

JULY[•]1987

DENNIS ADAMS, EDITOR, 28 Summer Street, Exeter, NH 03833 SCOTT WHITNEY, WEST END EDITOR, 25 Maple Avenue, Claremont, NH 03743

Opinions expressed in the signed columns of this Newsletter are the opinions of those authors, and do not necessarily represent the opinions of the Society, its Officers or members with respect to any particular subject discussed in those columns. The mention of commercial products in this Newsletter is for the convenience of the membership only, and in no way constitutes endorsement by the Society, or any of its Officers or Directors, nor will the Society be responsible for the performance of said commercial suppliers.

MEETING/MEMBERSHIP TELEPHONE NUMBER (617) 387-7141

B & Meeting

NEXT MEETING: JULY 11, 1987

WINNACUNNET HIGH SCHOOL

HAMPTON, NH 8:00 P.M. Salisbury Point Restoration in Hampton, NH!

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 theater awaits us as we will view the restoration of the Salisbury Point station, presented by **Mr. Richard Nichols**, president of the Salisbury Point Railroad Historical Society. This show is a must see, for its ability to inspire, and especially relevant with the B&MRRHS beginning restoration of our crossing shanty!

AUGUST 9, 1987

Our Annual Trip to the Conway Scenic Railroad!

Once again, the B&MRRHS will join the **470 Railroad Club** of Portland, Maine, for our annual meeting at the **Conway Scenic Railroad** in North Conway, NH! Events of the day will include normal passenger train operation, the possibility of an extra freight of mixed train, the Intervale Extra and the **Supper Chief!** Entertainment in Stall 4 Theater will be presented by **Dr. Eric Robison** and **Neils Johnson** of the 470 Railroad Club, featuring a program of the ACE's 614T test runs in Virginia. A night photo session will follow the entertainment, weather permitting! This is the one you wait for all year! See you there!

SEPTEMBER 12, 1987

Movies with Mr. Frank Hussar!

The B&MRRHS comes back to Woburn after our summer vacation to a presentation by **Mr. Frank Hussar**, who will entertain us with 8mm sound movies featuring various railroad subjects including the recently reactivated Norfolk & Western Class A articulated 1218, and Alco diesels on the Michigan Upper Peninsula Railroad, including Chicago & NorthWestern's 628's and so on.

OCTOBER 10, 1987

Selected Viewing from the Collection of Ron Johnson!

Sweet Sixteen! For our Sixteenth Anniversary, we will be viewing from the collection of Mr. Ron Johnson of Portland, Maine! Ron needs no introduction, and he will be doing one of his famous presentations on Northern New England Railroading. We hope to see a good turnout there for this program and our Sixteenth Anniversary! Don't forget, this is also our Annual Meeting, with the installation of new officers!

new on

NOVEMBER 14, 1987

Modeler's Night!

Full details to follow soon!

DECEMBER 12, 1987

Member's Nite!

Members are invited to bring a maximum of 20 slides or a 200' movie. A projector will be provided for slides, but please bring a projector if you intend to show movies!

THERE WILL BE NO MEETINGS IN WOBURN IN JULY AND AUGUST!!!

INTERCHANGE

....a column of opinion

Crossing Shanties and Barometers

There's an unusual title for a column, but we'll show relevance real quick. First, though, we would like to bring you up to date on the status of our new crossing shanty.

When we first looked the shanty over a couple of weeks ago, we were basically undecided about whether we should take it or not. Somehow, it seemed a shame to just cart if off to the dump, especially since it was structurally sound. But, at the same time, (as we've often pointed out) the Society's finances just would not permit the outlay of the cash needed to bring the shanty back to show-piece conditions.

The Board of Directors had already decided that no money could be taken out of the general fund, as this is all tied up in BULLETIN and Newsletter production. But, Jovial Joe Shaw picked up the phone, and within one week most of the supplies to restore the shanty had been donated from individual members, including the truck to move it from Brentwood. The list of donees reads as follows:

Dave and Dodi Lamson and Dennis Adams

- lumber to frame and move the shanty

Carl Byron - four sills

a chimney in metal shop.

