey added, there is talk of restoring rail service to Newburyport, and perhaps later to New Hampshire. **From the Salisbury Point Railroad Historical Society Newsletter.**

TO ALL ARCHIVES COMMITTEE MEMBERS AND FRIENDS:

Recent Developments have made it clear that I can no longer devote sufficient time to our B&MRRHS Archives to do the work justice. I have chaired this operation since 1978 - rather a long time to carry this responsibility, and I do think I need a rest. Accordingly, I have tendered my resignation to the society's Board of Directors, effective Nov. 20, 1986. The work at the Archives goes on, however, since Rick Conrad has agreed to take over this position. He has already served very capably as Chairman **pro tem**, and I expect that the Board will confirm his position at the next meeting.

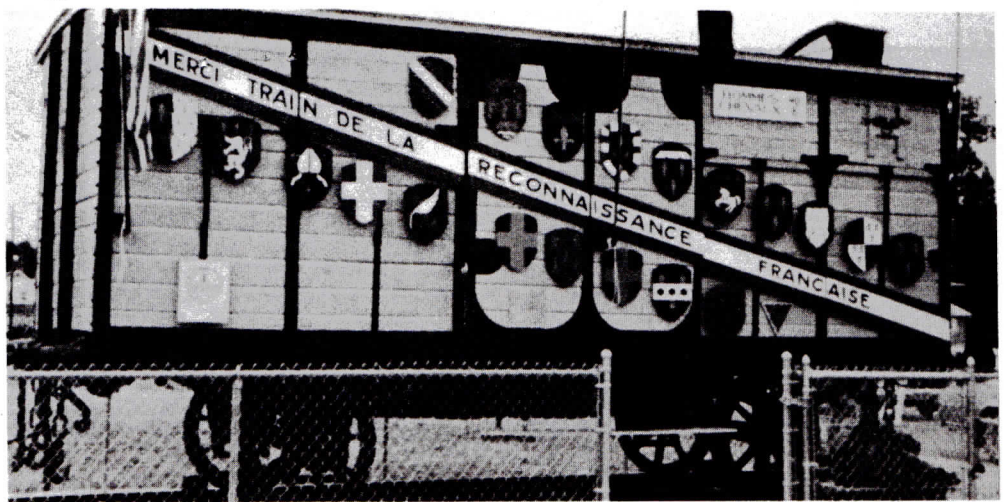
I shall miss, most of all, the pleasure of being supported as chairman by so many of you loyal Archives Committee members. Let's all give Rick the same support!

Forrest Mack

I think that we would be remiss here if we did not take a moment to thank Forrest for his work at the B&MRRHS Archives, and it would be safe to say that without Forrest's guidance there probably would not be a B&MRRHS Archives as we know it. Thanks for all your hard work, Forrest!

Join the Mass Bay RRE and ride to the beautiful, snow-bedecked Green Mountain Republic of Vermont. Nothing compares to the splendor of New England in the winter. Just think - crisp, clear air, dark green firs and balsams sparkling with newly fallen snow, and jingle bells on a horse-drawn sleigh, the invigorating schuss of a skier flying down a fresh powder slope - all this can be yours for one day only when you join the happy throng of railfans, snow bunnies, and hearty outdoors-people on Saturday morning, February 21st, 1987, aboard the **NEW ENGLAND STATES LIMITED**.

Address correspondence to Massachusetts Bay Railroad Enthusiasts, Inc., Box 525, Bedford, MA 01730.



Frank O'Malley writes in "In reference to the inquiry about the 40 & 8 cars, a friend of mine that I work with is a member of the 40 & 8, and he supplied the following information:

The Vermont "Merci" boxcar is on display and restored at St. Albans, VT, at the Post #1 American Legion.

New Hampshire's is displayed in a new building in Manchester under the care of Grande du 40 & 8.

New York's is located at Whitesboro, NY c/o Voiture 92 - 40 & 8 and is being restored.

The photo above is of the Vermont car at St. Albans.

We have a complete roster of Guilford Transportation Industries locomotives as of November 20, 1986 courtesy of Don LeJeune:

