

NEWSLETTER

Boston & Maine Railroad Historical Society
Incorporated



B & Meeting

APRIL 1987

NEXT MEETING:

APRIL 15, 1987
NEWTON HIGHLANDS
CONGREGATIONAL
CHURCH
NEWTON HIGHLANDS, MA
8:00 P.M.

Our Annual Meeting With the Mass Bay RRE!

PLEASE NOTE CHANGE OF MEETING DATE AND LOCATION!!!

The B&MRRHS will be traveling to Newton Highlands, MA to join the **Mass Bay Division** of the **Railroad Enthusiasts** for our annual joint meeting. Entertainment will be selected viewing from the collections of the late **Law Walters**, as outlined last month. Let's have a big B&MRRHS turnout!

MAY 9, 1987

Movies with Mr. Preston Cook!

The B&MRRHS welcomes in Spring with a presentation by **RAILFAN & RAILROAD** author **Mr. Preston Cook**, who will share with us some of his exquisite 16mm movies, including, we understand, movies of Boston & Maine GP38-2's being delivered to the property. Make plans now to be there!

JUNE 13, 1987

Our Second Rutland Ramble!

The B&MRRHS will head back to **Bellows Falls, VT** in June, for our second annual **Rutland Ramble!** This will coincide with the Green Mountain Railroad's first annual **Railfan's Weekend**, and a great time is promised for all!

JULY 11, 1987

Salisbury Point Restoration in Hampton, NH! (Tentative)

Join the B&MRRHS for a trip to Hampton, NH, the sun and fun capital of the New Hampshire seacoast for our annual meeting at **Winnacunnet High School**. An air-conditioned room awaits us as we will view the reconstruction of the Salisbury Point Depot, presented by **Mr. Richard Nichols**, president of the **Salisbury Point Railroad Historical Society**. This show is a must-see, for its ability to inspire!

AUGUST 8, 1987

Our Annual Trip to the Conway Scenic Railroad!

Plans are underway even as we speak to make this year's trip to the **Conway Scenic Railroad** the best time yet (a truly difficult assignment!) Full details and order forms will be forthcoming **soon!**

**THERE WILL BE NO MEETINGS IN WOBURN IN APRIL, JUNE, JULY OR AUGUST!!!
DIRECTIONS TO NEWTON HIGHLANDS WERE IN THE MARCH NEWSLETTER!!!**

PLEASE NOTE CHANGE FROM ORIGINAL DATE - DUE TO CONFLICT WITH CHURCH.

MEMBERSHIP RENEWAL

I will be sending out renewal forms two months in advance of the end of your membership year, and the forms will already be filled out for you. All that needs to be done is to write your check and return the form. In an effort to cut operating costs, I will only mail out **one** notice (**but remember, the date your membership year ends is always on your mailing label!**). If you could, when you receive your renewal form, enclose your check or money order that day, so you won't forget, and be dropped from the mailing list. There will also be a **one month** "grace period" for your renewal. For example, if your membership expires 4/87 you wouldn't be dropped from the mailing list until the end of 5/87. **Don't forget, you'll be hearing from me!**
Jeff Ursillo
Membership Secretary

The Tech Model Railroad Club of M.I.T. will be holding its Spring 1987 Public Open House on Saturday, May 2nd between the hours of 2 and 5:30 p.m. and 7:30 and 10 p.m. The club is located at M.I.T. Building 20, Room 20E-214, 18 Vassar Street, in Cambridge, Mass. Admission is free.
Founded in 1948, the Tech Model Railroad Club (TMRC) is one of the oldest model railroad clubs in the Boston area. The club's current railroad features a computer and relay based control system, complex mainline and terminal operations, as well as a mix of New England style rural and urban scenery. TMRC has gained widespread recognition over the years among the model railroading community and was recently the subject of a profile in **Railroad Model Craftsman**, a nationwide model railroading publication. TMRC is easily accessible by car or public transportation (MBTA Red Line-Kendall Sta-

tion). Persons seeking information or directions should call the club at (617) 253-3269 evenings or weekends.