Ed Felton - plywood for the roof

John Alan Roderick - two rolls of roofing paper and cove moulding

Dick Symmes - paint for the shanty Winnacunnet High School - will fabricate

Joe Shaw - transport and storage

And, just so that no members need feel left out, there will be plenty of opportunity to get in on the action. The shanty will probably be moved later this week, and work sessions will probably be Saturdays, at Joe Shaw's in Portsmouth, NH. A barbeque grill will be provided, bring your own food and drink (non-alcoholic, please). Bring hammers and lots of enthusiasm. As an aside, Don Robinson has identified the shanty as most likely having been the Front Street crossing shanty, as the Main Street shanty was much larger.

Now we'll get to the part about the barometers. For many years people in the Society

have been clamoring for the Society to become involved in restoration projects. Some projects have been attempted before, but the net result was dismal failure, (with one spectacular maroon and gold exception!). This shanty will be a barometer, or gauge, to let us know how future restoration attempts will be responded to. And, we realize that the shanty is not a locomotive or a large scale project, but it's a beginning. And it should be fun, with somewhat instant gratification, as it should not take a long time to refurbish the structure. Will we see you on Saturdays?

Dennis and Scott

I recently met an old friend I hadn't seen for over twenty years. My hair had turned gray and my waistline had changed, but my friend had held up surprisingly well. As with most of us today, she had moved to a new home in 1965, and really had been forgotten. It was indeed a thrill to chance upon her in Temple, Pennsylvania, Sunday, March 30th.

If you haven't figured it out yet, I'm referring to Boston and Maine Railroad Budd RDC-3 #6305! There she was, wearing Reading letterboards, but operating under her own power (as Budd had intended) and carrying revenue passengers. She is currently in the employ of the Blue Mountain and Reading Railroad, and is sharing her duties with two other RDC's; an ex-NYC, and an ex-B&O. On this particular day all three units were in service and for someone like myself who as a babyboomer saw much of Northern New England thru the windows of an RDC, it was a real treat!

The reunion got better. I requested and received permission to ride the cab on both legs of our roundtrip to Hamburg, Pa. The trip north, with BM&R #9169 leading, was at a very leisurely pace. Track conditions were outstanding, the scenery much like that in our area. After a brief layover at Hamburg, the fun began! The return trip was at track speed, and you didn't have to close your eyes to make believe you were in B&M territory. The 6305 (now re#9166) ran beautifully, and really put on a show. We passed Leesport approaching 50mph, and made great time on the well maintained track.

The highlight of the trip occurred when it was decided a photo runby would be had just north of Temple! We stopped at a grade cross-

ing to drop the railfans, the RDC's backed out of sight and then proceeded to run past at speed, truly reminiscent of the many RRE fantrips of the 60's and early 70's. A final runby was accomplished at Temple as we glided thru the station.

Point to be made:

No one will dispute the fact that the B&MRR at one time rostered the largest fleet of RDC's in the world.

The days of the RDC running in a self propelled mode are numbered, qualify that statement to the Lower 48.

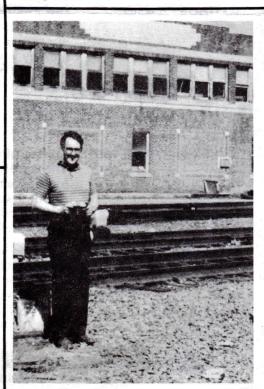
Even as early as ten years ago, no one would have seriously considered saving a stock RDC for future historians/enthusiasts to enjoy. LV#40 is now at the Penn. State RR Museum. The question:

Would not the B&MRRHS be the group to consider the preservation of a genuine B&M BUDD RDC? Save #6305, the RDC-3 fleet in its original configuration is gone. RDC-2's are few in number, and many RDC-1's are now Boise Budds.