Unit Initials	Unit Numbers	# of Units	# Active	Builder	Model	Horse-power	Date
BM	100	1	1	B&M*	TEBU	*****	1982
BM	190-192	3	3	GE	U33B	3300	1968
BM	200-211	12	12	EMD	GP38-2	2000	1973
BM	300-317	18	18	EMD	GP40-2	3000	1977
BM	320-342	22	20	EMD	GP40	3000	1968
BM	350-369	20	20	EMD	GP39-2	2300	1972
BM	640	1	1	GE	U30C	3000	1972
BM	690-693	4	3	EMD	SD39	2300	1969
BM	801-806	3	3	EMD	SW8	800	1953
BM	1120-1129	7	7	EMD	SW1	600	1953
BM	1220-1229	5	5	EMD	SW9	1200	1952-53
BM	1555-1577	15	11	EMD	GP7	1500	1950-53
BM	1700-1749						
BM	1803-1848	41	38	EMD	GP9	1750	1957
BM	1751-1755	5	5	EMD	GP18	1800	1961
DH	410-422	13	7	ALCO	C420	2000	1964-66
DH	451-456	6	3	ALCO	C424m	2000	Rblt 1980
DH	501-508	8	1	ALCO	RS3m	2000	Rblt 1976
DH	650-662						
DH	754-760	16	11	GE	U33C	3300	1970
DH	5000-5011	12	5	ALCO	RS11	1800	1960-61
DH	5013-5023	11	6	ALCO	RS36	1800	1963
DH	7314-7325	12	11	EMD	GP38-2	2000	1972
DH	7401-7420	20	19	EMD	GP39-2	2300	1974
MEC	225-238	9	9	GE	U33C	2500	1965
MEC	251-263	13	11	EMD	GP38	2000	1965
MEC	280-293	14	12	GE	U23B	2250	1968
MEC	400-409	10	8	GE	U18B	1800	1975
MEC	450	1	1	EMD	GP9	1750	1963
MEC	470,471	2	2	EMD/MC**	GP9r	1750	Rblt 1982, 1985
MEC	561-593	20	18	EMD	GP7	1500	1950-53
MEC	600-604	5	5	EMD	SD40	3000	1970-72
MEC	802	1	0	ALCO	RS11	1800	1956
MEC	931-933	3	3	EMD	SW7	1200	1950
MEC	934,935	2	2	EMD	SW9	1200	1951,53
PT	1101	1	1	ALCO	S3	660	1950

Legend:

BM: Boston & Maine Railroad

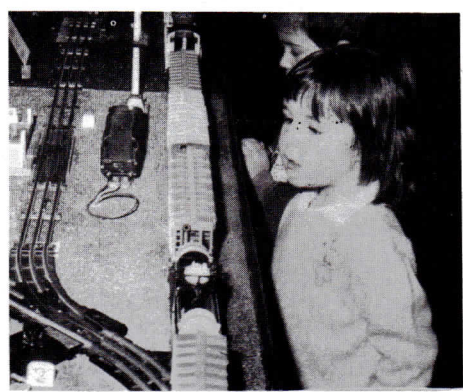
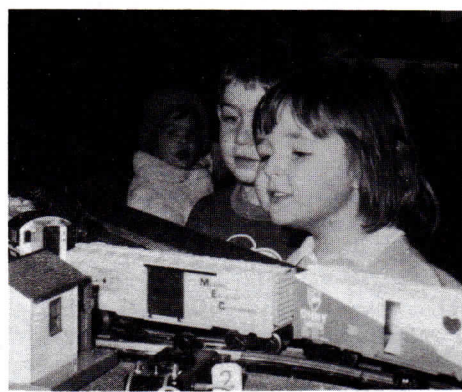
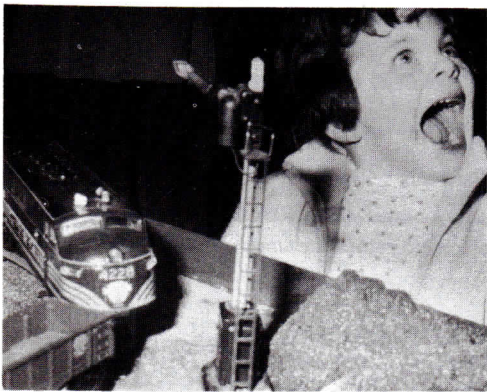
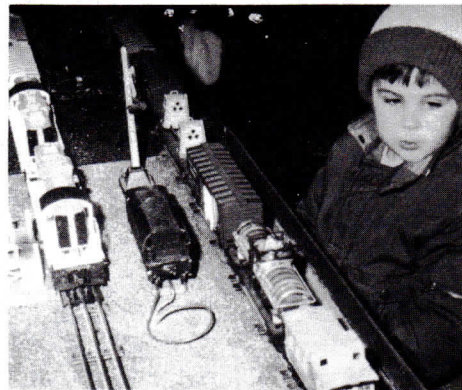
DH: Delaware & Hudson Railway

MEC: Maine Central Railroad

PT: Portland Terminal

*TEBU #100 was built by Boston & Maine's Billerica Shops from an ex-Union Pacific GP9.

**Maine Central's Waterville Shops rebuilt both 470 and 471. Unit 471 was rebuilt with an extended crew cab.



During the month of December, the Salisbury Point Railroad Historical Society sponsored Railway Express 2, an open house and model railroad display. Among the attractions were operating layouts from N scale to LGB, and the most enjoyable part of the event was watching the children's (and their parents') eyes light up. Such is the true spirit of Christmas!

Boston & Maine Railroad Historical Society *Incorporated*

PO BOX 2362 • Harwood Station • Littleton, MA 01460

FORWARDING AND ADDRESS CORRECTION REQUESTED



FIRST CLASS MAIL

JANUARY 1987

NON-PROFIT ORGANIZATION

**DEADLINE FOR FEBRUARY NEWSLETTER IS JANUARY 10
B&MRRHS NEW YEAR'S RESOLUTIONS INSIDE!**

WARNING

The B&MRRHS has received several "order forms" on yellow paper, stating "Order your copy of the September 1986 B&M Bulletin." This "order form" is NOT published by the B&MRRHS, nor in any way sanctioned by the B&MRRHS. We have no idea where they came from, and while appreciative, we recommend that you ignore this should you receive one! Caveat Emptor!