GUILFORD TURNS DOWN CN DEAL

...for trackage rights to serve industries in Maine in exchange for rights over the CN that would give Guilford access to Chicago. Guilford rejected the offer at hearings on CN's application before the ICC. The CN plan called for a hauling arrangement that would permit Guilford to use the CN-Grand Trunk Western route for the Maine rights. Guilford said however, it was unsure that the benefits it would receive from gaining access to Chicago would offset the traffic it would lose to CN in Maine. **From the 470.**

INTERCHANGE

... a column of opinion

One of the unsung duties of the Newsletter editors is to answer mail and forward what we can't answer on to the proper parties. And, most of the time, we can do that with no problem, but we have a sort of dilemma developing that we'd like your ideas about. The issue at hand involves letters we receive from members about how to go about contacting other B&MRRHS members that may live in their area for an afternoon of train-watching or whatever. In reality, your next-door neighbor could be a B&MRRHS member, and you'd never know unless you ran into him or her at a meeting or trainyard! Now comes our dilemma. We have the ability to punch up on the computerized membership list any zip code area and print out all the names within that area, but the individual's right to privacy comes into play then. It may just be possible that your next door neighbor doesn't want his name sent out to anyone who requests it. Or, maybe you don't, but you'd like to meet other members "more on your own terms". What a decision we have to make.

Up until now, our stock answer has been that we cannot divulge member's names and addresses, and this will continue to be our basic policy, but at the same time, we realize that this policy is counter-productive. What we need is some middle ground, to protect the privacy of those who don't wish for any extra-curricular activities, but allow those who would like to "mingle" the opportunity to do so.

On this matter, we're wide open to suggestion, as some of us have been looking at this problem for so long that we can't see the forest for the trees. The only constraint is that it should be easy to implement, and not add to the workload of our already-overworked Membership Secretary. Ideas, anyone?

On a couple of other notes, it seems that we've had a bit of trouble getting the Newsletter out lately, the January issue was delayed by the holidays (as usual) and by three back-to-back snowstorms (somewhat unusual); the February issue was delayed by production problems (our Back-to-the-Future issue took longer to prepare than we expected) and the March issue, while ready on time but was held to be mailed with the **BULLETIN** (as this is written the **BULLETIN** is due within a day or two). With the April issue we hope to get both production and mailing together and get this out before the meeting. Kudos go out to John Alan Roderick for keeping us up to date on upcoming programs, and with the debut of the B&MRRHS' telephone number for meeting information, there's no longer any excuse for missing a meeting!

Finally, we are unveiling a new "from time to time" feature in this issue of the Newsletter, called "**Let's Go Railfanning With the B&MRRHS**". The main idea of this feature is to provide some "trackside action" for our members that live far from the nearest B&M railhead, and to feature some prominent locations, similar to our **Where It's At** column (scheduled to resume this summer). We welcome other contributions to "**Let's Go Railfanning...**", with only a couple of guidelines: First, that it be profusely illustrated and captioned, and, second, let's go easy on the rosters, OK?

Looking forward to hearing from you...

Dennis and Scott

GUILDFORD GLANCES

Reliable sources confirm Waterville's Shops are once again closed but now it appears for good. Some machinery has been moved to Billerica, which is Guilford's "Backshop". Waterville engine house will remain open and it's understood that all of the stalls will be kept busy. Some units at Waterville awaiting repairs are Maine Central 225, 230, 282, 291, Boston & Maine 191. Also MEC 569 (in D&H Guilford paint) MEC U23B 288 has joined her sister unit 282 with fire damage. D&H RS 36 #5019 was sold to the people in Pa. that purchased the Steamtown engines.

All the D&H Alco C420's ARE SOLD to the Arkansas & Missouri RR. One source has described these units as "junk" good rideance, bar no exceptions. This included the 420 that got the Guilford paint scheme and the 412 that still is in Bicentennial colors. The 414 will have to be cut up at Colonie as it's not fit for movement over the rails. It appears that no other D&H units will be sold for now! Springfield Terminal has acquired 4 B&M GP18's which are 1751, 1752, 1753, 1755. These will become #40, 41, 42, 43. ST #4645 (#630) was destroyed in a wreck on the Baltimore & Ohio enroute to Guilford property. The 4648 (#632) was also damaged and repaired. As a result ST will get its first **SD 35** an ex Western Maryland #7434 and be painted and numbered ST #614.

B&M SW 8 #801 has been assigned to Oneonta as the "paint shop switcher". At Billerica a change of plans to temporarily store the 5 units involved in the January 25th wreck at Fitchburg have changed. Units involved were the 364, 302, 309, 7405, 7420, 231. The 231 was cut up for scrap during the week of March 1st. Now the 7420 (D&H) is inside Billerica Shops being worked on. Both ends were damaged and rounded off at the accident, this with mangled grab irons will keep the personnel at Billerica Shops busy. B&M GP7 #1562 is now STORED at Billerica. Other

units inside the shops include: B&M 203, 204, 330, 1129, 1715, 1744, 1746, 1129. Also Springfield terminal 4670, 631, MEC GP38 #259 is in for trucks. 254 is due for main generator and U25B 229 is in for wheels. What used to be a rare occasion to see a MEC GP38 at Billerica is now reality.