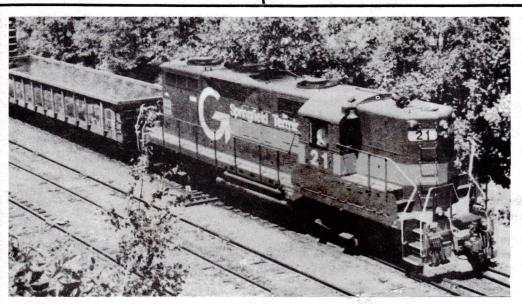
Our most immediate concern would be to secure an RDC to save. Would not the MBTA consider such a donation? I know we have the expertise amongst our members to bring such a beast back to life. I have been known to frequently visit the home of B&M F-7A #4266, and know that such a project is not impossible, only that miracles take a little longer. Time marches on and I hope we don't look back and chastise ourselves for not acting sooner.

Thank you for your time, I was one of the original B&MRRHS members and remain extremely proud of this dedicated group. Accept this thought with an open mind and maybe we can as a collective group save a RDC.

Gary Webster



Member Leslie Drake poses outside of the Boston & Maine's famed Tower A at North Station, Boston. Rev. Drake is our only member from the United Kingdom, and was recently visiting in the Boston area. We hope you enjoyed your visit, Rev. Drake, and if members from out of the area visit Boston & Maine territory, be sure to let us know! Jeff Ursillo photo.



Membership Secretary Jeff Ursillo snapped this photo of Springfield Terminal 21, formerly Maine Central GP9 450, formerly Algoma Central! Whew! The locomotive is working out of Lawrence Yard.

Recently I was taken to task for "passing the hat" at one of our membership meetings. Although this is not a usual happening, some thought it to be in bad taste. Now, I would like to explain the reason for doing this.

First, how many of you have actively responded to our fundraising projects? By far, not as many as needed to accomplish a "simple" feat, such as a place to house our hardware. Through the generosity of those present when the "hat was passed", we now have built a small building which houses the hardware, have a complete inventory of it and this is available to each and every member interested in seeing it at one location (address?). The only expense to the Society members was the building materials; the labor and assembly of same was freely given.

Whether or not you are aware of this fact and since we are a non-profit organization, all dues money goes into publishing, printing and mailing of the BULLETIN and NEW-SLETTER at a "mere" cost of approximately \$45,000.00 per year. You do not have to be a mathematician to realize what this means with our total membership at \$17.00 per year. Easy math tells you immediately that other sources of income, in addition to dues, must be entered into if we are to continue being an active Historical Society operating in the black. For example, where does the money come from for maintaining our Archives? There is more than storage space required - there is always a need for files, non-acid paper, envelopes, etc. in order to keep priceless collections and documents safe and in tip-top condition available for members' perusal and use. True, we have been blessed with a benefactor from a fund raising grant which went for the Dana Goodwin collection and housing for same, but what about the rest?? We are also very grateful to the University of Lowell for the space alloted us for the Archives, but, money is still needed for the upkeep of these. As we all know, everything takes money, so whether it is procured from "passing the hat", grants, auctions or just plain contributions, fundraising will continue with whatever it takes in order for our Society to survive!!

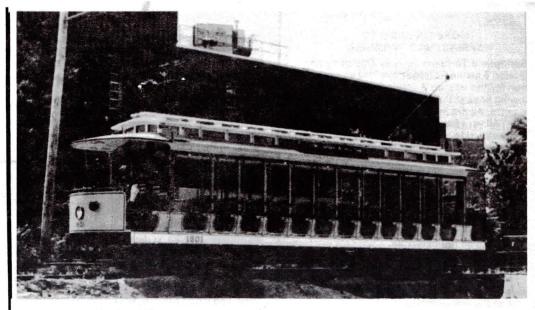
Thanks for lending your ear, your past and continuing support and contributions and your understanding. Joe Shaw, Chairman of the Board

Springfield Terminal has purchased the remaining fleet of yard switchers. This includes the 1223 which the Amherst Historical Society was instrumental in having painted in its original colors a few years back. It will be renumbered **ST #1421.** Maine Central switchers are sold and numbered 1430 to 1434. Ex-B&M #1118 will also be sent to Oneonta from the most northern parts of Maine where its been leased for a couple of years now. This unit will become ST #1400.

Also, the following GP40's have been painted in the Guilford scheme with Boston and Maine on the #338, 342, 340. The 326 and 324 are due next, followed by the D&H 7300 and 7400 series. These will be followed by the B&M GP40-2 and GP38-2's all to be repainted by late Fall.

At Colonie, Morrison Knudsen GP40's that have been stored there for years have been sent west, possibly back to MK; those numbers are #3243, 3230, 3238, 3240, 3256, 3252.

On May 14th it was told that Waterville Engine House will be closed for good in 90 days. Work will be sent to Billerica and East Deerfield facilities. Currently at Billerica MEC #253, 254, 259 are there waiting for genera-



The Lowell Trolleys roll again! Jeff Ursillo photo.

tors and truck work. Also GP7 #573, GP9's 1712, 1734, 1744, 1715, 1714 are also waiting for repairs, although the 1714 will most likely be retired there. ST units awaiting repairs are the 618, 622. Switcher #1129 (ST1407) is waiting tests.

At Waterville MEC #257 is out of service with electrical problems.

An Oneonta, the following units are in the paint shop: 1432, 616, 649. Presently Colonie is doing the wheel machine work, after the new wheel machine shop opens at East Deerfield, Colonie will be closing. On 5/18 the following units were there for wheels: B&M 1723, 211. D&H 7403 and 7416 are at Billerica and will undergo a rebuilding program. Who knows what's next? **Don LeJeune**

Concord, N.H. to White River Jct., VT Line

(Northern Railroad) = New England Southern? On Saturday, June 6 residents along 31 miles of this line were amazed when the 1st train in years traveled as far as Andover. Many thought the railroad was back in town, but which railroad? The train was a gravel train consisting of NES GP18#503 a B&M caboose and D&H hopper cars. Previously NES had traveled only 6 miles up the line to Penacook. On Sunday, the next day, another run was made up the line using the same equipment. Both runs encountered no track problems and more were scheduled in the following week. NES had sent a high railer vehicle inspecting the line a few days earlier. The gravel was being used to cover GTE fiber optic cable which had been installed along side of the track. At any rate these runs proved that the line is still operable. Maybe with a future? From Louis Beaudoin.



Some of the Massachusetts Bay Transportation Authority's ex-SEMTA Geeps have been given temporary MBTA lettering to go with their "T" logos. The Narragansett Newsletter reports that the MBTA intends to have these locomotives, along with the ex-Burlington Northern Geeps and some F10's rebuilt soon. More F40PH's are on the way, too. Photo by Jeff Ursillo.

MORE LINES GO TO SPRINGFIELD TERMINAL

Springfield Terminal Railway Company and Boston & Maine Railroad have filed an exemption for the Boston & Maine to lease the following lines to the Springfield Terminal Railway Co. All are in or around Boston, MA.

1) All yard tracks, running tracks, industry tracks, side tracks and other tracks of the Boston & Maine commonly known as Yard 8 in Somerville.

2) Yard 7 and the piggyback yard in Cambridge and Somerville.

- 3) The Kat Yard in Cambridge and Somerville.
- 4) The Third and Fourth Iron tracks in Somerville and Boston.
- 5) Yard 21 in Somerville.

6) The New yard in Lowell.

7) The Woburn Branch in Wilmington between a connection with the New Hampshire Route Main Line at milepost 13.97 and the end of track.

8) The Marblehead Branch between Milepost 15.59 and the end of track.