Some B&M units that have not been seen operating for sometime, their whereabouts unknown can be found needing repairs at E. Deerfield. These are: SW8 803, SW1 1120, 1224. GP9 1714, 1736, 1747, 1712. GP40's 324, 339. ST SD 26 621, 632. GP38-2 208 is enroute to Billerica for collision damage. At Binghamton: D&H RS-3 506, RS 36 5016, 5017, 5023, 5015. B&M 305, MEC 280, ST 4605 (#619) waiting to go to Oneonta for paint. At Oneonta: EX MEC 575 ST #17 and ST 622 are presently being painted.

From Don LeJeune

THE MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

... will buy 40 commuter cars from Bombardier, a manufacturer in Quebec, Canada, an agency spokesman said. The cars will cost \$34.3 million and should arrive beginning in November. The order is part of 107 coaches and 16 locomotives the MBTA is buying for \$114.1 million to add to its fleet of 150 cars and 44 locomotives. (R.I. is buying 12 coaches and two locos.) **Narragansett Newsletter.**

BULLDOZER EXTRA??

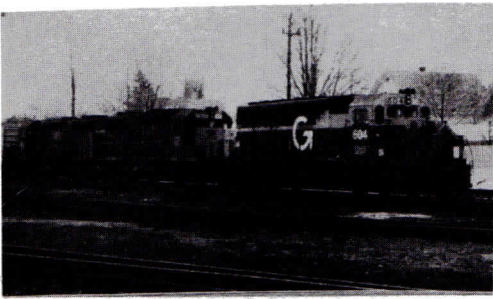
Due to the unusually heavy snowfall this past winter, snowplow extras were not uncommon. But, the most unique "snowplow extra" had to be the bulldozer that ran down the Portsmouth Branch from Portsmouth to Hampton, NH right on the rails! We wonder if it was flying white flags! **From Joe Shaw.**



SANTE FE EASTERN DIVISION!

Here's a photo of Boston & Maine/Guilford Springfield Terminal's latest acquisitions, former Santa Fe SD-26's. The former SD-24's were rebuilt by the Santa Fe to SD-26 configuration. A complete roster was featured last month in the Newsletter.

Come railfanning with the B&MRRHS, as we take you to Lawrence, MA, for an exceptional afternoon of train-watching!



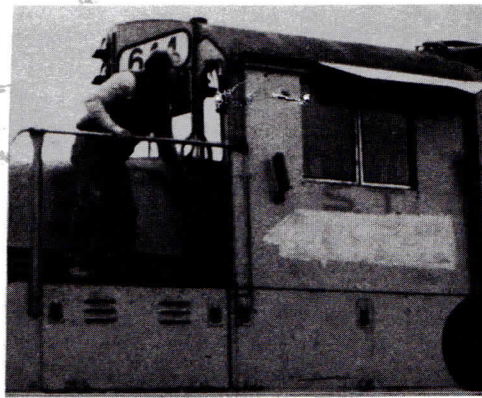
Former Detroit Edison SD-40, now Maine Central 604, pulls in with two former Reading GP-39-2's.



Boston & Maine GP-40-2 317 leads former Delaware & Hudson U23B, the "Gray Ghost"!



Gullford SD-39 692 waits for its next assignment. These are rare birds, shoot them when you see them!



Do you know the way to Barstow? About 1500 miles to the west! (Barstow was the 644's former home shop.



Boston & Maine's TEBU set 300-100-301 made a special guest appearance mid afternoon, being trailed by another SD-26.



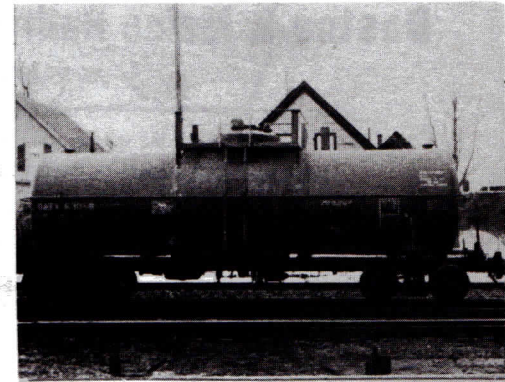
Switcher moves count, too, and B&M GP-7 1573 working the Lawrence Switcher. This was one of only two "B&M blue" units seen this day, some change from a couple years ago!