9) The east leg of the wye at Salem between a connection with the Eastern Route Main Line at milepost 16.99 and milepost 16.78 on the Danvers Branch.

In order to facilitate Springfield Terminal's operations, the Boston & Maine will grant the Springfield Terminal overhead trackage rights on the Boston & Maine's Freight Main Line between Rollinsford, NH and Ayer, MA, portions of which are owned either by the Boston & Maine or the Massachusetts Bay Transportation Authority. The Boston & Maine will also assign to the Springfield Terminal the right to use its freight easement over other lines in the Boston area. From Traffic World. From Mike Lennon.

The New Hampshire North Coast has acquired at least one new locomotive, and has finally put a "NHN" logo on the long hood of their GP-9's. The new locomotive(s) are still Conrall blue, with former-numbers lined out. Hopefully, the NHN crews will get these locomotives painted as soon as possible, as theirs is one of the sharpest shortline paint schemes we've seen!

Also, the NHN gravel train from Ossipee to Dover has resumed night running due to trackwork being done on the Ossipee branch. Surprise of surprises, a New England Southern Geep was doing work train duty on the Branch in April.

The brick railroad building that was part of the enginehouse complex in Manchester, NH, yard has been demolished by the Jones Wrecking Company during the week of June 18. This was the last standing building in the yard, and it had been gutted by fire two years ago. There are 21/2 wood frame section houses left at the north end of the yard. One building is intact, the other two section houses were gutted by fire back in May. One is a shell, and only half of the other one remains (hence 21/2 buildings). I expect the remaining buildings will be torn down soon, thus ending an era in Manchester Yard. From Mike Lennon.

Former B&MRRHS mailing helper Dick Pearson has relocated to Vermont with a new job, and will no longer be able to help us do the Newsletter and BULLETIN mailing. Thanks for all your help in the past, Dick, and best of luck with your new job!

RAILROADIANA YARD SALE

Timetables, magazines, hardware, paper, miscellaneous items, Saturday, July 25, 1987 from 9:00 a.m. to 5:00 p.m. (Rain date: Sunday, July 26) at the Grand Trunk Railroad Station, Gorham, NH. E.M. Quinn and J.B. Egan.

BACK ISSUES OF THE B&M BULLETIN FOR SALE

Summer

1077

\$2.00

1977	Summer	Ψ2.00
1979	Spring	2.50
1980-81	Winter	3.25
1981	Fall	3.25
1981-82	Winter	3.25
1982	Spring	3.25
1983	Fall	3.25
1983-84	Winter	3.25
1985	March	3.25
1985	September	3.95
1985	December	3.95
1986	April	3.95
1986	July	3.95
1986	October	3.95
1987	Vol.XV,No.2	4.95
Also available are:		
Dairi MEO Han Motor Gare		\$5.00
B&M 1937 C	Characteristics Charts	\$5.00
Daily Otalida Chack and		\$5.00
B&M Modeling Guide \$1.00		
Postage & Handling		
\$0-9.99		= \$1.00
10-24.99 = 10% of order.		
25-49.99		= 2.50
Over \$50.00		= Free

Boston & Maine Railroad Historical Society Incorporated

PO BOX 2362 • Harwood Station • Littleton MA 01460

FORWARDING AND ADDRESS CORRECTION REQUESTED

FIRST CLASS MAIL U.S. POSTAGE PAID PERMIT # 1

JULY 1987

FIRST CLASS MAIL

NON-PROFIT ORGANIZATION

We have received notices that several members did not receive their March Newsletters. These were mailed with the BULLETIN in the same envelope. If you did not eventually receive either the BULLETIN or the Newsletter, you can request an extra copy through the Harwood Station Post Office box.

On the same note, the Newsletter editors do not maintain a backstock of extra issues. If you need a replacement, please direct all inquiries to the Harwood Station Post Office box, and the request will be forwarded to the Membership Secretary. Thanks for your cooperation in this matter.