Boston & Maine GP-9 1705 sits alongside Gullford SD-39 692. The 1705 was later tied onto the 692 for additional power.



A good shot of the rear quarter of an SD-26.



Once in a while you have to aim your camera at something besides locomotion, and this relic certainly deserves recognition. Check out the regular-bearing trucks and the vertical brakewheel!

MEMBERSHIP REPORT

Total membership as of 3/12/87: 1534

Breakdown:

Regular members:	1378
Life members:	97
Foreign members:	18
Comp memberships:	41

Breakdown:

U.S. Members		Foreign
Basic:	1087	13
Basic +:	74	1
Contributing:	174	3
Sustaining:	26	
Supporting:	12	

Benefactor: 5
Life: 97

As of this report, we have had 6 new members from the ad in Railfan. We have 6 members entered in the 2000 in 1987 drive.

Respectfully submitted,

Jeff Ursillo
Membership Secretary
B&MRRHS

THE MBTA

... late last year had Garrett Rail Car of New Castle, Pennsylvania, recondition a group of Amtrak ballast hoppers. The reconditioned

cars are painted yellow and feature black lettering, "Massachusetts Bay Transportation Authority" is spelled out near the car's top. Numbered in the W300 series, they permit stone to be dropped within the gauge of the track, utilizing, I believe, Morrison-Knudsen patterned doors. We've spotted eight of these cars. They were built at various times, 10-56; 5-59; and 7-60. Rebuilt for Amtrak NECIP work during August-October, 1978. Garrett finished up their work in November, 1986. Reporting Marks "XMBT". From the Narragansett Newsletter.

**CONWAY SCENIC RAILROAD'S ANNUAL
"RAILFAN'S DAY" TO BE HELD ON
SATURDAY, SEPTEMBER 19TH, 1987**

There is something going on all day, from 9AM to 9PM or later. Five operational locomotives, plus another steam locomotive undergoing restoration. Ride passenger trains and mixed trains. Some trains with steam, some with diesel. Some trains double-headed, others running in multiple sections. Extra steam passenger train over seldom-used trackage to Intervale, N.H. Many photo runs with freight and passenger trains on 3.25% mainline grade. See Alco S4, EMD F7 and GE 44 tonner diesels, Baldwin 2-6-2, Grand Trunk 0-6-0 and Alco 2-8-0 steamers. Participate in a three-way meet.

Hand car and velocipede rides. Model railroad open house. Mail bag pickup with RPO car. Railroadiana and Model Railroad Flea Market. Opportunities to ride in palatial 1898 Pullman parlor observation car. Evening slide and/or movie program in stall four of active roundhouse. Night photo session.

Snack bar, railroad museum, gift shop, and rest rooms on the grounds. Free parking.

RAILFAN PASS TICKET, good all day for entrance to the grounds and rides on any and or passenger trains, only \$10.50. Detailed timetable and schedule of events furnished to each ticketholder.

All events run rain or shine.

Plenty of lodging and dining facilities in North Conway, within walking distance of the railroad station.

For further information call or write:

Dwight Smith
Conway Scenic Railroad
P.O. Box 947
North Conway, NH 03860
603-356-5251



Jeff Ursillo provides us with these shots of the "new" MBTA's ex-SEMTA locomotives. The units are set up for long-hood-forward operation, and wear silver/gray paint with orange ends and two-tone orange sill stripes. Photo location is Lowell, MA

Boston & Maine Railroad Historical Society
Incorporated

PO BOX 2362 • Harwood Station • Littleton MA 01460

FORWARDING AND ADDRESS CORRECTION REQUESTED



APRIL 1987

FIRST CLASS MAIL

**NON-PROFIT
ORGANIZATION**

Don't forget about our 2000 in 87 promotion, a couple of members are off to a hot start, and one came up with a truly novel method of recruiting new members. The gauntlet has been flung, go for it!!!

DEADLINE FOR MAY NEWSLETTER IS APRIL 11

LET'S GO RAILFANNING WITH THE B&MRRHS! NEW FEATURE!

SPRING AND OUTDOOR RAILFANNING ARE ON THE WAY!

**2000-IN-'87
MEMBERSHIP DRIVE**